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James Michael Curley Scrapbooks Volume 15

James Michael Curley

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Volume 15
Congressman Douglass Sends Word That War And Navy Department Must Have Two Hundred Foot Clearance In Case Of Harbor Bridge And Is Opposed To The Idea On Account Of War Possibilities

Officials of the War and Navy Departments Tuesday informed Representative Jonn. i. Douglass of Massachusetts that the proposed bridge connecting Boston with East Boston, across the bay, would have to have a clearance of at least 200 feet. They also told Mr. Douglass that the departments were disinclined to favor the construction of any bridge between the open sea and a Government Navy Yard, as the proposed bridge at Boston would be located.

Mr. Douglass took the matter up with the officials after receiving a long-distance telephone call from Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, who had been requested by Mayor Curley to learn what conditions would be laid down by the War and Navy Departments if Boston should go ahead with plans for such a bridge. The opinion given Mr. Douglass was "unofficial" but nevertheless is considered of weight.

Mr. Douglass was informed that the masts of the newest type of cruisers were 178 feet four inches high, that battleship masts were 172 feet high and that those of aircraft carriers were 179 feet high.

The height of these masts would make it imperative that the proposed bridge at Boston have a 200-foot clearance, it was said.

The Navy Department is opposed to the construction of bridges between the sea and Navy Yard, because in the event of war, a bomb from an enemy airplane might destroy the bridge and fill the channel leading to the Navy Yard with debris.

Navy Yard Work

The declaration of Assistant Secretary of the Navy Ernest L. Jahncke in his communication to the mayor denied that there has been any discussion of the advisability of closing the navy yard. He pointed out that work has already been assigned but that it is impracticable to divert work from one yard to another "without upsetting the condition at practically all yards.

He also told the mayor that there is no basis for the report that several hundred mechanics and skilled laborers at the navy yard are to be discharged.

Mayor Curley telegraphed Congressman Douglass that a demand for an equitable distribution of work, if accorded to, would permit the doubling of the present force.

"I trust," the mayor added, "that you will enlist the support of the two members of the Senate from Massachusetts in securing what appears to be a measure of justice for the Boston navy yard. While I realize that unemployment is general throughout the United States, I nevertheless recognize that locally it is greater than at any time since 1914 and if the program as outlined by President Hoover means anything, it is about time that these agencies directly under his control set an example to others."

Mayor Curley Plans Big Industrial Area Near The Airport That Will Mean Much For City

Mayor Curley in the course of a splendid speech before the Boston Real Estate Exchange on Thursday at a banquet in his honor given by the members at the Hotel Statler said that he plans to build of concrete and steel a tremendous industrial area near the East Boston airport, where steamship, railroad and air transportation will be linked, provided that the business leaders will back the movement.

"We will not try to make a big profit on this land on which I propose to reclaim between East Boston and Dorchester's Island," said the Mayor, "nor will we lease it to industrial plants at the mere cost of the charges. The turn will come when they will put up their plants, giving the city of dollars in taxes and millions, putting hundreds of thousands of people to work so that they will enjoy peace and happiness in homes."

The Mayor told how he had visited the late E. M. Statler in Florida California and built a park hotel there for the hotel magnate to erect a similar structure here. He explained how he had the waiving of the building restrictions of a high building here, resulting in the opening of the Ritz.

BOARD OF TRADE HOLDS MEETING

Many Important Matters Come Up Discussion — Conference on Ferry Toll Desired by Directors

Many important matters were discussed at the meeting on Tuesday at the board rooms of the Federal National Bank, President Edward D. Carter presiding. Many matters were discussed, and plans for the future were outlined.

The secretary was directed to send a letter to Mayor Curley protesting against the toll increase on the Ferries made under the former administration, and asking for a conference on the matter.

A committee was appointed to arrange for the annual meeting and banquet composed of Directors Fynes, De Vito, Bellucci, O'Connell Gay and President Carter.

The nominating committee for officers for the ensuing year were announced, Directors Webster, Magazine, Donahue, De Vito, and Goldinger.

Among the directors present were Messrs. Fynes, Rich, Webster, H. T. Smith, Goldenberg, Hirschberg, Denis Burns, Jackson, O'Connell, Bellucci, Sacco and De Vito.
By WILLARD De LUE

"Haw, haw, haw," roared the distinguished gentleman with whom I had been talking. "Haw, haw, haw."
And then he added:
"They ain't no such animal."

This is not a story about Dinosaurs or the fauna of the Mesozoic Age. It's about this Greater Boston business; this scheme of getting all
the 40 cities and towns of the Boston Metropolitan Area into some sort of closer companionship for the common solution of common problems.

The laughter was occasioned by a simple little question that I had put to one of the best-informed men in Boston on what it's all about.
"Will you tell me," said I, "exactly what a 'borough system' of government really is?"
And the reply was: "Haw, haw, haw."

I discovered, after a time, that this was the correct answer. A "borough system", of unified action means anything you want to make it mean. It means one thing in London (where they have a borough system of government) and it means something totally different in New York (where they also have a borough system of government). It might mean something totally different if we ever adopted it here in Boston.

So much for that.

The Metropolitan Commission

Today, this is the situation: certain things, such as water supply, sewage disposal, and the building of traffic arteries, and the maintenance of a widespread park system—all of which directly concern the people of 40 different cities and towns—are being carried on and administered by a Metropolitan Commission over which the people serve haven't much more control than they have over the Maharajah of Swat.

Experience of 20 years or more has shown that this plan of unified action has worked fairly well; some say "perfectly."

But—

The question has been raised: "Is this American democracy?" Should boards or commissions named by the Governor, and responsible to the State Legislature alone, be allowed to determine administrative ques-
lions, carry on public works and spend millions of dollars (or refuse to spend them) for the 40 cities and towns of Metropolitan Boston."

The Problem

Here's how a committee of the old Boston Associated Board of Trade put it back in 1867:

"At present, the Metropolitan Boston district. Back a few years, when thieves broke into my house, I knew there wasn't a police force in the Metropolitan area."

They got the thieves and most of my stuff into my house. I knew there wasn't a police force in the Metropolitan area."

The work has been well done, but it's not finished."

"But your committee thought that there were various Metropolitan works needed at present and enough advanced to safely permit a return to first principles of American Government."

And so it is, wherever you look—Boston, London, Pittsburgh, where will you find plans pre and post identical, regardless of geography."

The many objections to federation of our Greater Metropolitan area are almost identical with the objections raised by the Londoners seven years ago, when it was proposed to federate them with the present London County Council area."

And so it is, wherever you look—Boston, London, Pittsburgh, where will you find plans pre and post identical, regardless of geography."

The many objections to federation of our Greater Metropolitan area are almost identical with the objections raised by the Londoners seven years ago, when it was proposed to federate them with the present London County Council area."

**Not Annexation**

The truth is, there is, not, at this time, any very definite plan of how this "loose federation" of the cities and towns of Metropolitan Boston might be organized, I say "at this time," because there have been plans in the past—plenty of them."

Mayor Curley has appointed for instance a committee to consider the problem. Perhaps that committee will be able to work out some scheme that everybody concerned will approve."

One thing is certain, there seems to be complete unanimity that anything in the nature of annexation or consolidation is out of the question. Nobody I have talked with even mentioned the word."

And so it is, wherever you look—Boston, London, Pittsburgh, where will you find plans pre and post identical, regardless of geography."

The annexation bugaboo bobs up: "It is the right and duty of these 40 cities and towns concerned to consider it merely the..."

The adverse report took substantially the same stand on the matter of fire protection."

The annexation bugaboo bobs up: "It is the right and duty of these 40 cities and towns concerned to consider it merely the..."

If this move on London's part, which isn't involving proposals of annexation, was crippled a few years ago by the annexation cry. Here is an interesting comparison:

"Your committee feels that such cooperation (on educational facilities) as is necessary is now obtained by State..."
CURLEY IS PRAISED BY THE G. G. A.

Start of the Mayor's Third Administration Lauded

The manner in which Mayor Curley has started his third administration at City Hall has won the approval of the Good Government Association, which opposed him during the campaign. For in pamphlets mailed last night to the voters of the city, the organization recorded its support of the proposal for the creation of a Metropolitan Boston, the extension of the rapid transit system beyond Governor square and most of all his policy of making a careful study before acting.

"HIGHLY COMMENDABLE"

In the leading article of the first number of "City Affairs," the reform organization's periodical magazine, Executive Secretary and Editor Laurence Pratt, states: "There is much that is highly commendable in Mayor Curley's inaugural address and in his first administrative acts.

"His desire to solve the Governor square puzzle, to bring about some form of confederation in metropolitan Boston, and the recent street widenings according to a well-thought-out program, rather than by piecemeal projects, will be approved by most thoughtful citizens," declares the article, discussing the "New Administration."

The Good Government Association pointed out that it did not favor a courthouse on Beacon Hill or a bridge instead of a traffic tunnel to East Boston, as these projects had been found "wanting" by previous studies.

Praises Greater Boston Policy

Praising the Mayor's policy of appointing a commission to devise a plan for the creation of a Metropolitan Boston, the G. G. A. states that his commission is one in which "citizens of either Boston or outside communities may place the utmost confidence.

Discussing the creation of a Greater Boston, the Good Government Association points out the "undemocratic in principle and unsound in fact" the taxation plan outlined in the recent Metropolitan District Commission without direct responsibility to the communities taxed.

As suggestions for the Metropolitan plan the G. G. A. urges that the smaller communities be given a great voice in the administration of activities now administered by the State-appointed commissions and that the smaller communities be relieved of the worry of annexation and be assured of the retention of their local autonomy. The leading article also urges that the city manager form of government for the proposed Metropolitan Boston be not overlooked in coming discussions.

"We hope that during Mayor Curley's third administration his borrowing policy will be a sound one: we do not believe that a policy which promises to place too great a burden of taxation on real estate in this city in the future is any better than a too conservative policy which would only serve to retard our natural growth," the pamphlet states.

In appealing for funds, the organization revealed that it ended the year with a deficit of $4,000, which was $200 greater than it received the previous year because of natural conditions and increased expenses.

$2500 RUG IS CUT IN PIECES

Mayor Now Must Get New One for Office

Mayor Curley yesterday recovered the Oriental rug which adorned his private office four years ago. But he got it back in pieces. As a result he was forced yesterday to put in an order for a new rug.

A connoisseur of good rugs, the Mayor noted the absence of the Oriental, which was valued at $2,500, but which he purchased at a third of the price during his last term. Upon being informed that the rug had been "sold" a year ago, the Mayor insisted upon learning the identity of the purchaser, so that he might get it back.

Employees of the public buildings department yesterday carried the Oriental rug up to the Mayor's office in pieces. It had been cut up into bathroom sizes, fit only for the smaller offices. After conferring the cutting up of the rug, claiming that it would have been good for 100 years, had it not been chopped into souvenirs, the Mayor set about the task of obtaining a new rug for the Mayoral chamber.

FAVORS PARK ON OLD POSTOFFICE SITE

George McAneny, head of the New York Regional Planning Association and former president of the Borough of Manhattan, yesterday accepted the invitation of Mayor Curley to address the conference on Metropolitan Boston, probably some day this week.

Mr. McAneny, who is president of the Ritz-Carlton Hotels Company, called upon the Mayor at City Hall yesterday during his visit to the city. He discussed the proposal for the creation of a greater city favorably, and city planning in general. "I think it would be a fine thing for the city of Boston if the old post office site were left vacant," he suggested. Mr. McAneny, "It would increase tremendously the value of surrounding property."

"LOST" BOSTON TABLET FOUND

Marks Site of First N. E. Catholic Church

"Lost" for four years, the bronze tablet, designed during the last Curley administration to mark the site of the first Catholic Church in New England at 12 to 22 School street, was found yesterday in an old closet on the fourth floor of City Hall, and will be put in place this week under orders of the Mayor.

Director of Public Celebrations J. Philip O'Connell found the tablet while bankers were preparing room 40 for his headquarters. Upon investigation the Mayor found that this and another tablet marking the evacuation of Boston had not been put in place when the commission for marking historical sites was discontinued after he left City Hall.

John F. Paramino, sculptor, and Charles A. Coolidge, architect, both members of the commission, yesterday selected 22 School street as the proper location for the bronze memorial, which will be put up without delay. Here the French Huguenot church stood from 1715 until 1731. It was the Rev. A. Crosswell's Congregational Society from 1735 until 1755, and it was the first Catholic Church in New England from 1755 until 1802, the public mass being celebrated in the church on Nov. 1, 1755, according to the inscription on the tablet.
G. G. A. HAS $4500 DEFICIT FOR YEAR

Contributors Increase Over 1928—Small Amount Donated

The financial condition of the Good Government Association was far more discouraging Jan. 1 than the year previous according to a statement, released yesterday, which admitted a deficit of $4500, an increase on the deficit column of $2900 over 1928.

Though the number of contributors, who gave $14,349 to the association increased from 662 to 766, unfavorable conditions were encountered in the quest for financial assistance and the results were not entirely satisfactory.

Of the $17,622 expended last year $8390 went for salaries and $7164 was spent for the preparation and mailing of the reports of the records. The first public mass was celebrated in the church Nov. 2, 1788.

G. G. A. HAS $4500 DEFICIT FOR YEAR

Prof. J. H. Beale of the Harvard law school, who is president of Mayor Curley's conference on metropolitan Boston, will resign the house in the city for the big things, the boroughs, and the support of his plan is described as "unthinking criticism." The personnel of the mayor's committee to develop a metropolitan city program meets with the unqualified approval of the Good Government Association.

PROF. BEALE TO STUDY

LONDON COUNTY PLAN

Prof. J. H. Beale of the Harvard law school, who is president of Mayor Curley's conference on metropolitan Boston, will sail Wednesday for London to make a six weeks' study of "the London county council system of federation, in order that he may develop a working plan for the organization of a metropolitan Boston.

Dr. R. D. Doten of Massachusetts Institute of Technology will carry on Prof. Beale's work in the conference, and Prof. W. B. Munro of Harvard, who will return from sabbatical leave in the spring, will also assist in the study of the group.

LOST TABLET FOUND IN CLOSET AT CITY HALL

Will Mark Site of the Old Huguenot Church on School Street

After being "lost" for more than four years, the bronze tablet intended to mark the site of the School street of the church of the French Huguenots, which was later a Roman Catholic church, was found yesterday in the recesses of a storage closet in City Hall.

As Mayor Curley started to find out why the tablet had never been erected, the condition on the marking of historical sites reported to them that John P. Faramino and Charles A. Conover, devoted yesterday morning to selecting a proper location for the tablet.

It will be set up immediately. The school street site was not only used by the Huguenots from 1716 to 1741, but by a Congregational society from 1748 to 1788 when it was occupied by the Roman Catholics. The first public mass was celebrated in the church Nov. 2, 1788.

CURLEY WINS SUPPORT

"City Affairs" Lauds Plan as Necessary to Boom Trade

The Fourth City in the U. S. A, eager to prove its right to that title, is about to seek such assistance as it can get from the First City in the World.


Weary of the humiliating handicap that goes with being eighth in United States Census reports — trailing after Detroit, Cleveland, St. Louis and Baltimore — Boston wants to speed up her economic progress. It is a sentiment among its people that "Boston must obtain greater recognition of her position among the great cities of the world and must avoid the handicap that brought order out of the great confusion of London government which had so long vexed and perplexed successive generations, then its practical application to our own necessities should be given the closest consideration.

"Boston must be relieved of its unfair burden in supplying transportation facilities to the remainder of the community. It is to Boston's advantage to become the fourth largest city in the United States.

"Boston must obtain greater co-operation from outside communities in making Boston a commercial and industrial center to attract new trade. The desires of Boston and of the outside center of the community are not necessarily inconsistent; it should be possible to work out a plan acceptable to all interests."

The first important step will follow Prof. Beale's return from England, with the facts concerning the borough plan of City Government.

CONFERENCE HEAD TO SAIL THIS WEEK

Harvard Law Professor to Secure Information on "Borough" System

Prof. J. H. Beale of the Harvard law school, who is president of Mayor Curley's conference on metropolitan Boston, will sail Wednesday for London to make a six weeks' study of the London plan on the ground. Prof. Beale, chairman of the Conference, sailed for Naples next Wednesday on the steamer Providence. He will be accompanied by Mrs. Beale and a brief sojourn in Italy, will proceed to London. In his absence, Prof. Carroll W. Doten of the Massachusetts Institute of Technology, will act as chairman of the conference.

TO "SELL" BOROUGH PLAN

The "London Plan," first suggested for application to Boston by Prof. William B. Munro of Harvard, has been under consideration for two years or more by those who
**Switchboard Control**

The lights will be controlled from a switchboard to be set up during the next month in a room at the City Hall Annex, from which board the men in charge can adjust the speed of the lights so as to conform with conditions prevailing at different points on the system. This board will provide for handling of the lights by sections or individually.

**Traffic Posts, Won't Wave Arms**

Traffic Commissioner William A. Fisher says the policemen will remain on traffic posts, but they will not be obliged to wave their arms and blow whistles to signal vehicles.

**G. G. A. ORGAN PRAISES**

**THE MAYOR'S PROGRAM**

Confederation of Greater Boston is endorsed—

Three Factors Suggested on Curley's Proposal to Borrow $17,000,000

Devoting its first page to the new administration at City Hall, the Good Government Association's monthly news pamphlet, City Affairs, in its first issue this year allows that "there is much that is highly commendable in Mayor Curley's address and in his first administrative acts."

The article states that most thoughtful citizens will approve the desire of Mayor Curley to solve the Governor's traffic problem, his efforts to bring about coördination of some sort of confederation in Metropolitan Boston, and his desire to improve the system of lights along the streets, such as Washington st., it is planned to set markers in the center of the streets, so that drivers must go straight ahead or turn the corner, according to the lane which they are using.

With completion of the downtown system, for which all underground work has been completed, and with the exception of light signals, the system is ready for operation. This board will provide for handling of the lights by sections or individually.

More than $17,000,000 by the city, and says weight should be given these factors as follows: First, the ability of the city to pay; second, the improvements urged of a nature to be the most necessary. And third, the improvements suggested most the urgent ones. It proposes that the budgeting of the city debt be referred to the Planning Board of 300 appointed by the Mayor.

**MORRIS BUYS OFFICE RUG**

Mayor Curley has just purchased a new and beautiful rug for his office at City Hall, to replace the one he bought in his last administration.

When Mayor Curley took office a few weeks ago he noticed that the rug he had so highly prized had been removed. Inquiry resulted in information that the rug had been sold, but Mayor Curley's investigator found pieces of the rug in the basement of City Hall, which indicated that it had not been sold, but had been cut into small rugs and apparently distributed to souvenir hunters.

**MCANENY TO TELL GREATER NEW YORK'S EXPERIENCE**

Among the visitors to City Hall yesterday was George McAneny of New York, head of the Regional Plan Association of that city. They discussed among others the question of annexation and the desirability of making a greater Boston.

Mr McAneny, who is a hotel man, said that he had been looking around the city before going to City Hall, thought it would be a fine thing for the city if the old main postoffice site was allowed to remain vacant.
TO REALIZE HIS BOYHOOD DREAM

'Eddie' McLaughlin, Former 'Spark,' Will Be Head Of Fire Department

A little over 30 years ago the "gang," in the vicinity of Dover street in the South end, like most other boys in America, had the neighborhood fire engine, which they could see. They found the mayor keenly enthused about the coming celebration, Ho plans a grand get-together banquet of the Massachusetts department of the American Legion, which is to be the reception to O. L. Bodenhamer, national commander, reports that Gov. Allen and Mayor Curley have accepted an invitation to be present. Both are scheduled as presenters.

The other guests will include the governor, general officer commanding the First Corps navy yard, legion department commander, and other state and local officials at the banquet, to be held in the mayor's residence.

Members of the Evacuation Day committee from the South Boston Citizens' Association were pleased at the reception they received from Mayor Curley when the ways and means committee, headed by Representative John J. Keane, made a call at Mayor's office, regarding the appropriation and events of the Evacuation Day observance. They found the mayor keenly interested and enthusiastic over the coming celebration. He plans to revive the breakfast which had been cut out of the program during the past four years, a plan to have the breakfast again, which had been cut out of the program during the past four years, according to the mayor. Michael J. Ryan, excelsior clerk of the police, will be the emcee in the exercises on Sunday morning, March 16, at the association's program opening.

ALLEY AND CURLEY TO ATTEND LEGION FETE

The committee in charge of the annual get-together banquet of the Massachusetts department of the American Legion, which is to be the reception to O. L. Bodenhamer, national commander, reports that Gov. Allen and Mayor Curley have accepted an invitation to be present. Both are scheduled as presenters.

The other guests will include the governor, general officer commanding the First Corps navy yard, legion department commander, and other state and local officials at the banquet, to be held in the mayor's residence.

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Dr. Wilinsky Again to Assume
Supervision of Health Units

Beth Israel Hospital Director Returns to Labor
Of Love with City

TRUSTEES UNWILLING TO LOSE SERVICES

Dr. Charles F. Wilinsky, director of the Beth Israel Hospital, will resume today a position created largely by himself with the Boston health department under the approving supervision of Mayor Curley and Health Commissioner Francis X. Mahoney. The position has been kept vacant for nearly two years in the hope that Dr. Wilinsky, despite his affiliation with the hospital, would not consent to the time to fill his accustomed place in the scheme of things regarding Boston's public health.

He served the city in 1908 until June, 1928—first as a school physician, then as medical inspector, then as organizer of the Blossom street health unit, and finally as deputy health commissioner in charge of child hygiene and the numerous health units which followed the experimental Blossom street station and all but revolutionized the public health and welfare work in Boston. It is to this last named post that he now returns.

A LABOR OF LOVE

That he returns to a labor of love is made unmistakably evident by one interesting and unusual fact revealed yesterday by a Beth Israel trustee. Dr. Wilinsky is continuing as director of the hospital which he has agreed to guide through the first decade of its existence. The trustees voted by no means to give up to the city; and the doctor was decidedly unwilling to refuse the request of Mayor Curley that he resume supervision of the health units. How to order things, was the question so that the mayor could be pleased, that the doctor could give full scope to his abilities, and that the trustees might not think the hospital was deprived of services and energies that were its due. It so happens that the new hospital needs money, no less than direction. The solution, therefore, becomes quite simple. Dr. Wilinsky, according to the trustee who tells the story, settled the matter by agreeing to contribute to the hospital every cent he can. Every one is satisfied—Dr. Wilinsky, who is fond of work, no less than the hospital and the mayor.

RECOGNIZED AUTHORITY

In the profession, the doctor is a recognized authority on child hygiene and public health, subjects in which he first took interest 20 years ago. At that time he was a practitioner, not to say a neighborhood character, in a congested section of the West end where patients made up in number for what they lacked in individual peculiarity. The conditions under which he practised were bound to attract his attention to the need for the wider application of preventive medicine and public health measures.

His first opportunity to make practical use of the ideas that he was turning over in his mind came in 1909 when he was appointed school physician of the Washington school in the district where he had begun practice five years earlier. Gradually, in work as well as in thought, he began to emphasize prevention instead of cure.

In the mean time the health unit plan was taking root in Buffalo, Pittsburgh, St. Louis and New York. This local centralization of all health and welfare agencies under a single roof appealed strongly to Dr. Wilinsky, who persuaded Mayor Curley to introduce the plan in Boston.

ORGANIZED SERVICE

Giving up altogether the private practice which more and more he had been delegating to others, the doctor made a careful study of the health units where they existed and then, at the request of the mayor, organized a similar unit on Blossom street in the West end.

For seven years, from 1915 to 1922, he developed this one unit and with it completely won the mayor's favor. In 1922 George Robert White died providing in his will a large income to be used for such things of public utility and beauty as might best serve the interests of the people of Boston. The creation of this system has been Dr. Wilinsky's chief but not his only work. During the war in charge of the medical work of draft board No. 5 in the West end and examined thousands of prospective soldiers. From 1924 to 1928 he also served as executive director of the Boston Health League, a federation of 30 health and welfare organizations.

This work, however, his work with the health units, and a growing work for liability insurance companies, he gave up all at once in June, 1928, when the Beth Israel trustees asked him to take charge of the new hospital.

Dr. Wilinsky was born in Warsaw in 1862, coming to America at the age of 10, receiving his general and medical education in Baltimore and entering practice in Boston in 1885.

WORKED FOR CO-OPERATION

Dr. Wilinsky has become increasingly fond of work, and a loving work for the betterment of the community. He has served the city from 1909 until the present time in charge of the medical work of draft board No. 5 in the West end and examined thousands of prospective soldiers. From 1924 to 1928 he also served as executive director of the Boston Health League, a federation of 30 health and welfare organizations.

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Dr. Wilinsky plans an extension of the health units in charge of child hygiene for the city, will make no radical changes, he said today.

Child hygiene work, established in Boston a few years ago by Dr. Wilinsky, has become increasingly important, he believes. It embraces the care of young children, education for the crippled, posture work, treatment of mental diseases, and correction of physical deformities.

Deputy health commissioner of this city, Dr. Wilinsky, retired to direct the new Beth Israel hospital. It is understood that his recent appointment was accepted with the understanding he would not have to relinquish his hospital connection.
OFFICERS OF BOSTON WOMEN'S DEMOCRATIC LEAGUE

Left to Right—Mrs Alice Lyons, Dorchester, president; Mrs Mary E. Gallagher, corresponding secretary.

With the shibboleth "Help us make Boston 150,000 Democratic," the Boston Women's Democratic League will have what Mrs Mary E. Gallagher, its secretary, declares will be "a monster banquet" at the new Boston Normal School, Longwood and Huntington ave. Wednesday evening. More than 1000 tickets have been disposed of for the event. The only speaker will be Mayor Curley. Chairman Lawler of the city committee will be toastmaster.

In the recent Mayoralty campaign, the league supported Mayor Curley and conducted the women's headquarters in the Hotel Bellevue on Beacon st. Mrs Alice Lyons of Dorchester is president.

"We want to keep Massachusetts Democratic," says Mrs Lyons, "and we can do it by putting the women to work and placing thousands of new names on the voting lists for the next campaign. The women were a large factor in the last two political contests and we want to keep them interested in the next contest, for the election of a Governor and a Senator."

"If there was ever a campaign in which the women of Massachusetts ought to interest themselves, it is the coming contest for the election of a Senator and Governor. The Republican tariff has raised living costs all along the line. They are simply paying back their campaign debt to those who contributed to their campaign chest in 1920 and expect the plain people to settle by raising the tariff. The Democrats can win on the tariff issue alone.

"Democrats should stand back of Senator Walsh and support him in the great fight he has made for a fair tariff and elect a Democratic colleague to serve with him in Congress."

"City Affairs," official organ of the Good Government Association, renders somewhat grudging praise to Mayor Curley's inaugural address and in particular to his idea of a "Greater Boston." In spite of its novelty Mayor Curley will probably not allow his head to be turned by praise from this source.

BOSTON PAYS HONOR TO ADMIRAL TU

Chinese Official Sees London Parley Succeed

City Government Gives Him Luncheon at Copley-Plaza

"The naval peace conference is a good thing for the Nations who are interested in it. I believe the London conference will be a success, as far as lightening the burdens of the taxpayers in the leading countries of the world," Admiral H. K. Tu, high Chinese Navy official, said yesterday at the Copley-Plaza.

"I am on the first lap of a tour of countries inspecting the great Navies of the largest Powers, seeing the best and preparing for the enlargement of the Chinese Navy.

"My tour started a month ago, and the United States was my first port of call. I plan to visit Germany, Italy and France before returning home.

"Why does China need a greatly increased Navy when other Powers are seeking to limit the building of Navies, you ask. Well, our Navy is very small, in fact entirely too small. Then for many years we have done nothing to keep our Navy up to the times."

Admiral Tu was the guest of honor at a luncheon at the Copley-Plaza yesterday. The city of Boston was represented by J. Philip O'Connell, director of public celebrations for the city; Joseph A. Corry, Traffic Commissioner; Pres William G. O'Brien, city Solicitor; Mayor Curley's staff, Commander S. C. Whang of the Chinese Navy, Lieut Commander Ching, K. C. Kao, secretary to the High Commissioner of China; and H. K. Tong, secretary to Admiral Tu.

"What do you think of the United States Navy now that you are about to conclude your visit and sail to Europe?" he was asked.

"The Navy of the United States embodies all that is new in improvements. I was especially impressed with the mechanical inventions as shown in the V-0 type submarine which is under construction at Mare Island."

"I am especially interested in your Naval aviation progress. I enjoyed a long ride in a Navy plane from the Philadelphia Naval Airport. Your submarines, your aircraft, your entire Navy embodies the best."

Urges Postoffice Site Left Vacant

"I think it would be a fine thing for the city of Boston if the site from which the old postoffice was removed was left vacant," said George McAvany, head of the Regional Plan Association of New York during a visit to Mayor James M. Curley today at City Hall.

"If that site remained vacant it would tremendously add the value of all surrounding property," added McAvany, who is president of the Ritz-Carlton Hotels Company and former president of the Board of Aldermen.
OPPOSED TO BIGGER CITY

Citizens of Cambridge, Belmont and Arlington, Interviewed by Post---See No Good in Joining Boston---Cambridge Close

34 in Poll Vote "No"—28 Favor Being Annexed

BELMONT SOLIDLY TURNS DOWN PLAN

Only 8 in Arlington Out of 36 Would Join City

The majority of those citizens and taxpayers of Cambridge, Arlington and Belmont, whose opinions were sought yesterday on the proposals to include their municipalities in one large metropolitan city, expressed their disapproval of the plans that have been put forward, for wide and various reasons.

VERY FEW IN FAVOR

In Cambridge it was found that out of 83 residents of that city, 34 were against a merger of any sort, while 29 favored some kind of annexation to Boston. In Belmont no one favoring any form of merger could be found among 30 people who were interviewed in their homes. In Arlington the sentiment was overwhelmingly against any municipal affiliation with Boston. Here it was found that 25 people registered their opinions against the project, while only eight could see any advantage in having Arlington a part of a large city.

Dozens of citizens of these three municipalities who were interviewed yesterday by Post reporters were either indifferent to the entire proposition or had not given the matter a thought. In an effort to get the sentiment toward a merger which exists in Cambridge, Arlington and Belmont, private citizens and householders were sought out by the Post reporters.

No effort was made to get the opinions of officeholders or others, who, in virtue of their positions, might have a personal interest in the project for one large city with a population of 2,000,000 people. In each place the canvass was conducted in different districts to assure a representative registration of opinion for that municipality.

Cambridge Women Opposed

Several Cambridge citizens were willing to have their city merged with Boston if they could have assurance that some form of local self government could be maintained. The New York borough system was cited here as an ideal way of building up the large city. Opinions of the effect on the tax rate varied. Some thought that Cambridge property owners would pay less taxes if they were a part of Boston and others thought they would be assessed more.

In general it was found that the women in Cambridge were strongly in favor of keeping the city under separate government. They expressed the fear that its identity would be lost if it became part of the long history of Cambridge as a city and a town, and said that they would have everything in both and nothing in particular to gain if they sponsored the plan.

Variety of Views

Various views were also encountered regarding the advantage of having the populations of Cambridge and the cities and towns in the metropolitan area counted as one city. One business man thought it was just a "fogy egg," and another saw some economic value in this proposition.

Many of those who expressed a willingness to join in some form of a merger were utterly against any proposition which would rob Cambridge of the right to govern itself. The older residents of the city were found to be against a merger while many of the newer residents and many apartment house dwellers were not at all interested in the subject or dismissed it briefly by saying they thought it would be a good thing.

Many Anti Reasons in Arlington

In the adjoining town of Arlington it was found that many reasons existed in the minds of those who were against joining their population or resources to Boston's. One man stated that Arlington has a fine public library which was built up and maintained at considerable expense. If Arlington became a part of Boston he could see the choicest volumes being removed from the stacks and the library becoming just one more branch of the Boston Public Library.

One Arlington business man pointed out that they always had their sidewalks and streets and town hall and the Hub is not particularly attractive, and another claimed that the fire department in the town afforded better protection than Boston obtained.

Younger Men for Merger

It was found that among those who favored a merger of Arlington and Boston were many young men, some of
Find None in Favor in Belmont

A canvass of 29 homes in different sections of Belmont, conducted yesterday by a number of selectmen, who favored joining the town with Brookline to form a metropolitan city, showed that no one was in favor of the proposal.

Arlington Says "No"

Daniel E. Ahearn of 20 Alton street, Arlington, business man, said: "I believe the question of annexing Beverly to the city by annexing Beverly be considered under the city's government. Personally, as a man with business interests in Bowdoin, I would like to see a Greater Boston, but that is something that must be worked out in years to come. I see no advantage to be put it over."

Malcolm Potter of 40 Orient street, Arlington Heights, said: "Certainly not! The people of the city of Boston, they are United in the form of the government. Anything in the way of a merger that would make a part of a big city would not work out as well as the system we are now enjoying."

Can See No Possible Benefit

C. A. Thompson of 64 Common street, said: "I cannot see how the town of Belmont could benefit by being a part of an enlarged Boston. A small town, good police and fire departments and I do not believe they would be as efficient as they now are if they were under the supervision of some general superior officer who had no particular interest." Miss Pauline Servello of 124 Belmont street said: "It would be better for the town of Belmont to retain its own local government. Anything in the way of a merger that would make Belmont just a part of a big city would not work out as well as the system we are now enjoying."

Arlington, Boston business man, said: "I believe Arlington sentiment as a whole is against annexation by Boston. The preference of Arlington citizens as a whole for the present form of government is proved at every election when they vote to retain the town form of government. Personally, as a man with business interests in Boston, I would like to see a Greater Boston, but that is something that must be worked out in years to come. I see no advantage in annexing Beverly to the city by annexing Beverly under a strictly local administration. I do not believe they would be as efficient as they now are if they were under the supervision of some general superior officer who had no particular interest."

Arlington Heights, said: "Having access to a Greater Boston, but that is something that must be worked out in years to come. I say one thing for Arlington, they send the streets out but that's more than they do in Boston."

Mrs. Daniel F. Ahearn said: "I agree with the people of the city of Boston, they are united in the form of the government. Anything in the way of a merger that would make a part of a big city would not work out as well as the system we are now enjoying."

Joseph Mahoney of 137 Hillside avenue, Arlington Heights, said: "Having access to a Greater Boston, but that is something that must be worked out in years to come. I say one thing for Arlington, they send the streets out but that's more than they do in Boston."

Joseph Skaan of 11 Johnson road, Arlington, said: "I approve of the Greater Boston idea providing the towns get proper representation."
Mayor Curley Sends Committee To Washington
To Ask War Department About Height Of Bridge Over The Harbor—Matter Will Be Discussed At Another Conference

Plans for the construction of a traffic bridge over the harbor from Fanueil Hall square to Chelsea and Porter streets, East Boston, forged to the forenoon yesterday, sending into partial eclipse the proposed $16,000,000 tunnel at a conference of tunnel experts called by Mayor Curley at City Hall.

The bridge proposal was presented to the conference by Everett E. Stone, member of the State Public Utilities Commission and the Metropolitan Planning Division, who estimated that a four-lane bridge with two rapid transit tracks might be built at the cost of the proposed tunnel.

As the cost of the bridge would be determined by the height which would be required by the War Department so that the structure would not interfere with battleships entering and leaving the Charlestown Navy Yard, the Transit Commission with Henry I. Harriman and Mr. Stone planned to leave immediately for Washington to bring back the facts.

If the War Department orders that the bridge must stretch 200 feet above mean high water in the harbor, then the bridge plan will be thrown out the window and Mayor Curley will go ahead with plans for a tunnel. For to reach that height with a convenient grade, the approaches to the bridge would have to be long, costing too much.

**Mayor for Bridge, Conditionally**

Expressing a deep disregard for the land speculators who planned to make a big profit at the expense of the city, Mayor Curley announced that he was inclined to favor the bridge if the Boston terminal could be placed on city-owned land in the market district.

This would wipe out the Fanueil Hall and Quincy markets, where the operators of the stalls have demanded a sharp reduction in rents paid to the city, claiming that since the advent of the department stores in every neighborhood of the city, the market has not been what it ought to have been. Property owners in the market district have protested to the Mayor that they would not sell their property at half the assessed value in appraising for reductions of from 50 to 80 per cent of the betterment assessments levied to pay for the widening of Dock square.

**TEF Experts Favor Tunnel**

Chairman Frederic H. Fay of the City Planning Board and Chief Engineer Ernest R. Springer of the Boston Transit Department read off the list of long bridges which have been built in recent years and declared that they have been eminently successful in paying for themselves through tolls, in many cases in much shorter periods than was anticipated.

On a show of hands, 10 of the experts continued to favor the tunnel, while Commissioner Stone, with Finance Commissioner Courtenay Guild and Judge Joseph A. Sheehan, lent their plans to the bridge proposal.

Mr. Harriman, among others, stated that there was much to be said in favor of a bridge, but he reserved his vote as did several more experts, insisting that the entire matter should be given further study.

**Mayor Eager for Fast Action**

The Mayor pointed out that he did not want to seem to be holding up the proposed tunnel. He announced that he was about to start the construction of some form of connection between East Boston and the mainland, which he said would benefit the north shore more than the city.

Mr. Harriman suggested that figures could be obtained from the War Department within a month which would determine the cost of a proposed bridge.

Chairman Frank A. Goodwin of the Finance Commission and Colonel Thomas F. Sullivan, chairman of the Transit Commission, indicated that the opinion of the War Department should be learned in 48 hours by a visit to Washington.

For this reason, the Mayor requested the members of the Transit Commission, with Mr. Harriman and Mr. Stone, to leave for Washington today and report back to him without delay. If the height ordered by the War Department should make the cost of the bridge prohibitive, then the city would decide finally on the tunnel.

**Among Those Present**

Among members of yesterday's conference who were invited to return for a second meeting after the bridge costs are reported back by the Washington delegation were Colonel Sullivan, Nauman A. Heller and James B. Noyes, with Chief Engineer Springer of the transit department; President Henry J. Harriman of the Chamber of Commerce; Commissioner Stone of the Metropolitan planning division, General Hale of the State public works department; Joseph A. Bourke, recently appointed city public works commissioner; Chairman Fay, Robert Whitney, Edward H. Hoyt and Secretary Elizabeth H. Herlihy of the City Planning Board; Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild of the Finance Commission; Chairman William P. Long of the Park Commission and William J. McDonald.
TRAVELER / 1/27/30

CURLEY CALLS ON GOV. ALLEN

Hub Mayor Seeks Early Agreement on Charles River Basin Plan

Mayor Curley, on other business at the State House, unexpectedly made a call upon Gov. Allen today to discuss certain things connected with improvements in the Charles River basin as authorized by the last Legislature. That conference was accompanied by City Auditor Carven and State Senator Ward.

The mayor asked the Governor to call a conference to be attended by Boston park department officials, state department of public works, the mayor and others who have a few important points such as the proposal of the city to swap with the state certain parcels of land. The mayor said he was desirous of having certain improvements made before "Boston day" of the tercentenary celebration which is to be observed some time in September.

MAYOR CURLEY SUPPORTER OF OLD AGE PENSION

Financing of Scheme to Be Arranged For by Increasing Gasoline Tax

Old age pensions to relieve present unemployment, and to offset the effects of such conditions in the future were urged by Mayor Curley before the municipal finance commission today.

The mayor outlined a possible means of arriving at accumulation of funds to finance old age pensions. He suggested the raising of the gasoline tax for another year from two cents to three cents, the increase of one cent to be set aside in whole or in part for a fund to relieve "these distressing conditions."

Mr. Curley estimated that if one half of the additional cent were set aside for a period of say 25 years, millions would be accumulated to handle the old age pension question in the future. The Mayor instated that he would prefer to have old age pensions handled as a federal proposition but, adding that the passage of a federal pension program seemed improbable, he urged the State to take it over. The municipality, he said, could not continue to meet the financial problem arising through unemployment.

In the unemployment conditions in Massachusetts, the Mayor said that "people are flocking to this State even from Nova Scotia looking for work." Last week he studied figures pertaining to expenditures for public welfare in Boston. He found that in 1925 $1,500,000 had been expended for this work. In the next year the expenditure was $1,750,000, but in 1929 it had jumped to $2,240,000. More striking than this, the Mayor said, was the fact that relief is not given as exclusively as previously of people of extreme old age, but is given to people just over 45 out of employment. He said that last week 600 people reported every day seeking an opportunity to save wood to get food. He cited the fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keying up their machinery.

Boston, the Mayor said, was planning many public projects to give work, but he declared that owing to necessity of advertising, this work could not be started much before Feb. 25 and that it might be spring before the work actually started.

Stating that the Boston Elevated, the New Haven, the Boston and Maine, Standard Oil Company and other large employers of labor were not taking men over 50, he said that some definite means of relief must be taken.

GOODWIN SEES TUNNEL PLOT

A proposed amendment to the El bill which would create a metropolitan transit department of five was assailed by Frank A. Goodwin, chairman of the Boston Finance Commission, at the State House today.

Goodwin, at a hearing before the legislative committee on metropolitan affairs, charged the bill "is an attempt to take away from the transit department the power to build the East Boston tunnel" and it was introduced in order to replace the bill which was the original plan.

"There is no question that is the real purpose of the bill," Mr. Curley said, "but I don't believe we should waste much time on it, because it is ridiculous to think of passing it at this time."

STILL HOLDING BAG

"Some years ago Harriman favored a loop highway. Because a certain group of real estate men were sure it would go through, they purchased a lot of land along the road was to be built. This didn't go through, and they were left holding that lot. When the East Boston tunnel came along, it67

BACON DEFENDS BILL

Gaspar C. Bacon, president of the Senate, is the author of the bill. President Bacon argued that under last year's measure transfer of title to the existing subways was cut up with the creation of the new commission. He said his bill would create a new transit commission of five.

Chairman Goodwin declared, "There is no question that this is a Harriman-Bottomley bill, and although it may bring about the purposes pointed out by the senator the important thing is that it would tie up with the East Boston transit department the power to build the East Boston tunnel."

"There is no question that is the real purpose of the bill," Mr. Curley said, "but I don't believe we should waste much time on it, because it is ridiculous to think of passing it at this time."

SAYS BOSTON SHOULD BUILD

Goodwin averred that if a new commission is established after May 1 it would have no work to do other than the East Boston tunnel. "What is the answer," he asked, "Why this undue haste? The answer is the East Boston tunnel."

"The finance commission is opposed to the amendment because the city is paying for the construction of the tunnel. It is separate from other transportation facilities the city should build. The present commission has a high reputation throughout the country and has never been criticized."
Leaders Confer on Tercentenary Program

Officials of the tercentenary celebration who met with others at the Gardner auditorium in the State House today. Left to right, Frank D. Neil, chairman of the Medford tercentenary committee and member of the executive committee; Prof. Joseph H. Beale of Harvard, chairman of the Massachusetts's tercentenary conference, and John C. Clair, chairman of the Waltham committee.

Gov. Allen, Mayor Curley and Chairman Parker Are
Among Speakers—Effort Made to Synchronize State-Wide Plans for Celebration

Chairmen and delegates from cities and towns in Massachusetts that have local committees arranging for the celebration of the state-wide tercentenary of the founding of the Massachusetts Bay colony gathered in Boston today to submit reports of their progress in arranging celebrations, exhibits and visits to historical sites.

CURLY AND ALLEN SPEAK
A morning meeting, with about 40 in attendance, was held in the Gardner auditorium at the State House. Mayor Curley, at a luncheon for the delegates at the Parker House, told of Boston's plans for the celebration. At an afternoon meeting at 2:30 in the Gardner auditorium, Gov. Allen delivered the opening address. Herbert Parker, chairman of the state commission, told of the plans for participation of the Commonwealth. John J. Walsh, acting president of Tercentenary, Inc. described the activities of the general citizens' committee, and Mrs. Stephen P. Hurst, state regent of the D. A. R. told of the work of that organization in co-operating in the celebration.

Prof. Joseph H. Beale of Harvard University, chairman of the conference, presided at the sessions and this afternoon was to deliver the closing address and summary.

IMAGINARY TOUR
Conducting the morning session, following his opening address, Prof. Beale led the audience on an imaginary tour of the historic cities and towns of the Commonwealth. When it was found that some place was not represented at the meeting Prof. Beale called upon the executive secretary, Everett B. Mero, to give the information.

Prof. Beale in his morning address, after remarking that this was the first meeting of the conference since that in Pittsfield in October, said:

"We have been trying to compile a list of 300 attractions for visitors throughout the state. They have not sent in their lists as rapidly as could be wished, but we have a very good list. We have been planning with towns throughout the state so that visitors can in two weeks see everything in the state ready to be presented.

TRANSIT LINES BACK PLANS
"We have consulted with rail, bus and steamship lines, and they have pledged all the help they can give in getting visitors to the various points of attraction. We have been compiling dates of celebrations and plans for them in each city and town.

"We have passed on the vote of the Pittsfield conference that each city and town should get busy beautifying and marking places of interest. We have been stimulating cities and towns to invite their namesake in England and other countries to send representatives. We have also been stimulating essay by school child and have gone further with plans for synchronizing state-wide events. We made a good deal of noise throughout the state on Jan. 1 ushering in tercentenary year with the ringing of bells.

"We are in touch with the Massachusetts Old Home Week Association and have tried to find out what will interest persons from outside the state. We have suggested a battle of Lexington or Concord Bridge, something which would be more acceptable to visitors than anything else we could offer. We are a joint agency for local committees."

CHAMPIONS CHELSEA
Among those reporting on city and town programs were John C. Clair, chairman of the Waltham committee; Frank D. Neil, chairman of the Medford committee, and Representative Francis X. Tyrrell of Chelsea, chairman of the Chelsea committee.

The last named stirred general applause by a defence of Chelsea against charges that it is "the home of bootleggers" and emphasized that Chelsea is a city with as great attractions for the visitor as those of any other place in the Commonwealth.

He revealed that Chelsea had, not imitations and reproductions, but originals, to show visitors the historic buildings, among them an original tidewater grist mill, the old Gerrish mill, where Abraham Lincoln spoke in 1848; the old Bellingham mansion, now known as the Carey house, which was headquarters for George Washington, and the old Town House.

CHELSEA 306 YEARS OLD
He referred to the battle of Chelsea Creek on May 27, 1773, and called attention to the fact that that was a victory for the Continentals, whereas the battle of Bunker Hill the next month was a defeat. Gen. Israel Putnam, he said, won a medal for valor, not because of the battle of Bunker Hill, but because of the battle of Chelsea Creek, which, he asserted, was the first instance of trench fighting.

He apologized for taking more time than the other delegates, with the plea, "This is the only chance I've had to give you Chelsea." In conclusion he pointed with pride to the fact that this is not the 300th anniversary year of Chelsea, but that the city was settled in 1624 and had her celebration six years ago.
CURLEY
ASKS 3-CENT
GAS TAX FOR
PENSIONS
MAYOR GOES TO
STATE HOUSE TO
PLEAD FOR AGED

Cites Unemployment and Growing Tendency of Employers to Refuse to Hire Men Who Have Passed 45th Birthday—Declares Fixed Tax Limit Retards Municipal Projects Designed to Provide Work for Needy
Increase of the state gasoline tax from 2 cents to 3 cents a gallon so as to provide for a system of old age pensions to relieve "distressing conditions of unemployment" was advocated today by Mayor James M. Curley of Boston.

His unexpected and far-reaching statement was made before the legislative committee on municipal finance at a public hearing in the State House.

FLAT-FOOTEDLY FOR PENSIONS

The hearing was on bill of the Mayor and Senator John P. Buckley of Charlestown to allow the city to set its own tax limit, instead of having the limit set by the Legislature each year. After speaking briefly on the bill before the committee and saying it was a demeaning process for a mayor to have to take his hat in his hand and come to the Legislature each tax limit, the mayor launched into a graphic picture of unemployment conditions in Boston. He came out flat-footedly for old-age pensions, to relieve the unemployment "which must be ever increasing in the future because of the unwillingness of industrial leaders to employ men over 45 years of age."

He estimated that one-half of the additional revenue, derived from an increase of 1 cent in the gasoline tax, would amount to millions of dollars which would accumulate to handle the old-age pension question in the future. If the whole 1 cent was set aside the accumulation would of course be much greater. The mayor insisted that the old-age pension problem, whether it is called socialism or not, must be faced in a statesmanlike manner. He would prefer to handle old-age pensions handled as a federal proposition, but frankly admitting that the passage of a federal old-age pension program seemed improbable and so he urged the state to take up the question of one thing he was sure. The municipality should not continue to meet the financial problem arising out of unemployment.

DISCUSSES UNEMPLOYMENT

Discussing unemployment conditions in Massachusetts, he said that "people were flocking to this state even from Nova Scotia looking for work," and that the tendency of the smaller places in the state was to send their idle to Boston. He declared that last week he studied figures pertaining to expenditures for public welfare in the city of Boston. He found that in 1924 $1,500,000 had been expended for this work. In the next year the expenditure was $1,750,000 but in 1929 it had jumped to $2,240,000. More striking than this, the mayor said, was the fact that relief is not given as exclusively as previously to persons of extreme old age but is given to persons just over 45 out of employment. He said that last week 600 men reported every day seeking an opportunity to saw wood to get food to keep themselves and their dependents alive.

He cited the fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in maintaining their machines. The city of Boston, he said, the mayor was planning many public projects to give work, but declared that, owing to necessities of advertising, etc., this work could not have started much before Feb. 25, and that is the spring before the work actually got under way. He cited the precedent statute fixing the tax limit intervened with the taxation of a program by the city, and this tended to show up the program of providing work for those out of employment.

RELIEF MUST BE FOUND

Stating that the Boston Elevated, the New Haven, the Boston & Maine, Standard Oil Company, and other large employers of labor were not taking men over 50, he said that some definite means of relief must be taken. He claimed that all crime waves and sick waves had been associated with periods of unemployment, and stated that if men were not given a proper amount of work, suicide increased, and the public must be willing to adjust itself to the perpetration of crime. "People," he said, "must be willing to pay either in money or blood."

Teaching more specifically on the tax limit bill before the committee, the mayor said that department estimates submitted to him showed increases of $3,500,000 actual expenditures of last year. Curley felt that he might decrease this increase by 50 per cent. He would like to do so, he said, 75 per cent, but this seemed hardly possible.

Mayor Curley was asked whether he thought the removal of the present municipal tax limit regulation would make it possible for a mayor to have a budget ready by the last of January. Curley said this would be possible in all years excepting the year in which a mayor was elected. In that year, he said, too short a time would be allowed to prepare the budget, as the incoming mayor was busy removing Republicans from office and making his own appointments. This was greeted with laughter both by the committee and Curley.

The mayor was asked how the finance commission stood on his tax limit proposal and he said he did not know. He declared that his relations with the finance commission were very pleasant and that if there was a break in these pleasant relations it would not be due to him.

ROSLINDALE TRADE BOARD TO BANQUET

The fourth annual banquet of the Roslindale Board of Trade will be held in the municipal building, Roslindale square, Wednesday evening.

The speaker will be William H. O'Brien, director of the telephone and telegraph division, department of public utilities.

Invited guests are: Gov. Frank G. Allen, Mayor James M. Curley, Congressman George H. Tinkham, President Gaspar G. Bacon of the state Senate, and others.

AT ODDS ABOUT SITE OF FIRST GRIST MILL

Delegates From Three Tercentenary Committees Claim Honor For Their Municipality

Chairmen and delegates from cities and towns which have local committees for the State Tercentenary observance this year, met in the Gardner diagram yesterday, in several sessions, under the direction of the tercentenary conference of city and town committees, an organization of the general tercentenary movement, designated to act as a clearing house for the exchange of ideas and the coordination of activities of the participating cities and towns.

Prof. Beale, acting dean of Harvard Law School and president of the tercentenary conference of city and town committees, presided. During the forenoon the sessions were conducted on an imaginary tour of some of the historic routes. The conference committee has mapped out for the convenience of visitors to Massachusetts.

As a town or city on the routes was called by the secretary, a chairman or a delegate from that city or town rose and stated how the plans were progressing.

Chairmen and delegates from cities agencies in the city that Lexington was chosen to carry all the first things, to "learn a bit of history," luncheon and also to hear Mayor Curley on the part the city of Boston experts to play in the observance.

The Arlington delegate had said the first grist mill would be reproduced in his town. Mr. Tirrell said Chelsea actually had the original grist mill, still standing and still operating on Chessex Creek. Maj. Gen. Israel Putnam, who was known as the "Father of the Battle of Chelsea," told of Chelsea's plans.

The Arlington delegate had said that the town could produce "many interesting events," with a program by the Arlington Woman's Club on Feb. 20; Charter Day, March 4, with Gov. Cloyde of New Hampshire as an attraction; special exercises on April 19, a program by the Arlington Historical Society on April 20, civic and patriotic meeting June 1, band concerts June 4, 5, and a grand musical pageant, depicting musical development in the past 300 years, on June 8 and 7.

Belmont, Concord, Waltham

From Arlington to Belmont, where the delegate stated the town is planning the reproduction of a typical town meeting by the Dramatic Society, a civic parade and other interesting events. Beginning to Lexington, where, it was announced, unusual events were to take place.

From Lexington to Concord, where the delegate seemed confident that the town could produce "many interesting things," including the battle of the bridge. The delegate stated, emphatically, however, that if the battle is reproduced, it will be later in the season than April 19. "We had a snowstorm when we last reproduced this event in history," said the delegate.

The next stop would be Waltham, where the delegate claimed was the first city to recognize the Tercentenary, on Feb. 28. Waltham has been active ever since, said the delegate. Waltham plans a great mass meeting on Feb. 16; a musical convention of 4000 musicians on May 17; a water carnival on June 24, and numerous other events. The delegate then went to the streets to see which places of historic interest which will be open to visitors.

Sudbury, Somerville, Medford

Then on to Sudbury for lunch at the Wayside Inn, where it was stated the State Committee is planning to reproduce an old Indian black house. The Henry Ford collection, it was said, contains all the "fixings of an old New England stagecoach.

Then, back through Waltham and Watertown, for which town the delegate outlined preparations, for the opening of historic houses and the planning of other events of importance.

Wednesday, the tour would lead the visitors to Cambridge, to visit Mr. T. and Harvard and the numerous places of historic interest. It was stated that professors and great partipants in the Stadium, which had been talked of, are not as bright as they were, but still there was the hope that the pageant will be staged.

After that, Somerville and Prospect Hill, where the first American flag was flown, where the monument to soldiers of the Civil War was erected and where Miles Standish once trod.

Next in the line would be Medford, where famous historic houses still stand, one built by ship's carpenters and the others brought from England. Also the Craddock Bridge, the first toll bridge, it was confirmed, the only one of which the folks could get to Boston in the early days.

The First Parish in Medford is planning an old-fashioned Sunday church meeting, but the delegate hastened to add that the original sermon, to be preached on this occasion, would not be given in full. "It's too long," said the delegate. Of the Massachusetts Finance Commission, told of Chelsea's plans.

The Arlington delegate had said the first grist mill would be reproduced in his town. Mr. Tirrell said Chelsea actually had the original grist mill, still standing and still operating on Chessex Creek.

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Sudbury, Somerville, Medford

Then on to Sudbury for lunch at the Wayside Inn, where it was stated the State Committee is planning to reproduce an old Indian black house. The Henry Ford collection, it was said, contains all the "fixings of an old New England stagecoach.

Then, back through Waltham and Watertown, for which town the delegate outlined preparations, for the opening of historic houses and the planning of other events of importance.

Wednesday, the tour would lead the visitors to Cambridge, to visit Mr. T. and Harvard and the numerous places of historic interest. It was stated that professors and great partipants in the Stadium, which had been talked of, are not as bright as they were, but still there was the hope that the pageant will be staged.

After that, Somerville and Prospect Hill, where the first American flag was flown, where the monument to soldiers of the Civil War was erected and where Miles Standish once trod. Then, back through Waltham and Watertown, for which town the delegate outlined preparations, for the opening of historic houses and the planning of other events of importance.

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Curley in Warm Appeal for Old-Age Pensioning

Says It Would Ease Unemployment—Asks Gasolene Tax Boost to Meet Problem

Old-age pensions "to relieve both present unemployment and unemployment which must ever be increasing because of the unemployability of industrial leaders to employ men over forty-five years old" were vigorously urged today by Mayor Curley of Boston, who suddenly abandoned his argument for the tax limit bill on which he appeared before the legislative committee on municipal finance.

The mayor declared that, like other executives of cities, he had to take his hat in hand and come before the legislature for the passage of the measure to remove unemployment in establishing a tax limit in the city of Boston, and he branded the necessity as a "demeaning process.

Surveying from his remarks in support of relief from State restrictions to his appeal for pension fund. The mayor declared that a possible means of arriving at accumulation of funds to finance old-age pensions would be the raising of the gasoline tax for automobilists from two to three cents, the increase of one cent to be set aside in whole or in part for a fund to relieve distressing conditions.

He estimated that if one-half of the additional cent were set aside for a period of twenty-five years, millions would be accumulated to handle the old-age pension problem. The mayor expressed the hope that the passage of a Federal old-age program seemed improbable and the State should take the subject over. He was certain of one thing, he declared, and that is that the municipality should not continue to meet the financial problem arising from unemployment in discussing unemployment conditions in Massachusetts the mayor said that "people were flocking to the State even from Nova Scotia looking for work" and that the tendency of the smaller places in the State was to feel able to Boston.

He declared that last week he studied figures pertaining to expenditures for public welfare in the city of Boston. He found that in 1925, $1,600,000 had been expended for this work. In the next year the expenditure was $1,750,000 but in 1923 it had jumped to $2,240,000. More striking than this, the mayor said, was the fact that relief is not given as exclusively to people of extreme old age, but to people just over forty-five out of employment.

He said that last week 600 men reported every day seeking an opportunity to saw wood to get food to keep themselves and their dependents alive. He cited the fact that municipal leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keeping up their machinery.

Mayor Curley addressed the tercentenary conference of city and town committees following luncheon at the Parker House this afternoon. Filing at length with his cases, the mayor said that the committee would not be "an edge on the democratic approach, such as the commission on the marking of historical sites and the large committee charged with the responsibility of formulating a general program," but that the city would contribute to the statewide plans and reuniting the previous administration for permitting things to lapse, such as the commission on the marking of historical sites and the large committee charged with the responsibility of formulating a general program.

The mayor said that the Boston Elevated, the New Haven, the Boston & Maine, Standard Oil Company and other large employers of labor were "not taking men over fifty," and that some definite means of relief must be taken.

He claimed that all crimes and sick waves had been associated with periods or unemployment and asserted that if men were not given a proper amount of work suicide increased and the public must be willing to adjust itself to the perpetration of crime. "People, he said, must be willing to pay either in money or blood." Touching more specifically on the tax limit, the mayor said that department estimates submitted to him showed increases of $3,900,000 over actual expenditures of last year. He said he felt that he might decrease this increase by 50 per cent. He would like to decrease it, he said, 75 per cent, but this seemed hardly possible.

Mayor Curley was asked whether he thought the removal of the present municipal tax limit restriction would make it possible for a mayor to have a budget for the last six months of the year. The mayor replied this would be possible in all years excepting the year in which a mayor was elected. In that year, he said, a time would be allowed to prepare the budget as the incoming mayor was busy "removing Republican, and making his own appointments."

The mayor was asked how the Finance Commission stood on the tax limit proposal, and he said he did not know. He said that his relations with the Finance Commission were very pleasant and that if there was a break in these pleasant relations, he would not be due to him.

Petkiewicz No Marvel—Moore Runs Mile for Conger—Sidelights

By George C. Carra

To one who had been nursing along for a whole week it was a pleasure to attend the Knights of Columbus meet in the Boston Garden, Saturday, and to mingle with the grand parade of pats. What a night it was for the grand parade! The I. C. A. A. A. A. "410" title-holder (Bowen, Pittsburgh) was fifth in a quarter-mile race which had five other finishers; the I. C. A. A. A. A. "839" record-holder (Edwards, N. Y. U.) was beaten on the "gun" lap of a "1000" by the chap he beat by a dozen or more yards in the title "half-mile."

He was seventh and last in the mile race for the Mayor Curley trophy. Still, they are champions, because a defeat is not the end, it is only the beginning. But occasionally the old boy shows a real kick and he did again Saturday. He can't be counted out yet.
To Study London Borough System

Professor Joseph B. Beale, of Harvard

Who Sails for England This Week to Make Survey in Connection with Mayor Curley's 'Greater Boston' Plan

O f existing municipal Governments, the borough system of London seems closest to a model for Mayor Curley's plan for a 'Greater Boston,' said Professor Joseph B. Beale, of Harvard, concerning the survey he is about to make of the city organization of the British capital. "The city of Los Angeles," he continued, "is proceeding on a basis of pure annexation," while the borough system in New York is far more centralized than is advisable for Boston.

Professor Beale sails Wednesday for a two-months' trip abroad, and will report to the mayor's "Greater Boston" committee, to which he recently appointed, his findings as to what of the London form of city administration may be applicable to Boston.

London, besides the city of London and the city of Westminster, comprises twenty-seven boroughs, each with self-government, but with the whole administration, organized by the London County Council, and with a metropolitan fire and police department. It is the division of administrative functions between the boroughs and the council which Professor Beale proposes to study.

The government of London is highly de-centralized," explained Professor Beale. "And the fact that the present system is far less than forty years old indicates that even British conservatism is keeping abreast of changing conditions in the administration of its greatest city."

The principal advantages of the borough system in a large city, according to Professor Beale, lie in a greater efficiency in such departments as the water, fire, police, health, sewer and park departments, and the fact that the borough system, with popularly elected officials in both its central and local posts, is almost perfectly in accord with the democratic theory of government.

"Our own Metropolitan District Commission," he said, "is a thoroughly adequate form of administration of the parks, water and sewers."
Keen Rivalry Stirred Up by Tercentenary

“Old Grist Mill” Becomes Historic Issue Among Many Communities

Boston Conference

Eastern Mass. Committees Reveal Many Activities; Lively Year Promised

By Bernard Peterson

Keen rivalry is being generated among the communities in eastern Massachusetts over plans for historic celebrations in the Tercentenary year. This came to light this morning when the chairman and other members of the Tercentenary committees in those communities met for a conference at the State House and revealed their respective claims and plans.

For instance, the location of the first grist mill is in dispute. Chelsea claims it. Dorchester, on the other hand, claims Chelsea to prove her claim. Revere is prepared to take the delegation to Chelsea to show them their alleged scenic spots.

Today’s conference at the State House and addressed by Governor Allen who said:

TRANSCRIPT 12/30

Among the numerous historic sites he mentioned Gerrish Hill in which John Adams spoke in 1848 before he was President and when Boston was asleep, Chelsea has preserved a fine old stone farmhouse and a grave yard that antedates the Old Granary and it was pointed out that it has the most diversities in industries in the country.

At this point in the conference Chelsea was challenged by Dorchester and asked to prove history better and, in the challenge is to be taken. Everett is eager to go to the North Shore, and most of the next city traveling on that day, but it is not yet planning any special events. Everett, it reports, that he has nothing to show, but intends to clean up and plant a flower bed so that visitors will know what to ask “What is this clean city?” Revere, coming from the east, is alert to its opportunity to claim possession in reality to some of the alleged Chelsea features, such as the historic grist mill, and will have an elaborate program of sightseeing and entertainment. Like other communities this town has many “firsts” and is prepared to celebrate them. Burlington will have a school celebration on April 24 and 25 and a pageant on May 15, and the town will establish a permanent naval memorial and public sites. Haverhill will dedicate a soldiers’ monument on May 20 to cost $75,000 to $100,000 at that time. The American Legion is in convention in Lynn.

There will be a special Cape Cod tour, and in preparing for the Cape Cod and Xilion will come into collision with Chelsea, as well as with each other, for while Chelsea intends to have an unassailable defense of everything, they will show the visitors some sixty houses that are a hundred years old, or older, and the first frame dwelling in the United States.

Quiney, the home of Presidents, will emphasize the month of July. 13. It will have a consolidated music, will keep historic houses open and their owners open, and will have visits and motor tours. The town will give an airplane race, and there will be a signal race. The town will have a parade of the town. There will be an airplane race, and there will be a signal race.

Some communities on this North Shore trip will not be ready to report, but Burlington will have a school celebration, and the breakfast on June 17 in commemoration of the breakfast that John Hancock and Adam had there, and the table they used will be preserved again; there used will be a school pageant on June 17, the permanent civic pageant on June 18, and the town will establish a permanent historic site.

Watertown will have a school celebration on June 18, and there will be a school excursion, parade of the top ten bands, and a big parade, Gloucester relies on its natural picturesque setting, and Rockport will be invited to a program of sightseeing and entertainment. Like other communities this town has many “firsts” and is prepared to celebrate some of them.

Wellesley has many noted men Newburyport will re-enact the visit of France on July 4, and will have a parade on July 4, and will show “firsts” to everyone.

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The Breakfast on the North Shore will be on July 4, and that day will be pleasant. Francis X. T. will be present in each city, and there will be a school excursion, parade of the top ten bands, and a big parade, Gloucester relies on its natural picturesque setting, and Rockport will be invited to a program of sightseeing and entertainment. Like other communities this town has many “firsts” and is prepared to celebrate some of them.

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Says East Boston Tube Only
Task Before Proposed New
Transit Body

A bill introduced by President Gaspar
G. Bacon of the State Senate which
would amend the Elevated act passed at
the last session of the Legislature by
providing for a new transit commission
to take office when the term of the
present body expires next May was
vigorously denounced by Chairman Frank
A. Goodwin of the Boston Finance Com-
mission at a hearing before the commit-
tee on metropolitan affairs today as a
"Bottomley-Harriman bill," designed to
protect big real estate operators who had
bought up the expectation of un-
loading it on the city for a portal for the
proposed East Boston vehicular tunnel.
"There is no question," said Mr. Good-
win, "but that they want to take away
from the city of Boston the power to
build the East Boston tunnel. When the
Race of Liberty and the Legislature
decided to think of passing it at this time
in view of the fact that the people have
not yet passed on the matter as it is inten-
ted they shall on the ballot next fall.

"Four or five years ago when Mr.
Bottomley bought land in the South
way, a lot of real estate speculators
jumped in and bought a great deal of land
on which they expected to cash in if the
deal went through. They are still hold-
ing the bag. Some of the land isn't
worth what they paid for it. When the
subject of the Boston portion of the Ele-
vated bill was discussed last June, and the
original tentative site was proposed, these
men bought a lot of property in the neigh-
bors of the site and now they want to make
the bill put in to see that the tunnel is
built in the place originally picked by
them.

"Mr. Goodwin said that although
the bill turns over to the proposed new
transit district the building of all future
subways and tunnels, it is particularly
designed to control the tunnel in East
Boston. President Bacon was the only
speaker in favor of his bill. He said the
first purpose was to establish a new
metropolitan transit department which
would not be dependent, as the present
transit department is, on the consent of
the mayor of Boston and the City Coun-
cil. President Bacon was the only one
whom Mr. Goodwin said that he had
agreed to almost anything.

"That isn't much home rule, is it,"
Mr. Bacon then cited several other
features of the bill in which the city of
Boston was not considered and Repre-
sentative Martin Hays of Brighton said
"That's why we have such a bad bill."
Mr. Bacon then declared that there was on
the board besides Robert J. Bottomley and
Mr. Bacon named Joseph Wiggin, Henry
Bottomley, the mayor of Boston, and Edward J. Logan
and Abraham C. Ratshesky, who, he said,
believed he had resigned.

Representative Elbert Wadsworth, an
other member of the committee, asked
President Bacon why he had decided on
five commissioners and the Senate presi-
dent, after careful study of the duty of
the committee, chose the number be-
cause there were any restrictions which
would prevent the other members from being residents of Boston.
He was told that no restriction was im-
posed on the new commission by the F. Fitz-
ergald appeared in opposition and said that
Boston had a large equity in its subways.
He declared that the Tyrone street sub-
way, I don't know the proper name, I'm pay for a new
bridge across the Charles river.

"To consider a metropolitan district,
however, and to think of keeping the
Transit Commission within the city of
Boston is absurd," said, "and such is not the desire, I be-
lieve, of the majority.

Representative Wadsworth's question
as to why five members were proposed
was referred to by Mr. Goodwin as a very
sensible one. Mr. Goodwin, he said, was "because it gives Harriman a
better chance to get control." He said
that the Boston Finance Commission is un-
alterably opposed to the proposed new
transit system until the people have a
chance to express their opinion.

New Transitter, as a matter of fact, would not have
the chance to do except to build the East Boston tun-
el, for the corporation is not an effective body at
once." he said. The corporation would have to have
to build the tunnel or it was not paying for it, especially when it is com-
cluded, "That the Boston Transit Com-
nission which now has the power to build it has never had a word of crit-
icism, and it is known all over the country for its success.

After Mr. Goodwin had finished speak-
ing, President Bacon again took the floor
and asked the question of a misappre-
Hension of Mr. Goodwin. He declared, had nothing whatever to do with the Boston tunnel and he knew
nothing about what had been read in the newspapers.

Mr. Goodwin then asked the question of
the point raised by Mr. Goodwin, of the
building the tunnel the city ought to have the majori-
ity membership on that board. Mr. Goodwin declared that he would amend his measure to provide for an appointment of three members by the mayor and two by
the governor.

In accordance with Goodwin's conten-
tion that the commission would have nothing to do with the tunnel, Mr. Bacon declared that
in the hope of having some legisla-
tion enacted this year for further trans-
mission facilities which would give
hold the matter in suspense waiting the outcome of proposals for extension not yet heard.
CURLEY PROPOSES ONE-CENT GASOLINE TAX FOR OLD AGE PENSION SITUATION

SERIOUS, HE SAYS

Declares Unemployment Too Severe a Strain on the City's Finances

In his first appearance on Beacon Hill since his inauguration, Mayor Curley today came out flat-footed for old-age pensions as a cure for unemployment.

Speaking before the legislative Committee on Municipal Finance, that mayor said old-age pensions would not only relieve the present situation, but serve as a permanent relief measure of the increasing tendency in industry to reject men above 45 years of age.

Before launching out on his remarks on old-age pensions, the mayor denounced the present system which required him to come to the Legislature each year to fix the tax limit. He held that the practice was demeaning to a mayor of Boston.

ONE CENT GAS TAX

As a possible means of arriving at an accumulation of funds to finance old-age pensions, the mayor suggested the gasoline tax be increased from two to three cents. The one cent increase would be laid aside in whole or in part for such a fund.

He estimated that if half the additional cent were set aside for a period of 25 years, millions would be accumulated. Whether it is called socialism or any other name, he said, the problem is here and must be faced in a statesmanlike manner.

The speaker frankly said he would prefer to see old-age pensions handled by the federal government.

But he could see little hope for the passage of a federal system and for that reason believed the state should initiate the plan.

Boston figures he studied last week, he said, found that in 1925, $1,500,000 had been expended in the work, $1,750,000 in 1926 and that in 1929 the figure had jumped to $2,240,900. More startling than this picture, he stated, was the fact that relief was not given as exclusively to people of extreme old age but to people just above 45 years.

Last week he said, 600 men reported every day seeking an opportunity to saw wood to get food to keep themselves and their dependents.

CAUSE OF CRIME WAVES

He claimed all crime and sick waves have been associated with periods of unemployment and warned the committee that if men were not given the proper amount of work suicide increased and crime followed.

The department estimates submitted to him, he continued, showed increases of $3,900,000 over actual expenditures of last year. He felt that he might decrease this increase by 10 per cent.

Asked if the removal of the tax limit regulation would make it possible for a mayor to have a budget ready by the last of January, he made no answer in the affirmative with the exception of the inaugural year.

STRAWWAY

Mayor Curley Will Present Bill For Water Front Park Will Be Link In Metropolitan System

In a legislative bill to be filed Monday, Mayor Curley's plans for the construction of a two-mile $1,000,000 strandway along the East Boston harbor front from World War Memorial Park to the Winthrop line, will be revealed. The bill will provide that the Metropolitan Park Commission build the link as a part of the system.

Under the plans, the development would be similar to the South Boston Strandway and Columbus Park, for it provides for the reclamion of the flats above low water, the construction of a beach and a double motor parkway along the shore.

The parkway would start at Neptune road, skirt World War Memorial Park, proceed along the harbor side of the Narrow Gauge railroad tracks to Orient Heights and then along Bayswater street to the bridge at Belle Isle inlet which crosses to Winthrop.

As Neptune road was made a double highway with a reservation in the middle under plans carried out by Mayor Curley during his last administration, a new bridge would be built over the Narrow Gauge tracks at World War Memorial Park to make it as wide as the proposed strandway.
CURLEY FOR STATE OLD-AGE PENSION

Proposes Increasing Gas Tax to Raise Funds Necessary

With characteristic vigor Mayor Curley stirred a gathering at the State House today by inquiring the general principle of old-age pensions to relieve the present unemployment situation and that which the future may hold. This was his solution of the problem that many contend has arisen because of the unwillingness of industrial leaders to employ men over 45 years of age. The Mayor had come to a hearing before the Legislative Committee on Municipal Finance to urge legislation that will remove state restrictions in establishing a tax limit in the city of Boston. He said that he and other Mayors had to endure a "magnanimous process"—that of taking his hat in hand before the Legislature to seek the passage of such a measure.

One of the main points of the Mayor's tax-limits bill was the topic of the first part of his address, but soon he pictured with oratorical effect the unemployment situation in Boston, which, in his opinion, could be relieved by old-age pensions.

A possible means of arriving at a cumulative of funds to finance old-age pensions was outlined by the Mayor when he suggested the raising of the gasoline tax for automobiles, from two cents to three cents, the increase of one cent to be set aside in whole or part for a fund to be called "the old-age money fund." The Mayor had come to a hearing before the Legislative Committee on Municipal Finance to urge legislation that will remove state restrictions in establishing a tax limit in the city of Boston. He said that he and other Mayors had to endure a "magnanimous process"—that of taking his hat in hand before the Legislature to seek the passage of such a measure. His tax-limits bill was the topic of the first part of his address, but soon he pictured with oratorical effect the unemployment situation in Boston, which, in his opinion, could be relieved by old-age pensions.

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Raising Funds Necessary

The City Council yesterday looked favorably on the proposal for the city appropriation of $35,000 towards the expense of improving Muddy River from a point in the Fens to Leverett Pond. The entire cost of the improvement is $106,000 of which the town of Brookline has agreed to pay two-thirds.

Brookline Selectmen and Commissioner Long of the Park Department have worked on the matter since 1924 and it is agreed to dredge Muddy River to a depth of five feet from Brookline av to a point in Leverett Pond, 400 yards beyond Mother Brook. The improvement will result in a steady flow of water; elimination of stagnant pools and the reduction of flood waters.

General Summer, the old East Boston ferryboat that has outlived its usefulness, will be replaced with a new boat. The Council authorized the sale of the old boat at public auction at an upset price of $250 and approved the expenditure of $500 for a new steel boat. Approval was also given for the sale of the old ferryboat at public auction at an upset price of $250 and approved the expenditure of $500 for a new steel boat.

Send Idle to Boston

Discussing unemployment conditions in Massachusetts, he said that "people were flocking to this State even from Nova Scotia looking for work" and that the tendency of the smaller places in the State was to send its idle to Boston. He decided that last week he studied figures pertaining to expenditures for public welfare in the city of Boston. He found that in 1929 $1,500,000 had been expended for this work. In the next year the expenditure was $1,750,000, but in 1929 it had jumped to $2,300,000.

Mayor Curley was asked whether he thought the removal of the present municipal tax-limit regulation would make it possible for a Mayor to have a budget ready by the last of January. He said that department estimates submitted at the passage of a Federal old-age program seemed improbable, he urged the State to take it over. Of all the bills he has introduced. The mayor said he would continue to meet the financial problem arising through unemployment.

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The poll showed that Chelsea was
opposed to joining Boston by a majority
of 12 out of 61. Those against
the proposition said they were against
the city losing its individuality and
claimed they would be better off to re-
main a separate community.

Favoring a merger thought that the
school system would be improved and
that a metropolitan city would be bet-
ter for all concerned.

Saugus Sees Advantages

In Saugus many expressed the opin-
ion that annexation facilities would result from a merger with Boston
and that a metropolitan supervised
fire and police force would be a distinct
advantage to the town.

Among the Winthrop residents who
favored the merger, those who felt
that such a consolidation would go
as long way toward putting the town on
the map. Here 12 out of 25 who voiced
sentiment in favor of a merger, 22 said
they would insist on the town being
allowed to run its own affairs.

Most Chelsea people agree that it
would be beneficial not only to Boston,
but to all of the communities in the so-
called Greater Boston. If some plan
were provided whereby the population
of all of these communities could be
used for the 1003 census, Directors of
the Chamber of Commerce in Chelsea
are said to favor such a merger of
populations provided it did not interfere
with their town government.

Various Reasons for Approval

Some of those in favor of annexation
also expressed themselves as hopeful
that some method would be found
whereby Chelsea's individuality would
not be wiped out by absorption, but
leaving to the citizens there some local
government and some control, or sufficient
representation in the larger city,
which would insure proper protection of
their interests.

Those in favor of annexation gave
various reasons. Most of them viewed
it from the broad sense, that a large
metropolis would be much more
influential among the world's cities and
what would become of Chelsea was
important. The city would help and benefit
all its communities. One or two
women thought the school system
would be improved and that a metropolitan
force would be a distinct advantage to the
town.

Winthrop Approval Qualified

In their efforts to survey the public senti-
m ent in each of these communities the
Post men requested an expression of
opinion from tax payers and residents
who had no local offices. About one
third of those interviewed had given no
thought to the proposition and had put forward
by Mayor Curley and were unable to say
whether they favored the project. Others
were deeply interested and were anxious
to tell the circumstances on which they
based their opinions.

While the majority of those inter-
viewed in Winthrop expressed a desire
to have their town joined with Boston,
almost all qualified their assent to this
proposal by saying they wanted assurance
that Winthrop could retain its own
seaport or have some form of
local representation.

All Parts of Revere for Plan

Citizens in every section of Revere
wanted their city to become a part of
Boston. Here they were for the propo-
sal in any form and only one out
of the group interviewed specified that
Revere should become a borough of the
larger city or that its separate identity
would be antagonistic to the project.

In Revere it was also found that
the residents were intensely interested
in getting improved car service into
Boston and they expressed their ap-
proval of the Curley plan wholeheart-
edly rather than a political affiliation with the
larger city.

Several stated that the matter of
the annexation of Revere to Boston was
considered about 14 years ago and at
that time the people were in favor
of joining the larger city. They said that
the question was placed on the ballot
again this year with the overwhelming
sentiment in favor of the scheme.

For Absolute Annexation

In most instances it was found that
people in every section of Revere
were for absolute annexation with no
qualifications for a borough system or
other representation. This would see
all forms of advantages for Revere
without any considerable change in
industry within its borders. Being largely
a residential city they told how they
were faced with overcrowding and heavy
demand for new school buildings to
take care of the children, which tended
to increase the tax rate of the munici-
pality.

Revere the canvass was made up
and down Broadway, Beach street
and Shirley avenue. In all sections of the
same sentiment existed—overwhelmingly in favor of
the annexation of Revere with
Boston. Here they were for the prop-
osition to have their municipalities
merged into a single city.

The women as well as the men
of Revere liked the proposition. Many
of them felt that the annexation in
lar ge city would help and benefit
all the people there. Out of 78 persons
who were interviewed all but two
women thought the school system
of Revere would be improved and
what would happen to the individuality
of Chelsea was important. The city
would help and benefit all its
communities. One or two
women thought the school system
would be improved and that a metropolitan
force would be a distinct advantage to the
town.

Cite "Horrible Examples"

Among those who believed that Re-
vere should continue as an individual
city, under its own government, were
several citizens who pointed to Hyde
Park, whose annexation they represented
as a failure. Many did not prove to be particularly
adverse to annexation. One, former resident of
Charlestown said that his parents often
told him that it was a great misfor-
tune for that section when it became
a part of Boston. He claimed that
Charlestown would be much better off
as an independent city than as a part of Boston.

For the Most part the younger ele-
ment of Revere were for the merger as
quickly as possible. Out of 78 persons
who were interviewed, not a few
thought that real estate values would be
more equitably fixed in a large city
where modern and scientific methods
would be in force.

Opposed, But Open Minded

Sentiment in Chelsea towards an-
nexation was perhaps best represented in
a statement made by Mr. John E. Eisen-
berg of 46 George street, who said:
"Personally I do not favor annexation
and I do not see any advantage
for the various communities to
merge around Boston merging with that
city, but I believe that the city should identify as indi-
vidual communities.

There is no question that if Boston
shall be placed as the fourth city of the
country, numerous advantages
would come to this area. It should like
to venture the suggestion, however,
that we of the city of Chelsea, without prejudice or commitment, enter into a discussion of the proposal of Mayor Curley of Boston.

The city may have an interest, at the same time he is entitled to the courtesy of a liberal, unbiased hearing. Moreover, it is not improbable that desirable indications there may be the germ of a valuable development which might result to the benefit of all the various cities and towns and yet not necessarily destroy or submerge their individual identity.

Others Strongly in Favor

William T. Denver, treasurer of the Chelsea Bank, said: "I entirely agree with Mayor Curley in speaking of Greater Boston, with several towns the present population would be too small to support all of the communities that would be a part of such a great city. Whether or not some means could be devised whereby the communities could still retain a local control is a question that thus far appears to have been unanswered.

Samuel Chessels, of 112 Broadway, Chelsea, said: "I am strongly in favor of a great Metropolitan Boston. Every city and town within its boundaries would benefit in many ways."

Samuel Gerfinke of 12 Broadway, Chelsea, said: "I believe the annexation of these cities. It would mean better schools, libraries, hospitals and something which we now lack in Chelsea, an equalization of real estate valuations. The system here is antiquated. A large city would have a progressive and efficient government. An example of injustice in real estate valuations came to my attention today when I learned of a man who had a piece of property assessed for $600 and who could not raise a $300 first mortgage on the place.

"Would Have Nothing to Gain"

Max Pearl of Cottage street, Chelsea, said: "I am against our city going up its individuality by becoming a part of Boston. We have not seen what would happen to us if we were annexed. We would be a part of Boston, like Charlestown. East Boston would lose its character as a city."

William F. Harrington of 3 Everett avenue, Chelsea, said: "I cannot see any advantage to a general annexation of the cities and towns into one big city. We would have nothing to gain. I live in Milton and I am sure the citizens of that town would not do as well."

Mrs. Alice M. Cole of 53 Cary avenue, Chelsea, said: "I certainly would not favor annexation to Boston. I have not given the matter as much thought as I should like to in order to set forth my reasons, but I cannot think of anything to be gained by Chelsea people by an alliance with Boston."

"Excellent Thing for Revere"

Among the residents of Revere who expressed their opinions on merging their city with Boston was Joseph McAvoy. He said: "Annexation would be an excellent thing for Revere. Here we have the largest percentage of population of any city in the State, about one in four in the public schools. This of course demands for school buildings and Revere being a residential city with few industries, we are hard hit to support them."

Support Finlay of 4 Pleasant street said: "The annexation of Revere to Boston would be a cress move for the city. If you knew Revere like I do you would be in favor of it too.

David Cotter of the Brunswick avenue said: "Every man in Revere would be glad to see it joined with Boston. We could get better car service here on the lines which have been needed for years. It would be great for Revere if the Boston Elevated came here."

Other Voice Opposition

Frank Heath of 3 Essex street said: "I am not in favor of having Revere annexed to Boston. A good example of what happens is Charlestown. It's about 30 years since Boston annexed Charlestown and that section has gone down hill ever since. The only benefit would be to the city of Boston. They would not like to sacrifice their identity as a city. The present Mayor is doing well in office and we see no reason to be going ahead rapidly."

Frank F. Russell of 56 Parkway said: "The annexation of Revere to Boston would be better all around. The sentiment down here is all for it."

"Very Much in Favor"

Miss Katherine Sullivan of 14 Fenno street said: "If we could get Boston elevated service we would be in favor of the annexation of Revere to Boston."

Antonio Antolinos of 44 Fenwood avenue said: "Everybody down here wants it. We hope we get it and quick too."

Miss Mary Barry of 31 Sewall street said: "I am very much in favor of the merging of Revere with Boston. Everyone should help to put over this proposition."

"A Move toward a Great Metropolitan Boston is the Only Forward Step We Can Take," said according to Timothy J. Banon of 28 Central street, Saugus. "By all means, we should annex Saugus to Boston as it is now, was the statement of Edward W. Arney of 33 Central street. "I think small towns are governed better by the city."

Among the residents of Winthrop who commented on the subject was:

Mrs. Eliza Cray of Pleasant street said: "Would like to see Boston annex Winthrop."

Gordon H. Strang of the same address thinks that the merger would be an excellent thing for Winthrop, insurance rates would go down.

There were several expressions of opinion concerning the lines of New York's borough system.

H. Truitt of Pleasant street favorably commented on it.

Mr. and Mrs. S. Taylor of Somerset avenue agree that their answer is yes. They say that if their town should be annexed or merged with Boston there would be an immediate tax increase, Winthrop could see no proportionate benefits.

"Advantage, Disadvantage"

H. F. Moody of Somerset avenue said: "My reaction to the proposed merger would depend on how much they would want to run things down here. If we could keep our Board of Selectmen it might work out all right".

J. W. Simon said: "I don't see any advantage in it, I favor it the way it is." Mrs. Simon said: "I don't see how it would work out any better for us."

Mrs. Rena M. Strong of Pleasant street said: "I think it would be an advantage to us not to have to vote at all.

William Law, also on Pleasant street said: "What little I know about the city of Boston makes me think we'd better keep out."
CITY HALL NOTES

Sale of the ferryboat, General Sumner, which has become antiquated after 25 years of service, was authorized yesterday by the City Council at an upset price of $200 in public auction. Repairs on the old boat would have cost $300,000, so Mayor Curley drew up an order for the appropriation of $1150,000 to buy a new boat instead. The order was referred to the Council committee on finance for consideration.

The Council also approved the auction sale of the Old Armory Hall building at Maverick and Orleans streets, East Boston, at an upset price of $300,000. The structure, scene of many famous political battles, had been condemned by municipal inspectors.

Construction of an additional wing at the Brighton courthouse at a cost of $160,000 was urged yesterday by Mayor Curley in a loan order which was referred to the Council finance committee for consideration.

At the request of the Boston Elevated, the City Council yesterday voted to shorten the South Station-Copley Square bus route so that the up-town terminal will be at Clarendon street and Columbus Avenue. The change was favored by Councillor Arnold of the Back Bay, who stated that it would help to relieve traffic congestion in Copley Square.

Following eight years of service, Frederic J. Crofby of 73 Arborway, Jamaica Plain, was elected chairman of the Sinking Funds Commission at a meeting of the members yesterday at City Hall. Acting City Treasurer Edmund L. Dolan, who served as chairman during the last Curley administration, was elected secretary.
Gov. Allen Announces That President Will Be Invited to Make Tercentenary Address in July

President Hoover is expected to appear and speak at the State's official exercises, scheduled for July 15, in commemoration of the founding by the Puritans 300 years ago of self-government.

HONOR PLACE TO VIRGINIA
Governor Allen, opening yesterday afternoon's public session of the Massachusetts Bay Tercentenary Conference of representatives of 100 cities and towns, to hear and consider plans for the tercentenary year, in the Gardner Auditorium at the State House, said that it is hoped that the President will be in attendance and have a prominent place in the ceremonies. Those will be conducted at the State House.

To be invited, as well, will be the embassadors and ministers of all foreign governments, and the Governors and their suites of the other States of the Union, with Virginia accorded a prominent and distinctive place, "such as her honorable history warrants," the Governor said.

Pavilion at State House
Herbert Parker, former attorney-general and chairman of the State's tercentenary commission, further said that the celebration at the State House will take place on a great pavilion, to be a meeting place for the people of the world who come to Massachusetts to visit the founding place of free government.

The plans for the official State celebration are intended, Mr. Parker said, to make manifest "our thanksgiving for the privilege of the commonwealth's birth," as Governor Allen has called it.

Great Events in Commonwealth
"The celebrations," he said, "should respond to the inspirations of these great events in the history of the Commonwealth. The establishment of constitutional government, in truth, it was, though under a charter of the First, is an event of national, and when it is public with due and well, a matter of world-wide consequence.

"For here, in truth, were laid by the Puritans the foundation of a constitutional government, reflected in the constitutions of all our States and that of the nation itself.

International Significance
"It is manifest that the State celebrations and observances shall be of such character, such dignity, such manifest relation to the true perspective of history, that they shall all impress, and realize that our commonwealth knows the significance of the events. To the end that there may be opportunity for the peoples of the earth who have benefitted from the system of government here established, these State observances must reflect their international significance."

Before the principal event at the State House on July 15, there will be other observances conducted by the State, he said, that shall recognize and commemorate other features of the Puritan foundations. The State, through its commission, he said, will constantly maintain interested and sympathetic associations with the observances of towns and communities whose history is part, and a vital part, of that of the commonwealth itself.

Adventure and Enterprise
Mr. Parker added that among other things, the maritime spirit of adventure and enterprise will be included in celebration plans.

At the conference luncheon in the Gardner Auditorium, Mayor Curley took occasion to score the previous administration for neglect of plans for Boston's part in the tercentenary celebrations. He promised that the city would spend about $30,000 in connection with tercentenary plans, and would appropriate more money than usual for public celebrations.

One Cent a Gallon on Gasolene as Fund Producer
Making his first appearance at the State House yesterday in favor of his own bill for removal of the tax limit for Boston, Mayor Curley found opportunity for declaring himself in favor of establishment of a system of old-age pensions to provide for unemployment and for the care of those who have passed the active stages of their lives.

ONE CENT ON GASOLENE
The Mayor spoke before the committee on municipal finance, and said that it is a portion of the gasolene tax—"one cent or one-half cent per gallon"—which is set aside for old-age pensions. It would be possible within a comparatively few years to establish a fund running into the millions which would care for all those of advanced age that are unable to care for themselves.

He declared that whether such a system is raised in one way or another, it is one which the State must face in the comparatively near future. He argued that Boston, could not be expected to provide for the infra and those out of employment, and pointed out that many men move into the capital city of the State, not only from other municipalities, but from as far away as Nova Scotia, to seek employment.

Speaking of the tax limit, the Mayor said he felt like a mendicant coming to the State House and asking that the Legislature allow Boston to expend such money as may be found to be necessary to take care of its rapidly increasing expenditures. The limitations imposed by a statutory tax limit, the Mayor said, made it difficult for the city to arrange its budget and provide early in the year for its annual expenditures.

He said that if there were no statutory tax limit the Mayor could, except in the first year after his election, submit his budget to the City Council at the month of January. There is not enough time between his first election and his taking over of the office to allow him to prepare a budget for submission early in the year.

"Moreover," he added, "the Mayor is so busy removing Republicans from city jobs and filling their places with competent Democrats that he has no opportunity to get down to the real financial problems for several weeks after his inauguration."

The committee took the matter under advisement.
TERCENTENARY PLANS OUTLINED

Delegates from Outside City Report at Conference

LISTEN TO TALKS BY GOVERNOR, MAYOR

At an all-day conference at the State House yesterday, chairman and delegates from a number of Massachusetts cities and towns planning tercentenary celebrations reported on programs in preparation and listened to addresses by Gov. Allen and others outlining the broad scope and purpose of the state-wide observance.

The meeting was held under auspices of the tercentenary conference of city and town committees, which is a functioning body giving direction and stimulus to programs of the city and town committees. The president of the conference, Prof. Joseph H. Beale of Harvard Law School, presided.

Mayor Curley addressed the gathering at a luncheon at the Parker House yesterday, in which he gave assurance of his warm support for the observance and sketched some of his plans for an elaborate celebration by the city of Boston. He asserted that he will reappoint the committee of 100 named by him in 1925 to prepare a program of the city's observance and that he will add to the committee some 200 more men and women having a strong sense of civic pride.

Mayor Curley said the city will spend about $100,000 and in addition will appropriate more money than usual to observe several patriotic holidays, the celebration of which will be impressed with the spirit of the tercentenary year.

AFTERNOON SESSION

At a public session of city and town delegates in the State House in the afternoon, addresses were made by Gov. Allen, Herbert Parker, chairman of the state tercentenary commission; John J. Walsh, acting president of Massachusetts Bay Tercentenary, Inc., and Frank E. Morse, of the state department of education.

In his address, Gov. Allen said, "It is to be noted that the state observances are to be in commemoration of the Puritan foundations. The establishment of constitutional government as in truth it was, though under a charter of Charles the First, was an event of national interest and significance, and as well a matter of world-wide consideration. For here in truth were laid by the Puritans the foundations of a constitutional government, reflected in the constitutions of all our states and that of the nation itself."

Mayor Curley opened the afternoon with the assurance that the tercentenary observances are to be a period of success and that progress already made indicates that the whole world is to be aroused to the fact that the spirit of the Puritans persists abundantly in this day here.

CURLEY PLEADS FOR OLD-AGE PENSIONS

Would Increase Gasoline Tax To 3 Cents for Money

Mayor Curley went to the State House yesterday to ask for an increase in the state gasoline tax: to provide for a system of old-age pensions which would relieve what he called "distressing conditions of unemployment." Before the legislative committee on municipal finance at a public hearing he declared that he was in favor of old-age pensions, and advocated an increase from two cents to three cents in the state gasoline tax to provide for the operation of a system of relief.

The hearing was on the bill of the mayor and State Rep. John P. Buckley of Charlestown to allow the city to set its own tax limit, instead of having the limit set each year by the Legislature.

"It is a demeaning process for a mayor or to have his hat in his hand and come to the Legislature on the tax limit," he said.

In his plea for an increase in the gasoline tax he said that unemployment must be ever increasing in the future because of the unwillingness of industrial leaders to employ men over 45 years of age.

He would prefer to have old-age pensions handled by the federal government, he said, but since that seems unlikely he urged the state to take it over.

COMMUNISTS ABANDON PARADE TO CITY HALL

Communists who threatened to lead a parade to City Hall yesterday to demand from the city council relief for unemployed, abandoned their plans, when they learned that a heavy detail of police had been assigned to keep them from entering the municipal building. A score of officers awaited the arrival of the city men who were stationed at the School street entrance, while the others were inside City Hall.

MAYORS TO CONFERENCE ON DISTRICT AFFAIRS

Will Discuss Plans for "Protection of Interests"

Mayor John J. Murphy of Somerville yesterday issued an invitation to the executive heads of cities and towns in the metropolitan district except Boston to meet in conference and consider the advisability of forming into a "co-operative working organized unit" in order to promote mutual interests.

The call contains the intricate basis for cooperation or plan of action, but it is believed that its primary purpose is to effect organization of the cities and towns in the metropolitan area, except Boston, on lines intended to give them representation and voice in the activities and expenditures of the metropolitan district commission. Mayor Murphy, in a recent interview, went on record as opposed to Mayor Curley's metropolitan Boston plan except for purposes of census enumeration.

He favors an organization of mayors and selectmen of the cities and towns in the metropolitan district whose consent would be necessary before development plans of the metropolitan district commission could be put into effect.

The conference sponsored by Mayor Murphy is to be held at Somerville City Hall Saturday afternoon at 2 o'clock.

On petition of Mayor Curley, Rep. Harold P. Duffie of Boston filed a bill to provide for preference in temporary employment of cities and towns of persons who are heads of families in accordance with the number of their dependents during periods of emergency and depression.
BAY STATE "BLOC" AIM OF CURLEY Urges Hard Fight for Shoe Tariff in U.S. Congress

Charging that certain interests at Washington seek to destroy New England's boot and shoe industry to protect the investments of international bankers in Czechoslovakia, Mayor Curley last night urged the Bay State delegation in Congress to form a bloc against farm relief and other legislation until the support of the Middle-West and other groups offer some relief for this section of the country.

ALIEN BAN ILLLOGICAL

The Mayor derided the restriction of immigration for the benefit of American labor in view of later legislation which permits European sweatshop products to flood the market here. He pointed out that imports on boots and shoes had jumped from 200,000 pairs in 1922, to 6,182,000 pairs in 1929, with Czechoslovakia sending more than 80 per cent of the total.

The Mayor protested that the $10,000,000 worth of shoes furnished by Czechoslovakia should have been produced by New England if Congress had given this section of the country a square deal in the tariff bill.

The invasion of foreign-made boots and shoes and leather findings from 1924 to 1926 attended the closing of 817 shoe plants in this State, reduced the wages from $23,200,000 to $27,157,000, and the employees from 69,505 to 62,083, which meant that 643 shoe workers went jobless.

"Extreme Measures Necessary"

In his communication to the Bay State's two Senators and 16 Congressmen, the Mayor stated that the value of boots and shoes manufactured in Greater Boston in 1928 reached $11,674,767, ranking this industry first not only in Boston but also in the entire State.

"Under ordinary circumstances I am adverse to suggesting to any member of the Congress of the United States a possible course of procedure. The threat, however, to the continued existence of the boot and shoe industry in the territorial limitations of what is known as Greater Boston, in the failure of the United States Senate to provide any means of protection to this industry, prompts me to write you.

The Massachusetts State census for the year 1928 discloses the fact that the value of boots and shoes manufactured in Greater Boston was $11,674,767, appropriated as follows:

Boston  $3,281,977
Worcester  1,468,013
Fall River  1,410,476
Brockton  990,368
Lawrence  903,905
Lawrence  715,399

"Growth of Imports Illuminating"

"In the value of products in the boot and shoe line, including cut stock and findings, this industry ranked not only first in 1928 for the city of Boston, but likewise first for the Commonwealth of Massachusetts.

"The growth of imports is most illuminating. In 1922 the total imports of men's, boys', women's and children's boots and shoes was less than 200,000 pairs, while in 1929 it was in excess of 6,000,000 pairs.

"Boot and shoe importations from Czechoslovakia in 1929 was about 4,500,182 pairs, valued in excess of $10,500,000, while the total imports to the United States in the same year was 6,182,000 pairs of leather boots and shoes, valued at $17,060,000.

"Fully 80 per cent of the imports of women's shoes were received from Czechoslovakia, where, previously, the principal source of production was Massachusetts.

Protection Vitally Needed

"The effect of the invasion of American markets in the shoe industry is best attested by a study of the figures of this industry as they apply to the Commonwealth of Massachusetts.

"In 1924 the total number of establishments engaged in the leather industry, including manufacture of boots and shoes, cut stock and findings, was 1,036; the number of employees was 62,966, and the value of the products $97,294,669.

"In 1925, the last year for which complete figures are available of 131 establishments, the number of employees was reduced to 63,665, a reduction of 4,767, while the wages paid were reduced from $73,375,000 to $57,967,000.

"It requires no very vivid imagination or knowledge of economics, for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless protection is provided.

"Retaliatory Programme"

"It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of any established American industries, through failure to provide protection from invasion of our markets by foreign made goods.

The continuance of the present policy, which permits the flooding of American markets with manufactured boots and shoes, fabricated in countries where either the wage scale or living conditions are comparable to those obtaining in America, threatens the chief industry of Massachusetts, and unless adequate protection is provided.

"I trust you will pardon the suggestion, but, in my opinion, extreme measures are necessary if these industries are to be saved from destruction through an invasion of cheap labor and foreign made goods.

"I beg to suggest the advisability of a conference of Massachusetts Senators and Representatives to consider the adoption of a retaliatory programme toward foreign relief, or any other pending legislation, unless action is taken for the preservation of these established industries which represent the chief means of livelihood of many thousands of self-respecting men and women in the cities and towns of Massachusetts.

Council Orders Sale of Old Ferry Boat

Sale of the 30-year-old East Boston ferry boat General Sumner and the construction of a new ferry at a cost of $300,000 was approved yesterday by the City Council.

NO ACTION YET FOR CITY JOBS

Although the members of the State City Council heard yesterday interview 10 of Mayor Curley's appointees to office, the board took no action relative to confirmation of any of them, but will probably consider some or all of them in executive session today.

Included in the group who appeared before the commission yesterday were Joseph A. Curry, named for traffic commissioner; Joseph A. Bourke, for commissioner of public works; Samuel Little, for corporation counsel; Peter F. Tague, for principal assessor; James E. Maguire, for institutions commissioner; Mrs. Colin MacDonald, for election commissioner; John J. Lyson, for soldiers relief commissioner; Eugene C. Huffman, for building commissioner; Edward F. McLaughlin, for fire commissioner; and William Spottiswoode, for sinking funds commissioner.

CURLEY URGES FIGHT TO SAVE SHOE INDUSTRY

A retaliatory blow at farm relief and other pending legislation was suggested by Mayor Curley last night to Massachusetts senators and representatives, unless action is taken by Congress for the preservation of the shoe industry upon which thousands in this State depend for their livelihood.

Calling attention to the fact that boot and shoe manufacturing is the most important industry in this State and that the failure to give it tariff protection threatens its destruction, the mayor says in his communication to senators and congressmen from this State:

"It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of any established American industries through failure to provide protection from invasion of our markets by foreign made goods."
Will Mark Site of First Catholic Church

ON THIS SITE STOOD
THE CHURCH OF
THE FRENCH HUGUENOTS 1716-1741
USED AS A CONGREGATIONAL
CHURCH 1748-1788
OCCUPIED BY
ROMAN CATHOLICS 1788-1803
FIRST PUBLIC MASS
CELEBRATED IN BOSTON
NOVEMBER 2 - 1788

THIS TABLET PLACED BY THE CITY OF BOSTON
1926

"LOST" MEMORIAL TABLET FOUND
Photo of the bronze memorial tablet which will be placed on the balcony at 18-22 School street, marking the site of the first Catholic church in New England. The tablet had been missing for five years until found recently in a closet at City Hall.

Balanced by glass display windows from placing the memorial tablet on the ground floor where it could be seen by pedestrians, city officials will place the bronze plaque on the fire escape balcony at 18 to 22 School street, commemorating the site of the first Catholic church in New England. It was decided yesterday at City Hall.

There it will remain until a new building is erected at 18 to 22 School street, at which time, city historians will appeal for a niche in the street floor front.

Chairman Walter Gilman Page, John F. Faramino, sculptor, and Charles A. Coolidge, architect, members of the Mayor's commission for marking historical sites, inspected the School street site.

The tablet recalls that the site was first occupied by the French Huguenots from 1716 until 1741, by the Congregational Church from 1746 until 1781, and by the Roman Catholics from 1788 until 1803, recording that the first public mass was celebrated in the church on Nov. 2, 1788.

SOMERVILLE MAYOR CALLS CONFERENCE
Mayor John J. Murphy of Somerville has sent out invitations to the Mayors of the cities and Selectmen of the towns within a radius of 15 miles of Boston to meet with him for a conference on the Greater Boston question, in the Aldermanic Chamber at Somerville City Hall, next Saturday afternoon, at 2 o'clock. He calls attention to the fact that Boston, with its 800,000 population, has far more representation in the State Legislature than the cities and towns of Greater Boston, has with their 1,200,000 population.

$25,000 FOR LEGION GUESTS
City Gives Fund for Entertainment of Delegates

For the reception and entertainment of the delegates to the national convention of the American Legion which will be held here this fall, the city government yesterday appropriated a fund of $25,000. The order, authorized by the Legislature, was voted by the City Council and signed by Mayor Curley.

Plans are being prepared to make the 1920 convention the best on record, for in addition to the city fund, the State Department of the American Legion and the State government will also provide money to entertain the war veterans.

THE OLD AGE TAX
An extra tax of one cent on every gallon of gasoline sold in this State would, with its compound interest, in a comparatively few years provide a sizable fund for the crying need of old age pensions in this State. Mayor Curley's suggestion (it is no more than that) made in the State House yesterday is practicable.

There will be plenty of objection to the idea if it ever progresses beyond the suggestion stage. Motorists will naturally inquire why they should be selected to bear the burden alone. They will have a good argument, even though nearly everybody with even a fair income nowadays is a car owner, and so would be subject to this extra assessment. It would not be considered a drastic form of "class" legislation. But if the automobile is still considered a luxury and the tax a luxury tax, the question of why other luxuries should not also be taxed would be pertinent. To pick out one form of luxurious expenditure might be termed unfair.

Many believe that a reasonable tax on incomes is the most equitable method. By that procedure those who are most likely to need pensions in their advanced years will contribute to their own future support by their own self-denial. We shall arrive at a solution some day.
DR WILINSKY RETURNS TO SERVICE OF CITY

Will Again Supervise the Work of Health Units

Will Give Salary to Beth Israel Hospital and Continue as Director

Yesterday Dr Charles F. Wilinsky, director of the Beth Israel Hospital, resumed a position created largely by himself with the Boston Health Department, under the approving supervision of Mayor Curley and Health Commissioner Dr Francis X. Mahoney. The city position has been kept open for nearly two years, ever since Dr Wilinsky took charge of the Blossom-st institution and all but six years in building and putting into operation new units in the poorer sections of Boston.

CURLEY URGES TAX TO PENSI0N THE AGED

Would Add Cent to Gasoline State Levy

Old age pensions to be provided for by raising the gasoline tax from two to three cents a gallon were advocated by Mayor Curley before the Legislative Committee on Municipal Finance yesterday. He urged legislation to remove State restriction in establishing a tax limit in the city of Boston.

He began his address with a plea on the tax limit subject but devoted most of it to the unemployment situation.

Mr Curley estimated that if one-half of the additional cent were set aside for a period of say 25 years, millions would be accumulated to handle the old-age pension question in the future. He declared that he found that in 1925 $1,500,000 had been expended for public welfare work by the city. In the next year the expenditure was $7,750,000, but in 1929 it had jumped to $22,240,000.

More striking than this, the Mayor said, was the fact that relief is not given as exclusively as previously to people of extreme old age, but is given to people just over 45, out of employment. He added that every week 800 men and women were left holding that chance of opportunity to see for wood to get food to keep themselves and their dependents alive.

The city of Boston, said the Mayor, was planning many public projects to give work, but declared that owing to necessities of advertising, etc., this work could not be started much before Feb 25 and that it might be Spring before the work was started.

Goodwin Charges

BLOW AT TUNNEL SITE

Frank A. Goodwin, chairman of the Boston Finance Commission, charged at a hearing yesterday that a bill of Pres Gaspar G. Bacon introduced in the State Senate to amend the Elevator bill of last year was an attempt to transfer from the Boston commission the power to build the East Boston Tunnel.

The bill, which would create a Metropolitan Transit Department of Sva and divorce the control of the department from transfer to titles to the subways, was given a hearing by the Legislative Committee on Metropolitan Affairs.

Mr Goodwin told the committee that "there is no question that this is a Harriman-Bottomley bill, and although it may bring about the purposes pointed out by the Senator, the important thing is that it is an attempt to take away from the Boston Transit Department the power to build the East Boston Tunnel."

CURLEY URGES TAX TO PENSI0N THE AGED

Would Add Cent to Gasoline State Levy

Says Boston Should Build It

Goodwin said that some years ago Mr Harriman favored a loop highway and a group of real estate men purchased a lot of land along the route. "This didn't go through," he said, "and they were left holding that bag. When the East Boston tunnel came along it developed that the Boston terminal would take most of this land and a lot more. This caused the group and a lot more to buy more land."

Later, Goodwin said, the site was changed, and he charged that "this bill has been introduced to see that the tunnel is built where the original plans called for its being built."

"The Finance Commission is opposed to the amendment because the city is paying for the construction of the tunnel in the current state of the other transportation facilities and Boston should build it."

Senator Denies Charge

Fres Bacon called the committee's attention to various provisions of last year's measure, pointing out that it would create a metropolitan transit department of three and that the transfer of the titles to the existing subways was tied up with the creation of the new commission.

He said his bill called for the creation of a new transit commission of five, with one person to be appointed by the Governor, two by the Mayor, one by a majority vote of the City council, and one to be elected by a majority vote of the trustees of the East Boston Elevated.

Ex-Mayor John F. Fitzgerald and Thomas H. Bliedze, legislative counsel for Boston, also spoke in opposition to the bill.

Fres Bacon took the floor a second time to deny that the bill had anything to do with the East Boston tunnel. As regards the majority membership on the board, he said he would agree to amend his measure to provide for the appointment of three members by the Mayor and two by the Governor.
The anniversary of Boston's first government will be observed, the Mayor said, on June 17 all organizations in the city will be asked to participate in a great parade and pageant, with probably 25,000 persons participating.

On July 4, Mayor Curley said, the President of France, and the relatives of Lafayetts and Rochambeau will be invited to come here and witness a re-enactment of the events that led to the Continental Congress in session on Boston Common, and the resigning of the Declaration of Independence.

Holiday Observed

Boston's own birthday will be suitably observed, the Mayor said, on July 4. On Columbus Day, he said, the Presidents of the Republics in Central and South America and Cuba will be invited to come and participate.

Speaking of the part that the State will take in the Tercentenary observance, Gov. Allen said: "It is to be noted that the State obsevances are to be in commemoration of the Puritan foundations. The celebrations should then respond to the inspirations of these great events in the history of the Commonwealth."

"The establishment of Constitutional Government-as in truth it was, though under a charter of Charles the First, and eventually national in form and significance, and as well a matter of world-wide consideration. For here in New England conscience was a heritage from the Puritans. I say that Massachusetts is commemorating the anniversary of Boston's first government as the nation has never commemorated the anniversary of any other city."

"It is manifest that the State celebrations shall be of such character, such dignity, such manifest relation to the true perspective of history that we shall all know and realize that our Commonwealth knows the significance of the events she celebrates. To the end that there may be opportunity for the people, who, in person, or who, through the system of Government here established, these State observances must reflect their international significance.

Points to Big Event

"The great event recognizing these inspirations will be conducted at the State House on July 31, to which the nations of the earth will be asked to send their participating representatives. It is hoped that the President of the United States will be in attendance and have eminent place in the ceremonies. It might be possible for the State of Massachusetts, by its executives and their suites, will be honored guests, and Virginia will have such distinction as her honorable history warrants.

"There will be other observances conducted by the State that shall recognize and commemorate other features of the Puritan foundations. The State Commission will, if it is feasible within the means of the responsibilities placed upon it, will give the utmost of its service to make these events worthy of their occasion."

"The State, through its commission, will entertain and maintain interested and sympathetic associations with the observances of towns and communities that have his story in part, and a whole part, of that of the Commonwealth itself."

Chairman Herbert Parker of the State Tercentenary Commission, pointed out the aims and ideals of the coming celebration and the duties assigned to his commission. It should be made clear, he said, just what it is that Massachusetts is commemorating this year.

John J. Walsh, acting president of the Tercentenary, Inc., said that the New England conscience was a heritage from the Puritans. He said he had listened with patience to those who would disparage the Puritans, but he said that the Puritans were said to be buccaneers. They were disparaged, he said, merely because the principles on which they proceeded to have been good business men.

Mrs. Stephen P. Hurst, regent of the Daughters of the American Revolution, reported on plans of that organization to cooperate in the Tercentenary celebration.

During the forenoon session, reports were submitted by the committees on the activities of local committees in towns and cities, Dr. Charles H. Bangs, president of the Massachusetts Old Home Week Association, reported for his organization.

Frank E. Morse of the State Department of Education spoke of the Tercentenary book for education use in schools.

LADIES HAIRDRESSERS ASS'N GREETED BY MAYOR CURLEY

Members of the Ladies' Hairdressers Association of New England presented a musical farce in three acts, "Two Wise Fools," as the feature of the evening session of their three-day convention in the ballroom of the Copley Plaza Hotel last night.

Prior to the presentation, Mayor Curley extended the greetings of the city to the members of the association. He was introduced by L. Max, president of the organization.

The play was written for the hairdressers by Miss Aurelia Turiciolo, editor of the Revere Budget, and her sister, Miss Virginia Turiello of Emerson College. The play attempted to show the difference between the modern beauty salon and the poorly equipped beauty parlor.

The following members of the cast are undergraduates at Emerson College: Miss Lillian Simpson, Miss Helen Darcy, Miss Alice Ryan, and Miss Rachel Spinney. Members of the association in the cast were: Miss A.Coll, Miss Alice T. Good, Miss Eille E. Lapham, Miss D. Donovan, Miss Laura Truelson, Miss Mary Milma, Miss Gertrude Burrill, Miss Dorothy Hertig.

Booth holders will present a style show tonight, in which many attractive girls will display the latest modes of hairdressing.

EMERGENCY EMPLOYMENT BILL PUT IN FOR CURLEY

Representative Harold R. Duffie of Boston presented Monday in the House a bill of Mayor Curley to provide for preference in temporary employment for cities and towns to persons who are heads of families in accordance with the number of their dependents, in periods of emergency or depression.
To the Editor of The Herald:

"Tell me about Paramino; who is he?" asked a news editor whose business it is to be a Who's Who of Boston. Others must be inquiring similarly when the Italianate name of this prolific sculptor comes into the news, as in connection with the tercentenary observance.

Although John Francis Paramino figures prominently in the news columns every now and then, sometimes through indirect involvement in a political controversy, little can be said about his career and personality except that he is an industrious, serious, highly responsible artist, now in his 40's, whose Huntington avenue studio is always full of jobs. These come to him, his friends will tell you, because architects and politicians find him agreeable to deal with and, especially, because he gets his work well done and on time. He is American-born, of South Shore Italian parentage. He studied with the late B. Lyon Pratt at the Museum of Fine Art and he had a season or two at the Saint-Gaudens studio, Cornish, N. H. Before the war he was trying to do big sculptures in the smallest of the Grundmann studios. He had married and was rearing a family at Arlington.

In the last 12 years things have broken well for John Francis Paramino, and without many of the important social contacts and club memberships that are supposed to constitute success for an artist in Boston. The willingness which this young sculptor has shown to do complicated and tedious lettering, without assistance, manual or mechanical, must have been a factor in bringing more inspiring commissions than gravestones to his shop. A long inscription tempts slighting—wishing to be done by some convenient George to do. Paramino ... sites, of which Walter Gilman Page was chairman, Paramino came within the purview of the City Hall politicians. His tablets were regarded as not only artistic, but notable in that they were finished on time. This latter is a consideration when a dedication has been planned. Whether this conspicuous and desirable commission does or does not come John Paramino's way, he is already about as largely represented in Boston as is any sculptor from Deacon Elwyn Drowne.

The city administration and the health department are to be congratulated in the resumption by Dr. Charles F. Willinsky of his former duties as supervisor of the municipal health units.

In this instance it is a labor of love on Dr. Willinsky's part as trustees of Beth Israel Hospital, where he has been director for the past two years, announce that he is contributing to the hospital every cent of his city pay as health unit supervisor.

Dr. Willinsky is a recognized authority on child hygiene. He organized the Blossom st. health unit at request of Mayor Curley. When the George Robert White Fund made possible the development of the health unit plan on a large scale Dr. Willinsky was put in charge of that task. Then Beth Israel Hospital obtained his services in the summer of 1928. Now he returns to child hygiene and health unit supervision for the city.

OLD AGE PENSIONS

A Commonwealth of industrious, thrifty, self-reliant people who believe that a minimum of governmental interference in private affairs best conduces to a continuance of our wellbeing, Massachusetts will hesitate a long time before adopting an old-age pension system. The budget of our State Department of Public Welfare amounts for this year to about $6,000,-000, a large part of which will be applied to relief under careful supervision. Many able students of public affairs believe that this kind of aid, not an out-and-out, inclusive pension scheme, tremendously expensive, subject to abuse and in the end likely to weaken the moral fibre of the people, is the best solution of the problem which Mayor Curley outlined yesterday.

Only three states now have old-age pension laws, Wisconsin, Montana and California. The experience of those states and of the old-world countries which have similar laws has not been of a kind to justify a repetition of the experiment here. Let us remember also that it is proposed to have the State buy and operate the Elevated, thereby engaging in a hazardous venture on a grand scale; and that it is also proposed that we have a state-fund insurance arrangement for motorists.

It is a good time for the people of the Commonwealth to reflect on the great change which will come over our institutions if the State tries these highly questionable practices. Once set up, the machinery for administering such activities can be scrapped only with the greatest difficulty even if abuses become widespread and expenses accumulate year after year. The Commonwealth has done extraordinarily well by adhering to old and tried principles of government, and probably takes better care of its dependents than any other state in the nation.
CURLEY URGES RETALIATION

Asks Congressmen to Fight For Protection of Shoe Industry

CITES INFUX OF FOREIGN PRODUCT

To protect the boot and shoe industry of Massachusetts, Mayor Curley yesterday suggested to Bay State congressmen the adoption of a retaliatory program toward farm relief and any pending national legislation until definite action is taken to impose a protection on European-made shoes.

In commenting on his action, Mayor Curley emphasized that he had applied to the subject only the statistics of the shoe industry in Greater Boston, and that the threat of invasion of our market by foreign-made goods, called on senators and representatives to make a real fight to save the shoe industry.

The present tariff measures are not only necessary but justifiable, to eliminate the competition of cheap labor and foreign made goods which Massachusetts shoe manufacturers, particularly the producers of women's footwear, have been unable to successfully combat. Mayor Curley took the initiative to point out to representatives in Congress how results can be achieved.

To the senators and congressmen he wrote, "Under ordinary circumstances, I am averse to suggesting to any member of the Congress of the United States a possible course of procedure. "The threat, however, to the continued existence of the boot and shoe industry in the territorial limitations of what is known Greater Boston, in the failure of the United States Senate to provide any measure of protection to this industry, prompts me to write to you."

In 1923, he set forth, the value of the products of shoe factories in Boston, Lynn, Chelsea, Revere, Everett, and Saugus was $114,477,047. Thereby making the industry, including boot and stock factories, the leading industry in Boston and in Massachusetts.

He compared imports of shoes in 1922 of less than 300,000 pairs with similar imports in excess of 6,000,000 pairs in 1929 and pointed out that this increase in excess of 10,500,000 pairs were produced in Czechoslovakia. The total imports of boots and shoes made of leather last year were 6,182,000 pairs of a value of $17,000,000.

These Czechoslovakian shoes, he added, have supplanted shoes which were manufactured by Massachusetts factories and in support of that statement he declared that establishments engaged in the leather industry in Massachusetts had decreased from 448 in 1924 to 81 in 1928, that employers had dropped from 63,500 to 63,000 and that the decrease in wages was more than $7,000,000.

"It requires no vivid imagination," continued the mayor, "for knowledge of economics by any individual to determine the diminution of the value of the boot and shoe industry and the leather findings industry in Massachusetts unless protection is provided."

SUGGESTS CONFERENCE

"I beg to suggest the advisability of a conference of Massachusetts senators and representatives to consider the adoption of a retaliatory program toward farm relief or any other pending legislation, unless action is taken for the preservation of these established industries which are largest in the world and means of livelihood of many thousands of self-respecting men and women in the cities and towns of Massachusetts."

TO BUILD NEW FERRY

The council authorized the sale at public auction at an upset price of $250, of the ferryboat Gen. Summer, and approved the expenditure of $350,000 for a new steel boat.

VOTE $35,000 TO IMPROVE FENS

Boston and Brookline Will Dredge Muddy River, Leverett Pond

$550,000 PROVIDED FOR NEW FERRYBOAT

An agreement which commits Brookline to the payment of two-thirds of the estimated cost of $105,000 led the Boston city council, yesterday, to take favorable action upon an appropriation order providing $35,000 towards the expense of improving Muddy River in the Towns of Leverett and Lenape, which is adjacent to Huntington avenue.

Park Commissioner Long and the Brookline selectmen, who have been conferring about the matter since 1924, have agreed that the dredging will be done as soon as possible and that the Council will pay the third of the cost, which will amount to about $10,500. Mayor Curley intends to use the money approved to build a new steel boat which binds Brookline to assume two-thirds of the cost of the work is the most favorable settlement which has been able to obtain. In 1925 it was suggested that Brookline would abandon it, and the same 50 per cent. of the cost and the following year this offer was increased to 50 per cent.

RAISE FOR HUB'S CITY COUNCILORS UNOPPOSED

Bills to increase from $3000 to $2000 the compensation of members of the Boston City Council were not opposed at a hearing today before the Legislative Committee on Cities. Both Senator John P. Buckley of Charlestown and Senator Michael J. Ward of Boston petitioned for such legislation.

Senator Ward, a former member of the Council, outlined in detail the work of the Councilors, showing that they meet 52 days of the year, but are on duty every day in taking care of voters of their districts, committee meetings, etc. Senator Buckley was asked by Representative Richard D. Crockwell of East Boston, if he had any objection to a referendum to the people on the proposed increase. The Senator had none.

Senator James Torrey of Beverly questioned whether such an increase would be warranted, with 8000 men out of employment in Boston.
HIT HARRIMAN ON TRANSIT BILL

Goodwin Charges Measure Would Take Tunnel from Boston Body

SEES TUBE BUILDING IN BOTTOMLY’S HANDS

Charges by Frank A. Goodwin, chairman of the Boston finance commission, that a bill introduced by President Gaspar G. Bacon of the State Senate is a Harriman-Bottomly attempt to take away from the Boston transit commission the power to build the East Boston tunnel to a head on the opposition, he said at the bill at a hearing yesterday before the legislative committee on metropolitan affairs.

The Bacon bill provides for an amendment to last year’s “El” bill which would give the power to build subways and extensions in the hands of a metropolitan transit department of five members, according to Chairman Goodwin.

ADVISES BILL BE DROPPED

"There is no question that this is a Harriman-Bottomly bill and the important thing is that it is an attempt to take away from the Boston transit commission the power to build the East Boston tunnel. I don’t believe we should waste much time on it, because it is ridiculous to think of passing it at this time, said Mr. Goodwin.

This bill was introduced in order to make sure that the tunnel is built where the original plans called for its being built, he said, declaring that a group of real estate men have bought in heavily on the land which will be needed for the Boston terminal of the tunnel except what he had read in the newspapers.

GOVERNOR AND MAYOR TALK LAND TRADES

Gov. Allen and Mayor Curley talked land trades, yesterday and there is probability that there will be a “swap” of state-owned land on Brighton street in the West end for city-owned land adjacent to Castle Island in South Boston.

The mayor is willing and the Governor of public works can present an argument which will convince him that the trade ought not to be made. Mayor Curley has accepted an offer of $1 by the city for the land on Brighton street, which will be developed into a West End recreation center, in accord with a plan sponsored by Martin L. Lomasney.

The South Boston land may ultimately be utilized in connection with harbor development plans. Just now its actual value to the city is as difficult to estimate as is the value of the state-owned tract in the West end.

SAYS CITY CAN’T AFFORD BRIDGE

Cambridge Solicitor Opposes Dartmouth St. Extension Over Charles

Peter J. Nelligan, city solicitor of Cambridge, opposed the bill to construct a new bridge, to cost about $3,000,000, to cross the Charles river from Dartmouth street to a point about 1200 feet west of the Longfellow bridge, before the committee on metropolitan affairs at the State House yesterday afternoon.

He pointed out there is no demand for the bridge and that Cambridge’s chief objection is the expense, saying that his office did not have legal.” The time has come when these assessments on the city of Cambridge should stand, he said, because they come too heavy a burden,” he said, and he added that the bridge is either a state or district project and would be of no benefit to Cambridge.

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CURLEY DEMANDS TARIFF ON SHOES

Boston Mayor Says Chief Industry of Bay State Threatened by Action Of U. S. Senate

Suggests Move to Retaliate

Would Block Farm Relief Measure

Writes Bay State Men in Congress

Influx of Foreign Goods Injures Plants Here

Mayor Curley, he says the chief industry of Massachusetts is threatened. The Mayor in a letter yesterday to members of Congress said: "It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of established American industries." and he calls upon the Massachusetts members to consider a retaliatory program.

He suggests a conference of Massachusetts Senators and Representatives to adopt a retaliatory program against farm relief or any other pending legislation, unless action is taken for the preservation of the Bay State's established industries.

The effect of the invasion of American markets in the shoe industry is best attested by a study of the figures of this industry as they apply to the Commonwealth of Massachusetts.

In 1924 the total number of establishments engaged in the leather industry, including manufacture of boots and shoes, cut stock and findings, was 948; the number of employees was 50,948; the number of employees was 63,993, a reduction of 131 establishments; the number of employees was reduced from 79,725,000 to 72,157,000.

It requires no very vivid imagination or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless adequate protection is provided.

The failure of the United States Senate to provide any protection to the shoe industry of Greater Boston, and permitting American markets to be flooded with shoes from Czechoslovakia, has aroused Mayor Curley. He says the chief industry of Massachusetts is threatened.

The Mayor in a letter yesterday to members of Congress said: "It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of established American industries." and he calls upon the Massachusetts members to consider a retaliatory program.

He suggests a conference of Massachusetts Senators and Representatives to adopt a retaliatory program against farm relief or any other pending legislation, unless action is taken for the preservation of the Bay State's established industries.

State's First Industry

Census figures for 1928 gave the value of boots and shoes manufactured in Greater Boston as $114,477,047; the industry ranking first in 1928 in the City of Boston as well as in the State. In 1925 the imports of men's, women's and children's boots and shoes were less than 200,000 pairs. In 1929 it was in excess of 6,000,000 pairs, of which four and one-half million pairs, valued in excess of $10,500,000, came from Czechoslovakia. Mayor Curley's letter said:

"The Massachusetts State census for the year 1928 discloses the fact that the value of boots and shoes manufactured in Greater Boston was apportioned as follows:

"Boston, $30,831,477; Lynn, $22,941, 242; Chelsea, $34,748,225; Cambridge, $2,656,698; Brockton, $20,375,061; Everett, $1,163,734; Salem, $5,715,704."

"It requires no very vivid imagination or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless adequate protection is provided."

Threat to Industry

"The continuation of the present policy, which permits the flooding of American markets with manufactured boots and shoes, fabricated in countries where neither the wage scale nor living conditions are comparable to those obtained in America, threatens the chief industry of Massachusetts, unless adequate protection is provided."

"It requires no very vivid imagination or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless adequate protection is provided."

"It requires no very vivid imagination or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless adequate protection is provided."
City’s Surplus Has Decreased

Falling Off in State Income Tax, Also, Curley Explains

Boston is due for an increase of about $2 in the tax rate, which was $23 a thousand in 1929, according to Mayor Curley today, and the cause is the reduction in the city surplus in increase in the number of city employees and departmental activities, and a falling off in the State income tax. The substantial surplus in 1927 and 1928 was due in a large measure, he said, from the income tax from the State, and as 1930 will show a material reduction it will have a bearing upon the tax rates of all cities and towns in the State.

The total surplus for 1929 was $1,331,531.94, as compared to $3,454,558.58 in 1928, $2,319,717.12 in 1927, and $1,049,235.56 in 1926. The amount available at the end of each year is not merged with the city surplus, but is carried forward for school purposes in the new year. It is, however, available in addition to the city surplus for deduction in arriving at the tax rate for the new year.

“After paying all known liabilities incurred during the year 1929, the surplus has been determined at the end of the period to be $884,655.54. In addition to this there is a school surplus of $346,889.96, making a total surplus of $1,531,531.94. Under the law, the school surplus is not merged with the city surplus, but is carried forward for school purposes in the new year. It is, however, available in addition to the city surplus for deduction in arriving at the tax rate for the new year.”

As compared with the total surplus for the year 1928, viz: $3,454,558.58, it is apparent that there will be available for tax rate purposes $2,223,236.64 less, or approximately $1.15 on the tax rate.

The following tabulation shows the amount available at the end of each year as a deduction in arriving at the tax rate for the new year.

<table>
<thead>
<tr>
<th>Year</th>
<th>City School Tot Tab</th>
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<tbody>
<tr>
<td>1929</td>
<td>$884,655 346,889 1,231,531</td>
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<td>1928</td>
<td>$2,319,717 668,180 3,454,558</td>
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<td>1927</td>
<td>$1,049,235 739,619 1,788,854</td>
</tr>
<tr>
<td>1926</td>
<td>$884,655 346,889 1,231,531</td>
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The following page continues with the text about the city's surplus in State income tax and other details.
BOSTON 1930
TAX RATE TO BE $30

Mayor Curley Explains $2 Increase Due in Part to Record Sum Uncollected

Boston's tax rate for 1930 undoubtedly will be $30, an increase of $2.

Such an increase seems inevitable, Mayor Curley said today after studying City Auditor Rupert S. Carven's report of city finances as of Dec. 31, last.

This startling news in the face of a surplus of $1,231,321.94 in the treasury is due to several factors, it was explained.

$3,416,244 DUE CITY

Uncollected taxes for 1929 are $3,416,244.63, exceeding by a million dollars the largest amount outstanding in any previous year, a condition due to the stock market collapse and general business depression in the last quarter of 1929.

Normal collections for the year would have made available a surplus of $2,900,000.

The difference between the 1928 surplus of $3,454,555.38 and the 1929 surplus is more than $500,000, or equivalent to $1.15 increase in the tax rate.

LESS FROM STATE

Other factors are the increase in personnel of some departments, wage increases, the normal growth of the city and a falling off in state income tax collections which are distributed to the cities and towns.

The reported surplus includes $346,686.06 for schools which may be used for other than school construction or repair but which may be figured as surplus in the estimation of tax rate.

There is a possibility that collections of 1929 taxes will be so good between now and August that there will be a substantial addition to the surplus allowing for a lower tax rate than now figured.

This possibility is vague, however, and Mayor Curley declared that on the basis of present figures, "no matter how hard we may work to prevent it, a $2 increase seems inevitable."

TERCENTENARY G1A1PR VOTING

Declaiming that the constitutional rights of the people were involved and that it would be impossible to carry out its provisions, Frank Seiberlich, chairman of the Boston United Improvement Association, today vigorously opposed a bill to compel voters to cast their ballots at elections.

Seiberlich, speaking before the legislative committee on election laws, pointed out that there is no such law as proposed in any part of the country.

The only speaker for the bill, which was filed on petition of the United Improvement Association, was former Rep. Benjamin Lane of Boston. He said he felt the law should be passed.

The conference president, Joseph H. Beale of Harvard law school, president of the conference president.

Vote Fund for Muddy River Improvement

Co-operation between Boston and Brookline in the improvement of Muddy river and Leverett pond is now assured, as the City Council has voted approval of Mayor Curley's order for the expenditure of $35,000 on the project.

As the improvement will be to the greater benefit of Brookline, the city council will spend $70,000 of the $10,500,000 worth of shoes furnished by Czechoslovakia.

Women Urge City to Repair Alleys

Repair and resurfacing of public alleys in Boston with an assessment of 50 per cent of the cost on the abutting property owners was urged at a hearing today before the legislative committee on elections by a group of women. Mrs. Edith R. Bolster of Boston, the petitioner, and Mrs. Henry D. Todd, president of the Women's Municipal League of Boston, favored the bill.

It was pointed out to the committee that at the present time the city cannot resurface the alleys.

$100,000 FOR FIGHT BILL TO COMPEL VOTING

Curley Acts for Tariff on Shoes

With the charge that certain Interests in Washington would destroy New England's boot and shoe industry to protect the investments of international bankers in Czechoslovakia, Mayor Curleymoved the Massachusetts delegation in Congress to form a bloc against farm relief and other legislation until the support of the Mid- West and other groups offers some relief for this section.

The mayor decried the restriction of immigration for the benefit of American labor in view of later legislation that permits European sweatshop products to flood the market here. He pointed out that imports on boots and shoes had jumped from 200,000 pairs in 1922, to 582,000 pairs in 1929, with Czechoslovakia sending more than 80 per cent of the total.

The mayor protested that the $10,500,000 worth of shoes furnished by Czechoslovakia should have been produced by New England's workers, and that Congress had given this section of the country a square deal in the tariff bill.

The invasion of foreign-made boots, shoes and leather goods from 1924 to 1928 attended the closing of 817 shoe plants in this State, reduced the wages on $4,500,000 to $721,157,900, and the employees from 99,308 to 72,473,006, which meant that 6412 shoe workers went jobless.

In his communication to the Bay State's two senators and sixteen congressmen, the mayor stated that the value of boots and shoes manufactured in Greater Boston in 1928 reached $114,427,847, ranking this industry first not only in Boston but also in the entire State.
Curley Sees

$2 Increase

in Tax Rate

This Despite $1,231,321.94
surplus Left Over from
Last Year

Income Returns Less

Expenses Perhaps $2,000,000
Greater and Uncollected
Taxes a Record

By Forrest P. Hull

That the taxpayers of Boston face an
increase of $2 in the rate for the year,
was the prediction made by Mayor Cur-
ley today, despite the report of City
Auditor Rupert S. Carven, that the fiscal
year of 1929 had closed, after payment
of all known liabilities, with a sur-
plus of $1,231,321.94. Of that amount the
school department contributed $346,-
686.06.

The surplus in the Treasury reflects the
extreme returns from the State last year on account of income taxes, this amount being approximately $1,000,000
more than in the preceding year. Tax
Commissioner Henry F. Long has already warned the cities and towns of the Commonwealth to expect a sharp re-
duction this year in the returns from his
office, in view of the business depression resulting from the stock market break.

This announcement, together with the
fact that Mayor Curley will be obliged to
provide funds possibly to the extent of
$2,500,000 in excess of the expenditures
for 1928, makes it the most unfavorable
reaction for the forthcoming tax rate.

Had it not been for the business slump
Boston would have had a treasury sur-
plus among the largest on record, for the
amount of uncollected 1929 taxes at the
end of the year was the largest known.
The total was $8,416,244.53, an
amount which exceeded by $1,000,000 the
amount outstanding in any one previous
year. Normal tax collections, therefore,
would have resulted in a surplus of ap-
proximately $2,500,000, a material fac-
tor in the fixing of the rate for 1928 and
thus approximating the advantage
which Mayor Nichols had in 1927 and
1928.

Extraordinary Demands

Practically all of the city departments
were without unexpended balances at the
end of the year and some of them were
far in arrears, such as the department of
soldiers' relief, the hospital department
and the welfare department. The ex-
traordinary demands from unemployment
and illness made transfers of funds neces-
sary in the two or three months of the
year. In other departments the budget
estimates were not sufficient to meet the
purely ordinary expenses.

Under the law, as the city auditor
points out, the school surplus is not
merged with the city surplus, but is car-
ried forward for added appropriations
in the new year. It is available, however,
in addition to the city surplus for de-
duction in arriving at the tax rate for the
new year, the announcement of which is
usually made in August. As compared
with the total surplus for the year 1928,
which was $2,583,946 it is apparent that
there will be available for tax rate pur-
poses this year $2,323,356.84 less, or ap-
proximately $240,589 on the tax rate.

The city has a substantial surplus in 1927, which was $3,219,717.13 and that of 1928, was due
in large measure to the receipts from in-
come tax on the State.

It was on Dec. 21 that the Transcript
announced that despite outstanding taxes
of more than $8,500,000, a surplus was
certain. The authorities predicted a
margin of approximately $1,000,000 on
the right side of the ledger. At that
time City Collector George H. Johnson
was hard at work by letter, telephone and
personal interviews, to arouse the de-
linquent taxpayers to the large corpora-
tions. His repeated plea was for partial
payments if the full amounts were im-
possible. He had in mind an end of the year. This was a very disappointing response to the
appeals. Business reactions had so prim-
rized that interest of one per cent charged by the city appeared to be no extraordinary burden compared with the rating of the money.

Not So Discouraging After All

But in the present circumstances Mayor Curley faces a situation less encour-
gaging than that which faced Andrew
J. Peters when he went into office in
1918. The Transcript then reported a
deficit of $389,853. The greatest surplus
up to the time of the Peters administra-
tion was that of 1911 under John P. Fitz-
ty when he went into office.

The books closed, with a balance of
$1,458,365. In the following year there was a surplus of $1,009,341. For the next two years there was rising
$609,000 on hand each year, but in 1919,
under Mayor Curley a surplus of $1,182,
$121 was recorded.

Despite the fact that Mayor Peters
faced his administration under the most
adverse circumstances, it was under that
regime that the city made its best finan-
cial showing. Four years ago Mayor Nichols went to City Hall the ele-
time City Collector George H. John-
son had in mind an end of the year. This
was a very disappointing response to the
appeals. Business reactions had so pri-
rized that interest of one per cent charged by the city appeared to be no extraordinary burden compared with the rating of the money.

Mayor Curley has larger problems in
hand than Mayor Nichols faced, and the
condition of the treasury has been so favor able that temporary loan has not
been necessary. Under Mr. Curley's pre-
vious administration the city went into
the new year with a balance of $1,227,600 in temporary loans, the largest amount ever recorded up to that time, but unlike other cities of the Commonwealth, Boston paid off
these loans when the treasury permitted
it. In 1926 of Nichols' administration
the temporary loans amounted to $214,-
650.

City Auditor Carven, termed the "ca-
seoless watchdog of the treasury," is proud
of the condition financially, and especially as he reads the record of
other cities year after year, and at pres-
cent the report of the Chicago trea-
ury. Today he told Mayor Curley that
the city of Boston's financial structure
was never stronger than at present, hav-
ing a basis for complete confidence of
the financial interests.
War Memorials for $1,600,000 Recommended

Governor Sends Special Message to Legislature Indorsing Commission Report

The special recess commission appointed to consider a suitable war memorial to Massachusetts veterans this afternoon filed its unanimous report recommending the erection of two structures, one, a monument on an island in the Charles River Basin and the other a tower and aviation beacon on the summit of Mt. Greylock.

Immediately on the filing of the report Governor Frank G. Allen prepared a special message which will be sent to the Legislature at this afternoon's session in which he urged the adoption of the report at the present legislative session and endorsed the program therein contained in the highest terms.

The proposed memorial in the Charles River Basin would be built at a cost of $650,000. This would cost $110,000 and would be installed its unanimous report recommends.

The other memorial would be on an island in the Charles River Basin and the other tower and aviation beacon on the summit of Mt. Greylock.

The surplus figures this year must be offset by an increase in the tax rate.

COSTS MUCH GREATER

The mayor already has emphasized that the cost of municipal departmental activities will be so much greater than last year, because of the additions to the personnel of departments of the city. This he believes that it will be possible for him to prevent departmental requirements from exceeding $2,000,000.

The needs of departments set forth in statements about appropriation budgets are that less than $4,000,000 more than the total of similar appropriations in 1929, but Mayor Curley believes that the use of the pruning knife will cut the additional requirements to about $2,000,000.

"It looks," he said, "no matter how hard one may try to avert it, that a tax rate increase of $2 will be unavoidable."

CURLEY LOOKS FOR $2 JUMP IN RATE OF TAX

Foresees $2,000,000 Increase in Costs of Departments

Boston cannot avoid a tax rate increase of about $2 this year, according to an analysis of municipal finances made today by Mayor Curley.

His conclusion was based upon the report of City Auditor Carven, which disclosed a cash surplus of $1,231,321 at the end of the Nicholas administration, as well as upon the knowledge that the cost of departmental activities due principally to increased personnel, will be substantially greater this year than in 1929. Furthermore, the tax rate, in which the city dependence this year will be far smaller than last year.

SURPLUS EXCEEDS HOPES

The surplus which Ex-Mayor Nichols left to Mayor Curley was about $500,000 more than had been estimated in December and slightly in excess of the $1,600,000 which the former mayor was ambitious to leave to his successor.

The most discouraging feature of the city's financial condition was the normal collections, but he has not indicated any estimated percentage of decrease. Any falling off in revenue from this source will affect the tax rate adversely in the city as well as in every other municipality.

In the statement of the condition of the city's finances Jan. 1, Carven reported as in city accounts of $844,635, to which was added a surplus in the school department of $346,686.

HEAVY INCOME TAX RECEIPTS

This total surplus of $1,331,321 is comparable with a surplus of $3,454,558 Jan. 1, 1929, and $3,617 on the first of the preceding year. This unusual large surplus accounts were due to unexpectedly heavy receipts from the state income tax.

"The amount of the state income tax receipts at the end of the year was $8,416,541, the Mayor's statement went on, "which exceeds by $1,000,000 the largest amount outstanding in any one previous year and was due to economic conditions over which the city had no control. Were it not for the general depression in business in the latter part of the year, the normal collections would have produced sufficient revenue in the latter part of the year to meet the $2,500,000 which would have been a material factor in the fixing of the tax rate for 1929."

A Five Acre Island

The island in the Charles would not be allowed to be sold for five acres in area and would be contiguous to the present location of the Harvard Bridge; $550,000 would be out of the general revenue of the State in the current fiscal year in anticipation of a further sum of $650,000 in 1931 and $550,000 in 1932.

The city would be allowed to obtain semi-permanent quarters outside the State House and could expend for such purpose and for travelling and other expenses as well as for expert, clerical and other aid, such sums as from time to time would be approved by the governor and the general assembly.

Regarding the Mount Greylock memorial, the report says that this was decided upon by over twenty petitions signed by individuals and organizations in all parts of the Commonwealth, most of them in favor of making it in the form of a lookout tower or a granite shaft surrounded by a perpetual beacon light.

The Charles River Basin memorial would be in honor of all Massachusetts citizens who served in all wars of the United States, while the Mount Greylock beacon would be in memory only of those who lost their lives in those wars.

Mayors to Discuss District Affairs

Mayor John J. Murphy of Somerville yesterday issued an invitation to the executive heads of cities and towns in the metropolitan district except Boston to meet in conference at Somerville City Hall February 2. He has already emphasized the advisability of forming into a "co-operative working organisation" in order to protect their mutual interests.

The meeting will contain all the bases for cooperation or plan of action, but it is believed that its primary purpose is to further the economic interests and towns in the metropolitan area, excepting Boston, on lines intended to give them relief in the activities and expenditures of the metropolitan district commission. Mayor Murphy, in a recent interview, went on record as opposed to Mayor Curley's metropolitan Boston plan except for purposes of census enumeration.
Again the Goat

TRANSCRIPT, 1/30/30

Muddy River Will Now Be Dredged

Having received an agreement from Brookline for the payment of two-thirds of the estimated cost of $105,000, the Boston City Council took favorable action yesterday on an appropriation order providing $35,000 toward the expense of improving Muddy River in the Pines and Leverett Pond. The river will be dredged to a depth of five feet and the material will be used for the improvement of Columbus Park, South Boston.

The council authorized the sale at public auction at an upset price of $25,000, of the ferryboat General Sumner, and approved the expenditure of $350,000 for a new steel boat.

Approval was also given to the sale at an upset price of $5000 of the old armory building on Maverick street, East Boston, which is in such a dilapidated condition that repairs would cost more than its value.

Mayor Curley recommended an appropriation of $120,000 for an addition to the Brighton court house and the order was referred to the finance committee.

Councillor Mahoney of South Boston and Curtis of Back Bay were elected to the board of managers of the Old South Association, custodians of the Old South Meeting House.
Seeing Things in the Dark

Since Mayor Curley took his position in favor of the creation of a Greater Boston, several of his contemporaries have been busy asking people in the outlying communities to express opinions on the subject. And it is evident from the published statements that many of those who give them are missing the point of the present undertaking. It would be going to extremes to say that they do not know what they are talking about. Though if expression so hurried were used it might be justified by quoting some of these utterances.

Here is a book lover in Arlington who fears that the fine books in the local library would be carried off were there a greater city. Another suggests the possibility of broken necks or broken legs under the proposed order because Arlington sidewalks might not be sanded as they are today. But human ingenuity devising means to maintain local government in the boroughs of a greater city might be sufficient even to provide a system that would keep the treasures of the Arlington library in Arlington and throw sand on the walks of that pleasant town. At present, uninformed opinion would seem to be throwing no small amount of sand in the eyes of the public. A Cambridge woman objects to having the city lose its identity, quite unaware, apparently, that under a borough system there would still be a Cambridge. The Cambridge man who sees his city just another Boston ward might change his views were the new government more familiar with modern developments in municipal organization.

It is clearly a case where many of those who so readily make statements for publication are speaking in ignorance of the present proposal. Not only are they in the dark but they appear to be very much afraid of it. They would sleep better at nights if they postponed consideration of the question until they have been given some light on it.

Mayor Curley is not asking the General Court to pass a law creating a new and larger Boston. He is not undertaking to force any or all of the other municipalities within the Metropolitan District into union with its central city. The mayor has called together a representative body of citizens and asked them to study the question of so uniting. In particular, they are requested to investigate the borough system as it exists in London, providing for local self-government in many ancient communities that are comparable to the communities round about Boston. In six months or a year, after studying what has been done in London and elsewhere, the mayor's committee will present its report. There will then be something worth while to talk about. Objectors will at least know to what they are objecting. At present many of them seem to be opposing the kind of annexation which was effected when Charlestown and Hyde Park were taken into the city, a kind of union which is not now advocated and probably never again will be.

The real things are. Boston suffers in one way because of the fact that it contains less than a million of the two million people in the Metropolitan area, and as Boston suffers so do its neighbors, for their interests are identical. That Boston is under this handicap is shown by the frequent suggestion that arrangements might be made with the Census Bureau so that in 1930, 1940, 1950 and at the end of succeeding decades there should be a fictitious Boston for census purposes, and that on the morrow it should again be separated into thirty or forty separate towns and cities—"a dream metropolis for the census enumerators, and only the figment of a dream thereafter." It suggests a real union as the practical solution. But for the present, pending the work which the mayor's committee will do, the wise citizen will keep an open mind on the subject. He will wait for the light and take care not to give the impression that he is seeing goblins in the dark.

$2 Boost for Hub Tax Rate

Higher Salaries Will Lead to Jump to $30

Boston's 1930 tax rate will touch and possibly pass $30, representing an increase of $2 over last year's rate. Mayor Curley estimated, yesterday, when the municipal books were closed for 1929, revealing a surplus of $2,231,232.64 in the city treasury, as of Jan. 1. This was $2,232,566.64 less than the surplus of a year ago and the lack will require a boost of about $1.15 in the tax rate. The increased cost of administration of the city in 1930 as against 1929, due to increases in personnel and salaries, will be approximately $10,000. For the Mayor has made it plain that he will remain on the salary increases which were granted to city officials and employees just before he came into office. The third important factor which will tend to increase the tax rate, not only in Boston but in the other cities and the towns of the Commonwealth, is the tremendous drop in State income tax receipts which are distributed among the cities and towns by the State to help reduce the tax rate.

Hultman Confirmed by Board

Protest by Dorchester Real Estate Men Ignored

Despite a protest filed by the State Civil Service Commission by Dorchester real estate men, the appointment of Eugene C. Hultman as building commissioner of Boston was confirmed, with three other appointments of Mayor Curley yesterday. The others confirmed at yesterday's meeting were Samuel Silverman, corporation counsel; Mrs. Colin W. McDonald, election commissioner, and William Spottiswood, member of the Sinking Fund Commission.

Six Under Investigation

Eliot H. Goodwin, commissioner of civil service, said yesterday afternoon that he and his associates have not completed their investigations of Joseph A. Rourke as commissioner of public works; Peter F. Tague as property assessor; James M. Maguire as institutions commissioner; John J. Lydon as soldiers' relief commissioner; Joseph A. Conry as traffic commissioner; and Edward A. McLaughlin as fire commissioner.

The next regular meeting of the commission will be on Tuesday of next week, and, although the civil service commissioner said yesterday he hoped that the inquiry into the qualifications of the pending appointees will be completed shortly, it is not anticipated that action on them will be taken before next week.
SHIFT TO BRIDGE
BILL PROPOSED

Quick Action Discussed
by City Hall Speakers

Belief New Height Ruling May Yet Make Change Possible

Fay and Stone Give Mayor Views on Structure

Unofficial opinions from Washington the past week or so that the War and Navy Departments would demand a 200-foot center span clearance on any proposed bridge to East Boston, failed to shelve the bridge idea, which in the office of Mayor Curley yesterday, appeared to have gained strength.

Mayor Curley directed the Corporation Counsel Samuel Silverman to draw up a bill to be submitted to the Legislature seeking an amendment to the East Boston corporation charter, so that the city could have the option of building a tunnel or a bridge. The chairman of the City Planning Board, suggested the method of possibly getting the change from the Legislature, which is necessary before the city of Boston could present its case on a publicly-owned bridge. Under a suspension of rules it was thought that it might be possible to get the amendment quickly and Mr. Fay thought that it in all probability would require two months for action to be had from the Washington authorities, in the meantime, he said, plans can go ahead on a tunnel.

Mayor Curley's View

Clement E. Chase of Philadelphia, representing Ralph Modjeski, who at one time planned a privately_owned bridge to East Boston, said he believed that a publicly-owned bridge would receive a better consideration in Washington than a privately-owned one and he believed that a limit of 123 feet could be levied.

Mayor Curley remarked that nobody appeared to be suffering from the delay outside of the real estate owners. If the Legislature granted the amendment giving Boston authority to safeguard its own interests, it was the opinion of Mayor Curley that nothing would justify failure to submit the matter to the War Department and if the Federal Government permitted a 123-foot bridge, “it seeming best to all,” he said, he advocated going ahead on the bridge. “On the other hand,” he said, “if Washington says the height must be 120 feet, we say go ahead on the tunnel.”

Stone Compares Costs

Commissioner Everett E. Stone, favoring the bridge plan, submitted nine figures for a 200-foot tunnel carrying one line of traffic each way was $13,900,000 and the bridge figure $15,000,000 for two lines each way. It now appears, he said, that the tunnel will cost approximately $15,000,000 and the bridge figure $17,000,000. A 200-foot clearance bridge, he said, could have approaches located approximately where they are designed for a tunnel, with grades no exceeding 5 percent.

Comparing operating costs, etc. of the Holland Tunnel and the Delaware Bridge, Mr. Stone's memorandum said: 

"At a legislative investigation hearing held Dec 16, 1929, Mr. E. Morgan Barradale, secretary of the New Jersey Tunnel Commission, produced the roll of tolls of that body. 'Operating costs,' he said, 'were about $125,000 a month.' This would be at the rate of $1,500,000 a year. This is equal to about 15 cents per vehicle on the average number of vehicles that used the tunnels in the last two years, or nearly four times as much as the operating costs of the Delaware River bridge, both carrying substantially the same amount of traffic."

Low Camden Toll Pargs

"In fact, the total cost of operating and maintaining the Delaware River Bridge since its opening (34 years) is not as much as the yearly cost of operating the Holland Tunnel by a $200,000. The length of the Holland Tunnel is given as 850 feet—the distance between Boston and New York. Camden Bridge is 500 feet, including the approaches, 3250 feet is suspended in the upper part of the tunnel, or third the length of the Holland Tunnel, or over a mile long. The tolls in the Holland Tunnel are 50 cents per vehicle, against 25 cents in the Delaware River Bridge, yet the bridge with 25-cent tolls is rapidly retiring its cost to the States.

"The Delaware River Bridge Commission in its annual report of 1929: 'There is little reason to doubt that the bridge can be free of tolls for a privately-owned bridge; that future port development will be down the bay and the bridge will be left open to the public without charge. On a 25-cent toll the Holland Tunnel would be operating at a deficit.'

Saving by Bridge Plan

His table of comparison of fixed charges and operating costs between a 400-foot bridge and a 200-foot tunnel, using as a basis the maximum traffic effects between 1932 and 1939, at which time the capacity would be reached by each; should the traffic figure be higher, the bridge ready to operate in 1939, Commissioner Stone declares that the saving in 1939 would be $5,000,000.

A comparison of charges and operating costs of a 200-foot bridge and a 20-foot tunnel and a second 20-foot tunnel built in 949: the bridge ready to operate in 1939. Figures declare that in 1935 the savings would cost the original price of the bridge.

"To sum up the situation," said Commissioner Stone, "as I believe it to be, the city is in a position where by establishing a toll it can obtain for its citizens a bridge capable of handling twice the vehicular traffic between Boston and East Boston than can be handled by a single-tube tunnel at about a half that required to operate such a tunnel."

No Height Ruling, Says Walsh

Mr. Chase declared that all Navy vessels are designed to pass under the two ways Holland Tunnel and was impressed, expecting to get the same here; but instead East Boston gets a single way tunnel and he did not believe it would give satisfaction. He thought 10,000 cars a day in a single tube would be the
TUNNEL LOCATION NOT HIS AIM, SAYS BACON

Points Out to Goodwin

Mayor Has Control

Senator's Amendment to Cover Also Other Extensions. He Declares

Pres Gaspar G. Bacon of the Massachusetts Senate issued a statement yesterday afternoon in reply to assertions made by Frank A. Goodwin, chairman of the Boston Finance Commission, at a hearing Monday before the Committee on Metropolitan Affairs. Mr. Goodwin was taking on Pres Bacon's bill to amend the act of last year relating to transportation facilities in the metropolitan district.

Taking up the quoted statement of Mr. Goodwin that the "bill was introduced in order to make sure that the East Boston tunnel is built where the original plans called for it," Pres Bacon says:

"Let my point out that my amendment cannot possibly have any effect whatever on the location of the East Boston tunnel. I have no knowledge of the difference of opinion between officials concerned therewith as to where this location should be; but I do know that under the East Boston Tunnel act—being chapter 227 of the Acts of 1929—the location of the tunnel and its terminals, all land takings in connection therewith, and all contracts made by the transit department under that act where the amount involved is $500 or more, must receive the written approval of the Mayor of the city of Boston, and nothing, therefore, can be done without his written approval."  

Mayor's Control Absolute

"The location of the tunnel and everything in connection with its construction is within the absolute control of the Mayor of the city of Boston."  

Section 3 of said chapter 227, which provides for land takings, states in part: "To such extent and under such conditions as the Mayor of the city may from time to time determine, all action taken by this department under this act shall be with the written approval of the Mayor."  

"Section 7, which has to do with the contracts for construction work, states, in part: "All contracts made by the department, when the amount involved is $500 or more, shall be in writing and no such contract shall be deemed to have been made or executed until the approval of the Mayor is affixed thereto."  

For Suburban Lines Also

"Boston comprises approximately two-thirds of the new metropolitan transit district and is therefore entitled to the control of the new metropolitan transit department. It seems fair, therefore, that the Mayor of the city of Boston should be allowed to appoint three of the new transit commission and to give the appointment of the other two members either to the Governor or to the district or Elevated trustees."  

"The purpose of my amendment was to make these matters—nothing else; and I most sincerely hope that the construction of some new lines will be accomplished by the General Court, to supervise and carry on which work this metropolitan transit department will be necessary.  

"I hope, for instance, that this year's Legislature will authorize the much-needed improvement at Government Center, and a new subway under Huntington av to the town of Brookline, both of which recommendations have been made by the Mayor of Boston; and I hope further that any subway to be extended through Somerville to North Cambridge and Arlington.  

"If such construction is authorized, clearly a Metropolitan Transit Department of the character which I have suggested is essential.  

Independent of Elevated

"Let me add that this proposed Metropolitan Transit Department does not come into existence until after May 1, and at that time, obviously, only with the location of the East Boston tunnel have been made, but land takings also will be made, and the execution of some of the contracts executed. All these things will be done by the Boston Transit Department, as it is right and proper, with the absolute approval of the Mayor of Boston."  

FOUR APPROVED AS BOSTON OFFICIALS

Silverman, Mrs. MacDonald, Hultman, Spottiswood

Other Curley Appointees Still Being Investigated

The Civil Service Commission approved yesterday Mayor Curley's appointments of Samuel Silverman as Corporation Counsel, Mrs. Colin MacDonald as Election Commissioner, Eugene C. Hultman as Building Commissioner and William Spottiswood as a member of the Sinking Funds Commission.

The commission has not completed its investigation of the other appointments submitted by the Mayor but its inquiries are expected to be concluded soon and action announced at the next meeting of the commission Tuesday. Commissioner Elliott H. Goodwin said the commission desired to assist Mayor Curley in the organization of his departments and therefore announced its approval of the four whose qualifications had been considered.

Those on whom the commission has not yet acted are Joseph A. Rourke, Commissioner of Public Works; Peter F. Tague, principal assessor; James E. Maguire, Institutions Commissioner; John J. Lydon, School Relief Commissioner, Joseph A. Conry, traffic commissioner, and Edward F. McLoughlin, fire commissioner.
GEN. EDWARD L. LOGAN has informed friends of his definite decision to be a candidate for the Democratic nomination for Governor. He has initiated a series of informal conferences among Democratic leaders designed to convince John F. Fitzgerald that he (Logan) is the choice of a majority and that Fitzgerald should retire.

Logan will run, however, even if Fitzgerald remains in the field. He has had a discussion with Fitzgerald frankly and to say that he is ready to meet him, at a series of joint debates during the campaign.

Mayor Curley really holds the key to the question of whether Fitzgerald remains a candidate. When Mr. Fitzgerald announced his candidacy it was expected that Curley would support him, as he supported the General for the mayorship. Curley has not agreed to support him for Governor. The mayor is a warm friend of Logan. Lomasney has declared that when convinced Fitzgerald is in the fight to remain he will support him, but will make no promises this early.

Gov. Logan expects to have the support of Senator David I. Walsh and Chairman Frank J. Donahue of the Democratic state committee, as well as Mayor Curley. All three are said to favor Logan, but his thoughts Logan is over-confident regarding his support from friends and also that value.

He believes he will have Curley and Lomasney behind him and that Walsh and Donahue favor Logan and will not do so openly. Walsh has never taken an active part in a Democratic primary contest and Donahue as chairman of the state committee is supposed to be neutral in party contests. Fitzgerald to the Logan activity is that he is in the fight to the end.

A general conference of Democratic leaders interested in getting as much harmony as possible is likely to be held soon.

Informs Friends He Will Seek Democratic Nomination

NEW DEPARTMENT WOULD BE CREATED

President Gaspar G. Bacon of the Senate yesterday issued a statement in reply to the criticism of him offered before the committee on metropolitan affairs Monday by Sen. A. Goodwin in a hearing on a bill relating to transportation facilities in the metropolitan district which was filed by Mr. Bacon.

The statement made by Mr. Goodwin which is objected to by Senator Bacon is: "This bill was introduced to make sure that the East Boston tunnel is built where the original plans called for its being built."

My amendment cannot possibly have any effect whatever on the location of the East Boston tunnel. I have no knowledge of the difference of opinion between officials concerned with the matter to where this location should be; but I do know that under the East Boston tunnel act the location of the tunnel and its terminals, all land taking in connection therewith and all contracts for the transit department under that act, where the amount involved is $600 or more, must receive the written approval of the mayor of the city of Boston, and nothing, therefore, can be done without its written approval. The location of the tunnel and everything in connection with its construction is within the absolute control of the mayor of the city of Boston.

The location of the tunnel and everything in connection with its construction is within the absolute control of the mayor of the city of Boston.

Let me add that this proposed metropolitan transit department does not come into existence until after May 1, and at that time, obviously, not only will the location of the East Boston tunnel have been made, but land takings will also have been made, and undoubtedly some of the contracts executed. All these things will be done by the Boston transit department, as is right and proper, with the absolute approval of the mayor of Boston.

CURLY EMBARRASED

Mayor Curley is greatly embarrassed by the situation. Fitzgerald supported him for mayor and there was an unwritten agreement that Curley would support him for United States senator toward which Fitzgerald was at the time pointing. He then switched his interest to the governorship. Curley has not agreed to support him for Governor. The mayor is a warm friend of Logan. Lomasney has declared that when convinced Fitzgerald is in the fight to remain he will support him, but will make no promises this early.

LOGAN APPROVES

Four of Mayor Curley's appointees to administrative positions in the municipal service were approved yesterday by the commission. They are Samuel Silverman as corporation counsel, Mrs. Colm MacDonald as election commissioner, Eugene S. Sullivan as building commissioner, and William Spottiswood as a member of the sinking fund commission. Appointments on which the commission has not yet acted are those of Joseph A. Rogers as commissioner of public works, Peter P. Tague as principal auditor, James F. Maguire as institutions commissioner, John J. Lynam as soldiers' relief commissioner, Eugene A. Curley as traffic commissioner, Edward P. McLaughlin as assistant auditor, Mrs. Helen C. Galvin as city registrar, Michael H. Corcoran as sinking fund commissioner and John E. Wilson as park commissioner.

The proceedings of the commission yesterday were completed within a few days, but the next meeting of the commission does not come until Tuesday of next week.
OUR WAR MEMORIAL

With profound satisfaction we welcome the report of the Special Commission on the War Memorial for Massachusetts. In all its conclusions the Commission, composed of twenty-one persons and representing all parts of the Commonwealth and varied interests, is unanimous, and all these conclusions seem right. The Commission reports in favor of an inspirational memorial, not a utility structure of any sort, with its possible exception of "a chapel or shrine, a depository for war flags and relics, and a hall of honor," and these are not in any real sense utilitarian appendages. The Commission recommends that the major memorial shall be erected in the Charles Basin with a minor memorial on the summit of Mount Greylock, and also goes on record for paying the costs of these memorials out of current revenue. If now we act upon these recommendations, we may forget the delays of ten years.

No finer statement has been made of the argument for a purely inspirational type of memorial, "The real purpose of any State memorial should be the translation of the ideals and emotions of the people into terms of stone and bronze and wood and glass in a work, which, together with its setting, would be of such true artistic expression as to constitute a permanent inspiration to generations yet to come." It would, indeed, "be a grave mistake to subordinate that principle in whole or in part to any utilitarian features, and it would be unworthy of a people so rich in history and tradition." Therefore the unanimous decision that the Commonwealth would "only stultify itself" by "mixing up" two things that ought to be kept distinct. The Commission rejects the idea as "unwise" of providing even veterans' quarters in the basement of the memorial structure. Therefore we are to have, we trust, "a permanent structure of beauty and inspiration" alone.

The major memorial is to occupy an island of not more than five acres in the Basin close to, but not connected with, the Harvard Bridge. We feel that the people will indorse emphatically the opinion of the Commission that "no finer site for a war memorial could be selected anywhere in the United States." That site is accessible and in the midst of the greatest centre of our population. A tower there can be seen for many miles, and the water setting will vastly enhance its beauty. The second memorial in the sense of being less elaborate, would be some form of tower on Greylock, the famous Berkshire peak, visible from four States, and a Massachusetts reservation for years. The Greylock tower would cost $350,000, which $350,000 would be provided in the current year, $450,000 next year, and the balance the year following.

The major conclusions, the Commission reaches after a long and careful survey of the memorials in other States and in other lands, those of our cities and towns also, and those on the battlefields of France. In almost all these classifications the Commission found the majority judgment in favor of the inspirational idea. The careful elaboration of which this report has been prepared and written and the nature of the conclusions take away the sting of the remark at the outset that "Massachusetts stands practically alone among the States of the Union in having failed to provide a memorial of any kind" for the men who fought not only in the World War but in the Spanish and the Civil Wars as well.

Bargain

Dame Boston seems to be doing well in her agreement with Sister Brookline in the arrangement, just authorized by the Boston City Council, by which Boston is to bear one-third and Brookline two-thirds of the cost of improving Muddy river and Leverett pond at an estimated cost of $105,000. Five years ago there was suggestion that Brookline would pay 58 per cent of the cost. This offer was raised to 60 per cent in 1926. Now Boston is to pay only one-third. There will be a saving on that, too. Some 40,000 yards of material to be removed in the river dredging will be used for filling and grading Columbus Park.

Mrs. Margaret A. Hartigan, Roxbury, vice-president Women's Democratic League of Boston; Mrs. Alice E. Lyons, Dorchester, president of the same club; Henry E. Lawler, president Democratic city committee, and Mrs. Mary E. Gallagher, secretary of the women's organization, in charge of victory dinner tonight to Mayor James M. Curley.

$1,500,000 WAR MEMORIAL ON CHARLES O.K.'D

A $1,500,000 war memorial building on an island in the Charles River Basin and a $100,000 tower and beacon on Mt. Greylock, near Williamstown, were recommended to the Legislature yesterday by the Massachusetts war memorial commission.

Both memorials should be of "distinctly inspirational type," the commission's recommendation said, and should be built on plans obtained in open competition.

Of the total sum, $250,000 would be set aside for the purpose of conducting a contest among architects and sculptors of the entire nation, in an endeavor to obtain the best possible memorial plans. Simultaneously with the unanimous recommendation of the commission, Gov. Allen sent a special message to the legislature endorsing the plan and urging its adoption at this session.

$30 HUB TAX RATE SEEN BY MAYOR CURLEY

Taxes uncollected on account of the stock market collapse, a treasury surplus less by $2,000,000 than that of 1928, increase in some departmental personnel, wage increases, city growth and falling off in state income tax collections were among the reasons ascribed for a probable increase of $2 in the Boston tax rate as forecast yesterday by Mayor James M. Curley.

After studying a report from City Auditor Rupert S. Carver on city finances, as of Dec. 31, 1929, Mayor Curley said the city's 1930 tax rate would undoubtedly be $30.

Uncollected taxes for 1929, amounting to $8,416,244, exceed by $1,050,000 the largest amount uncollected in any previous year. The treasury surplus of $1,231,321 is more than $2,000,000 less than the 1928 surplus, which was $3,404,500. This difference is equivalent to a tax rate of $1.15.
Brookline, Newton, Watertown and Milton Strongly Against Plan—Some in Somerville for Boroughs

In five cities and towns in the Metropolitan area, each of which borders on Boston and would be a vital unit in any form of building up one large metropolitan city, a canvass of representative citizens yesterday indicated that only one city, Somerville, showed any sentiment toward joining Boston in any manner.

**STRONGLY AGAINST PLAN**

In the other communities in which opinions were sought by Post reporters—Brookline, Newton, Watertown and Milton, there appeared to be an overwhelming desire on the part of the citizens to retain their present form of municipal administration in every particular. In Newton no one could be found who favored joining Boston as a borough, or in any other form. The Somerville residents who voiced their opinion on this matter made it clear that the only form of annexation they would favor was a scheme in which they would not be "under the thumb of Boston." Those who assented to the proposed plans of annexation said they did so with the qualification that they would have entire jurisdiction over their own affairs.

**Analysis of Vote**

Though the wealthy town of Brookline is almost entirely surrounded by Boston, there was little sympathy for anything that indicated a political or civic affiliation with Boston. Of 50 people interviewed in all sections of the town, only eight were in favor of annexation and 42 definitely opposed to any form of it.

In Somerville the interviews of 67 residents indicated 37 who believed their city would receive some advantage by being a part of a large municipality and 30 voted against any type of merger.

**Favors Merger**

C. Robbins of 65 Marion street: "We have many things in Brooklines that few towns or cities enjoy. When it snows at night, the people in Brookline wake up and find the sidewalks cleared. In front of their houses they have shoveled for them. This is a fine place, but I would like to see it joined with Boston toward making one big city out of all the little places."

A Brookline man, who lives in the Coolidge Corner section and did not care to give his name, said that he lived in England for a number of years and he doubted very much if the London system of boroughs could ever be adopted in Boston. He claimed that though the officials of London sought office for honor only and that they had not thought of acquiring wealth, and not dependent on the salaries they received.

William F. Waldner of 133 Cypress street, Brugg: "I am certainly against Brookline becoming a part of Boston. We are getting along very nicely with our town government. Look at our streets. They are the best. All you have to do is ride through Brookline streets and when you leave the town you can feel. Then the other departments are of the highest standard."

I. P. Gammon of 131 Beacon street: "I think Brookline should stay out of Boston, as the conditions of Brookline are the best. There is none better in the surrounding towns or cities. I am in favor of a Greater Boston, but not from a census point of view."
I Hyde Park feel about the annexation
I same thing again if they were sep-
alone and developing along good Baas.
the people are capable of proceeding

city was well governed. With due re-
last word in modern schoolhouse con-

"Newton is a beautiful city of about
18 square miles. We have a good city
Some of the comments of Newton
people:"

Milton has its own hi6tory and indi-
any advantage to Milton. Any Milton resi-
di no possible ad-

I think annexation would be the finest

the following:

I would not favor the merger, because
I do not think the action for the best
interest of the town. Watertown in the
other improvements in which they have
not subject to the people of these sections,
left to the State only.

Charles Harby of 104 Summer street,
was not quite sure of how
he stood on the question, as he had not
given it sufficient thought.

Newton Folk Opposed

The following comments were ex-
pressed in Milton on the subject:

Mrs. Harold Brown of 375 Elliot street:
"I am certainly not in favor of
joining Boston in any way. We in Milton
have been getting along fine for years, and
as far as I can see there exists no
single reason why we should join Bos-
ton. My husband feels as I do. In
fact, I don’t know of anyone in this
neighborhood who would “olerante the
idea.

William Byrne of 299 Central avenue:
"Join Boston? I should say not! Just
what would the town of Milton gain de-
clude. We would have less to say about
the running of our local affairs than we
now do. I have no confidence in the
self-government clause. Besides, why
should we join? I fall to see even one
advantage to Milton. Any Milton resi-
dent who favors such a union should go
right down to the nearest psychopathic
ward and have his head examined."

Sprios Kliness of 26 Central avenue:
"I think annexation would be the finest
thing in the world for Milton. The
union would stimulate business.
Milton is too dead now. We have too many
blue laws, too many anti-building
laws."

Frank Polsky of 42 Lincoln street: "I
haven’t given much thought to the
merger, but I don’t think I’d be in fa-
vor of it. My wife is not home now,
and I should have to talk it over with
her before deciding."

Nothing to Gain

Fred Paisley of 91 A Thatcher street:
"Milton has its own history and indi-
viduality, and we should not be will-
ing to lose it all now, after keep-

URGE PAY RAISE
FOR CITY COUNCIL

Only minor opposition developed yes-
terday at the State House before the
legislative committee on cities to the
bills of Senators Michael J. Ward of Roxbury and John P. Buckley of
Charlestown for increasing from $1500
to $2000 the annual salaries of the mem-
ers of the Boston City Council.
A former member of the Council him-
self, Senator Ward gave the commit-
tee a detailed outline of the work the
councillors do. He mentioned that they
meet every week, but are on duty every
Tuesday, and are asked to take care of the interests of their
constituency.

Representative Richard D. Crocker of Medford, adjoining Senator Buckley, if the latter had any objection to a referendum to the people on the proposed increase and to finance the matter said he had none. Senator James Torrey of Beverly then questioned whether such an increase would be advisable, as he expressed it, $8,000 men out of em-
ployment in Boston.
MEN BEHIND TUNNEL NOW FOR BRIDGE

Decision on Traffic Connection Put Off Two Months

ACTION TO AMEND LEGISLATIVE BILL

Span Plan Likely if War Department Approves

BY WILTON VAUGH

Final decision on the proposed traffic connection between East Boston and the downtown city was put off for two more months by Mayor Curley yesterday when the sponsors of the $16,000,000 tunnel urged the construction of a bridge.

Although $60,000 has already been spent on plans, soundings and borings for the proposed tunnel under the provisions of last year's legislation, the Mayor told his conference of experts that he would gladly see this item thrown away if ultimately the taxpayers could be saved from $2,000,000 to $5,000,000 by building a bridge instead.

As the East Boston tunnel act carried no provision for the construction of a bridge, limiting the authority of the city to tunnel construction, the Mayor requested Assistant Corporation Counsel Samuel Silverman to file an amendment with the Legislature tomorrow, seeking authority to build either a bridge or a tunnel.

Unless the War Department approves a height of 185 feet for the proposed tunnel, Mayor Curley told his conference that he would abandon the bridge plan and order the construction of a tunnel. But before delaying the definite decision for two months, the Mayor received the assurances of the tunnel promoters that they would make no effort to take the $16,000,000 tunnel construction job away from the city transit department and turn it over to a metropolitan commission through new legislation this year.

"City Will Benefit by Delay"

While waiting for the approval of the Legislature, the State Public Works Department and the War Department for their approval of the proposed bridge, the Boston Transit Commission, which has scoffed at the bridge idea, will go forward with its tunnel plans, so that no time will be lost in the event that governmental approval is denied the bridge plan.

"Nobody but the real estate speculators will suffer from the delay, while the city will benefit by it," the Mayor stated last night. "When we finally reach a definite and final conclusion, it is my desire to get what is best for the present and future of the city. It is immaterial to me where the land is taken. It is mainly an engineering problem for experts."

Harriman Now for Bridge Plan

The battle for a bridge instead of a tunnel was started again yesterday by Everett E. Stone, member of the State Public Works and Metropolitan Planning Commissions, who insisted that a four-lane bridge could be built for the cost of a two-lane tunnel, and he further insisted that the operating costs of a tunnel would be twice as high as those of a bridge. The comparative savings, he said, would be more than enough to pay off the initial cost of the bridge in 23 years.

Chairwoman Fay declared that at far less cost the four-lane bridge could accommodate twice the traffic that could be served by a two-lane tunnel. He stated that he had had 20 years' experience in building bridges with the approval of the War Department and declared that he firmly convinced that the federal officials would approve a height of 125 to 150 feet for the proposed Boston tunnel. A single-tube tunnel would never satisfy the demand, he said, explaining that the rate of travel would be far too fast for the slowest-moving traffic, as the present vehicles could not pass it.

Mr. Harriman declared that Boston is a "very good fighting chance of obtaining the approval of the War Department." He stated that he had heard that the height of 185 feet was required for a bridge.

While a height of 200 feet was required for a New York bridge recently, experts were optimistic in their belief that a height of 150 feet would be approved for Boston, as most of the big ships are below the proposed line of the bridge.

Granting the power to build a bridge, the city would immediately present its plan to the War Department for approval. The State and federal procedures would require at least from six weeks to two months.

This action was recommended by the conference because the Secretary of War declared last week that the span would be required to reach above mean high tide in Boston harbor until the bridge plans were formally presented for approval.

Span Plan Likely if War Department Approves

Foresees Protest Over Tolls

Chairman Frank A. Goodwin of the Finance Commission volunteered that he was "dizzy" after listening to the various plans proposed and that he was satisfied that his commission was right a few months ago in stopping the city from driving through the tunnel without further study.

"Whole Situation Has Changed"

When it was contended that a delay of a few months now would ultimately result in a saving of time should the construction of a bridge be decided upon, the Mayor replied that he would urge the experts to draw up plans for the bridge, which could be built in three years, while the tunnel construction would require at least four.

Following action by the legislature, the Mayor will call another conference of tunnel experts. The new meeting will be held this afternoon. In addition to the speakers who attended yesterday, the conference members will include the Chief Engineer Ernest R. Springer, Chief Engineer O. D. Kelvin of the Metropolitan Planning Division, B. H. Hovd, Robert Whitten, consulting engineer, and Mr. Henry of the city transit department.

Urges Bridge Plans Be Drawn Up

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**1930 Boston Tax Rate May Be Over $30; Curley Forecasts**

The Boston tax rate for 1930 may be in excess of $30. Financial requirements will force, according to estimates, an increase of approximately $2 over the 1929 rate of $28. Such an increase appears now to be in the minds of the mayor and in spite of the most careful pruning of the estimates of departmental needs for the year, he foresees the probability of preventing an increase of $2,000,000 for departmental activities.

**1926 RATE HIGHEST**

The highest tax rate in the history of the city was $31.80 in 1926, the first year of the administration of Mayor Nichols. In succeeding years the rate was reduced to $30 in 1927, $28.80 in 1928 and $28 last year.

Balancing the books for the municipal year which ended Dec. 31 was completed yesterday and the announcement of City Auditor Carver that the efficiency of $1,231,321 at the end of the Nichol administration was won with the announcement that uncollected taxes assessed in 1929 were $8416,244.

Had the normal percentage of collections been realized, the surplus would have been $2,500,000, and an amount sufficient to have a favorable effect on the tax rate for the current year.

**URGES ACTION ON MEMORIALS**

Allen Approves Plans for 2—Wants Work Done This Year

$1,600,000 NEEDED TO HONOR VETERANS

Gov. Allen gave instant and enthusiastic approval to the unanimous report of the special commission on war memorials which yesterday submitted to the Legislature its recommendations for two memorials of inspirational type to be erected one on an island and the other on the summit of Mount Greylock in Berkshire— to the men and women from Massachusetts who served in the nation's wars.

The recommendations asks for an appropriation of $1,800,000 for the major memorial on an island to be constructed in the basin and $100,000 for the Mount Greylock memorial, which would be a lookout tower or granite shaft surmounted by a perpetual beacon light.

In submitting its recommendations, the commission is utterly opposed to the erection of any memorial which would have any utilitarian features. "Such a memorial," it says, "would not be a proper or permanent expression of the people of Massachusetts to the memory of her men and women who served in time of war."

**AGAINST SPECIAL TAX**

The commission is opposed to any special tax proposal for raising the necessary funds and recommends that the money come out of current revenue over a two or three year period.

It asks that the amount be authorized by the current session of the Legislature and in a special message to both branches yesterday Gov. Allen urged that the matter receive immediate and serious consideration and that legislation be enacted at this session.

For tax rate computation purposes, the surplus at the end of the year, compared with the surplus of $3,454,558 on Jan. 1, 1929, will have an adverse effect to the extent of $1.15.

Increases in the personnel of departments together with the generous salary increases allowed during the last half of 1929 by ex-Mayor Nichols will have a direct bearing upon the tax rate for the current year. Mayor Curley was for those salary increases and the salaries of Municipal personnel for an entire year, whereas the financial year, was not noticeable in the tax rate as the increases were allowed after the rate had been determined.

How much of a falling off there will be in Boston's share of the income tax and other taxes collected among the towns and cities cannot be estimated, but that it will be considerable has been the warning which Tax Commissioner Long has given to officials of all municipalities in the state.

**Record 1/29/30**

**BRIDGE OVER BAY DEPENDS ON U. S. MOVE**

It the federal government insists upon a clearance of 135 feet above the waters of the harbor for a bridge, Mayor Curley will order the $16,000,000 tunnel built instead to connect Boston and East Boston, as stated at a conference yesterday in City Hall.

Notwithstanding this apparent bar in the way of a bridge, the city's special committee on metropolitan affairs ordered Corporation Counsel Samuel Silverman to present an amendment to the tunnel act providing for the building of a bridge.

Col. Thomas F. Sullivan, chairman of the transit commission, said the bridge would have to be a toll bridge and this would probably lead to protests similar to those when the East Boston streetcar tunnel was opened.

This led to the tolls being abolished in 1914. President Henry I. Harriman of the Chamber of Commerce and Thomas H. Fay favored a toll.

Only One $1000 Gift to Goo Goos

Only one of the Good Government Association's contributors gave $1000 yesterday when the statement of receipts and expenditures of the organization were filed with the city clerk. She—it was a woman—was Miss H. H. Kimball.

The list of the contributions were in small sums, to make up the $2,611.50 the society received. It spent $22,025 and borrowed $7500, though it did not appear from whom. Among those giving $500 donations were C. C. Jackson, Joseph Lee, Charles Jackson, Malcolm W. Greenough, Mrs. William M. Storrow and Malcolm W. Greenough. Mrs. William M. Storrow gave $400 and Mrs. James J. Storrow $500, while C. C. Converse gave $200.
GLOBE 1/29/30

**G. G. A. Lists Gifts Made in Past Year**

Receipts Total $21,811 and Expenses $22,022

Treas William Minot of the Good Government Association yesterday filed with City Clerk Doyle the report of receipts and expenditures for 1929. Receipts include a loan of $7,900 and total $21,811.55. Disbursements amounted to $22,022.

Among the contributors listed were:

- $800—Charles Jackson, Joseph L. Leominster, W. L. Jackson, Mrs. H. Jackson.
- $600—Charles Jackson, Joseph L. Leominster, W. L. Jackson, Mrs. H. Jackson.
- $200—C. C. Converse.
- $100—Miss 11.
- $20—Miss 11.
- $100—Mr. W. W. Snow. (listed twice)
- $20—Miss 11.
- $10—Miss 11.

**$30 TAX RATE HERE EXPECTED THIS YEAR**

Curley Reveals That Rise Is Almost Inevitable

Small Surplus, Market Slump and Slow Collections to Blame

After giving warning in his inaugural address that the cost of local government was going to rise in 1930 and intimating that increases in personal and salaries would cause a jump of approximately $1,000,000 in expenses, Mayor Curley yesterday afternoon announced that the present tax rate of $28 per $100 valuation would probably be increased $2 this year.

A surplus of only $2,223,221.24 at the end of the fiscal year just closed, against a surplus of more than $3,000,000 the previous year, and the $922,223,221.24 that the Curley administration is able to spend $2,500 more than did the Nichols administration last year are responsible for the expected increase.

**Accounting Completed**

The city's fiscal year closed Dec. 31, but the books were kept open several days thereafter for back payments. Yesterday the accounting completed was completed for 1929. The city's surplus is $884,635.84. Of this total, the city surplus is $884,635.84 and the school surplus is $346,686.06. The two are not merged, although the school surplus is taken into account in fixing the tax rate for the next year.

Formal announcement of the tax rate will not be made until mid-summer; already, however, it is certain that there is no prospect of reduction in the rate.

The city’s surplus of $884,635.84 is left after all known liabilities incurred during past year have been met. Comparison with the total surplus of 1925 makes it apparent that there will be available for tax rate purposes $5,225,236.64 less—approximately $20,000,000.

**$8,000,000 Uncollected**

The total uncollected taxes added to $8,416,241.63. This amount is said to exceed by $30,000 the amount outstanding in any one previous year. City Collector George H. Johnson did a very commendable job, but the slump in the stock market has had its effect on collections.

A checkup showed that practically all the uncollected amounts were without unexplained balances. Budget estimates were not sufficient to meet the ordinary expenses of many departments, and some of the departments, such as the hospitals, Soldiers' Home, and the Welfare Department, had deficits.

Such a condition is a bit discouraging to the administration just on the threshold of a four-year term, but it is a condition that is not unusual for a new Mayor. It is much less discouraging than the prospects that faced Ex-Mayor Andrew S. Peters when he became Mayor of the city, and he came through with a sizable surplus.

Mayor Curley said yesterday afternoon that the financial sit-
SILVERMAN TO SEEK AMENDMENT OF ACT

By JAMES GOGGIN

Proponents of an East Boston vehicular tunnel received an unexpected set-back yesterday, when Mayor Curley declared that a tunnel plan will be approved until the war department definitely rules that a bridge across Boston harbor must have a clearance in excess of 150 feet above the main ship channel.

While this decision, which further postpones the settlement of the tunnel controversy, Mayor Curley not only disregarded opinions and statements predicting what war department engineers will rule, submitted by Senators Walsh and Gillett and the congressmen McCormack and Douglas, but he ignored the obvious effort of the transit department to have the bridge project eliminated from consideration.

TO OBTAIN DECISION

Although the mayor did not commit himself to the acceptance of a bridge instead of a tunnel, he indicated that he will obtain a formal decision from the war department, and gave strong intimation that if the city should be permitted to construct a bridge with a clearance of not over 150 feet, he will give such a project to the wisdom of substituting a bridge for a tunnel.

The vigor with which Frederick J. Fay, chairman of the planning board, advocated a bridge, and the endorsements given to such a project by Henry J. Harriman, who have been held responsible for the preparation of tunnel plans which ex-Mayor Nichols approved in the closing weeks of his administration, inspired Mayor Curley to evince from them specific statements that they are not interested in proposed legislation conceived for the purpose of abolishing the transit department.

When the members of the transit department, who have been held responsible for the preparation of tunnel plans which ex-Mayor Nichols approved, were asked to explain their position, Harriman and Fay agreed with Mr. Harriman that the bridge would be more expensive than a tunnel.

MAINTENANCE CHARGES

Mr. Stone argued that maintenance charges alone would be more than twice as great in a tunnel as upon a bridge and he showed the comparison of four cents on a bridge and 10 cents in a tunnel. He chose for comparison the Holland tunnel in New York and the Delaware river bridge connecting Philadelphia and Camden, the former with a 50-cent toll and the bridge with a 25-cent toll.

Engineer Chase, in response to an invitation by Mayor Curley to make known any information that might enlighten him, said that the Brooklyn bridge has an actual clearance of only 151 feet and that the masts on all naval vessels are so constructed that they can be easily lowered whenever such craft pass under the bridge. He expressed the belief that a clearance would not be more than 135 feet.

Indefinite messages from senators and congressmen shed no light on the issue. Col. Thomas F. Sullivan of the transit department reviewed the history of the efforts to obtain a tunnel and his comments indicated strongly that there is no preference for a bridge among the members of the transit commission.

"Does any one think that the Legislature will allow a toll bridge between two parts of the same city?" Col. Sullivan asked. Both Meents, Harriman and Fay answered affirmatively but Col. Sullivan held his views.

135-FOOT CLEARANCE

Mr. Fay said that whatever answers have been made by war department engineers have been given to hypothetical questions and that he was firmly of the opinion that formal action would result in a decision which was very liable to allow for a clearance of 135 feet. He said that the craft which use Mystic river and Chelsea creek will never need a greater clearance and he agreed with Mr. Harriman that the yard is not a serious obstacle to the bridge plan because the Brooklyn bridge offers no precedent.

A bridge will cost far less than a tunnel and he cited the Ambassador bridge as costing with its six traffic lanes, costing $29,000,000 in comparison with the Detroit single tube tunnel, which costs $17,000,000. "We will get more than twice for the dollar in accommodations on a bridge than in a tunnel," he said, as he predicted that consideration of a single tube tunnel is absurd because the need of a second tube will be "glaringly apparent" as soon as the first tube is finished. He advised the Mayor and the people of Boston "to put money into a tunnel with your eyes open.

Mayor Curley wanted to know how much time would be required to secure enabling legislation, prepare plans for a bridge and obtain a decision of the war department. When he learned that from six to eight weeks would be the maximum, he forecast the decision which he later announced.

Engineer Ernest R. Springer of the transit department challenged the accuracy of the estimates of bridge costs and land damages made by Engineer Modjeski, and asserted that it was his opinion that a bridge would cost from $25,000,000 to $30,000,000.

"How much was allowed for land damages?" asked the mayor.

"Five million dollars," said Springer. "Not as bad as the mayor's comment.

Then the mayor asked Harriman and Fay how they or others were "hiding something in the woodpile" for the ostensible purpose of delving a decision on the tunnel issue which had never been obtained to abolish the transit department.

When both replied negatively, Mr. Fay called attention to the fact that it is his opinion that the Boston transit department knows more about tunnel and subway construction than any similar body in the country. "Its services are needed and will be needed. There is no better organized, qualified or equipped board, and its services will be of great value in rapid transit extension that must be made in the future."
G. G. A. HAS A DEFICIT OF $810.45

That Is Besides a Loan of $7500—766 Give $14,311

Statement of receipts and expenditures of the Good Government Association, filed yesterday by Treasurer William Minot with City Clerk Wilfred J. Doyle, under the provisions of the corrupt practices act, revealed a deficit of $810.45, not including a loan.

MISS KIMBALL GAVE $1000

The loan of $500, with contributions from 766 subscribers totalling $8,322, and the disbursements amounted to $2,532 for last year, which was a busy year for the organization because of the city election.

The largest contribution was one of $500, given by Miss H. H. Campbell, according to the official statement, while gifts of $100 were made by Charles Jackson, Joseph Lee, Malcolm W. Greenough and Mrs. G. C. Jackson.

Mrs. William M. Wood contributed $500 to the fund of the reformed organization, and Mrs. James J. Stowell gave the same amount in a check for $500. Mr. and Mrs. Frank Waterman Stearns gave $500, as did former Representative Elbert Wadsworth, former Mayor Andrew J. Peters, who was given the endorsement of the G. G. A. in his successful campaign for a term at City Hall, contributed $50 last year, and Alexander Whiteside, who served as corporation counsel, $5. A $5 contribution was also listed for A. L. Lowell.

BIG ADVISORY BOARD

At a conference held late yesterday at the Mayor's office, Dr. Samuel W. Stratton, president of M. I. T.; Dean Everett Lord of Boston University School of Business Administration, Dean Wallace B. Donham of the Harvard Graduate School of Business Administration; Secretary Fredecio H. Curtis of the Federal Reserve Bank, and a dozen other prominent spokesmen assured the fullest cooperation of their institutions in the proposed plan to boom Boston and surrounding communities.

The Mayor explained that he had a list of 500 expert representatives from religious, educational, labor, industrial, commercial, civic and financial organizations who would serve in an advisory capacity at monthly meetings.

This large committee would consider major problems and determine the policies to be carried out by these sub-committees, representing the community, industrial and public departments, the Mayor stated. He suggested that permanent quarters for the committee be obtained at the Chamber of Commerce building, and asked the experts to convene again with him at City Hall in about 30 days, when final arrangements for the organization of the group will be outlined.

Dr. Stratton Long Ready to Aid

President Stratton informed the conference that Tech for a long time had felt that it should be of assistance to nearby communities and had been ready to help, but the present movement was the first that had sought the benefit of the laboratories on the Cambridge bank of the Charles River Basin.

The M. I. T. head expressed the belief that all cities should take advantage of stock from time to time. He called attention to surveys made at Providence and at Baltimore, and noted that Tech is making a national survey of raw materials used in the construction of the new Technology laboratory had come from outside of Massachusetts, he said, stressing the necessity of arousing local industries.

Dean Donham of Harvard reported that at the present time it was far more important to raise the Bay State's existing industries to a high point of efficiency than to go after new ones. Recent scientific treatment of a Massachusetts chain store magnate.

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The M. I. T. head expressed the belief that all cities should take advantage of stock from time to time. He called attention to surveys made at Providence and at Baltimore, and noted that Tech is making a national survey of raw materials used in the construction of the new Technology laboratory had come from outside of Massachusetts, he said, stressing the necessity of arousing local industries.

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Busy Boston!
In That Quarter Known as Cambridge, as in the Neighborhood Called 'Quincy'

W e rejoiced a day or two ago with Quincy, on the report of the Fore River Works of the Bethlehem Shipbuilding Company that its employes number 3,100—largest force since the War—and before the close of the year will number TWICE AS MANY.

The $17,000,000 cruiser Northampton, according to that report, is near completion; work upon another will begin at once. The company holds contracts calling for $40,000,000 worth of production.

Today's good cheer comes from Cambridge, which in ten or a dozen years has become almost as important in industry as in education.

More than 500 citizens, meeting at an "optimism dinner" of their Industrial Association, were told of the Cambridge outlook for 1930. It was a story of growth and expansion:

- Firestone Tire & Rubber Company—About to erect a $75,000 building as distributing headquarters.
- Harvard University—$2,000,000 building program.
- Cambridge Electric Light Company—New substations, underground construction.
- Electric company reported the sale in 1929 of power for industrial use amounting to 45,754,000 kilowatt hours, as compared with 37,651,000 in 1928.

That report, more than any other, shows how the manufacturing business of Metropolitan Boston grows continually.

Steadily gaining in size as in importance, THAT is the story of the "real" Boston.

But we shall never get the rest of the country to admit it while we pull 40 ways at once and are content with a miserable EIGHTH place for the FOURTH CITY OF THE U. S. A.

Hultman Gets Board's O. K.

The appointment of Eugene C. Hultman as building commissioner of Boston was confirmed by the civil service commission despite a protest by Dorchester real estate men.

Three other appointees of Mayor Curley confirmed were Samuel Silverman, corporation counsel; Mrs. Colin W. McDonald, election commissioner, and William Spottonwood, member of the sinking fund commission.

Elliot H. Goodwin, commissioner of civil service, said that he and his associates have not completed their investigation of the qualifications of Joseph A. Rourke as commissioner of public works;

Curley Victory Dinner Tonight

A victory dinner will be held this evening by the Women's Democratic League of Boston in honor of the victory of Mayor Curley. A crowd of 1500 persons is expected to attend this affair, which will be held at the Normal School Hall, Roxbury.

Women Urge Public
Alleys Be Improved

A group of Boston women appeared before the legislative committee on cities to urge legislation to provide for the repair and resurfacing of public alleys and the assessment of 50 per cent of the cost on abutting owners.
CURLEY GREETS VISITING BOXERS

Italian and German Boxers Given Copies of Hub Year Book

The German and Italian teams of amateur boxers who will meet American opponents at an international tournament in Boston, Monday night, met Mayor Curley today. He autographed copies of the Boston year book which contains a brief history of the city and presented them to the boxers and the managers of the visiting teams.

CONSUL PRESENT

Secretary Wilhelm Benek of the German consul's office in Boston presented his countrymen to the mayor and called attention particularly to the contender for heavyweight honors, Kurt Figge, a 22-year-old boy, whom German sport fans believe may develop into a contender for the world's title.

AMATEUR BOXERS VISITING MAYOR CURLEY

Deficit of $810 in G. G. A. Fight

The Good Government Association performed its work in the recent municipal campaign with disbursements amounting to $25,622, but found itself shy $810.45 in meeting its obligations. Statement of receipts and expenditures was filed at City Hall yesterday by Treasurer William Minot.

The largest contribution was one of $1000, given by Miss H. H. Campbell, according to the official statement, while gifts of $500 were made by Charles Jackson, Joseph Lee, Malcolm W. Greenough and Mrs. C. C. Jackson.

Mrs. William M. Wood contributed $400, and Mrs. James J. Storrow gave $250. C. E. Converse sent in a check for $200. Mr. and Mrs. Frank Waterman Stearns gave $100, as did former Representative Elliot Wadsworth. Former Mayor Andrew J. Peters, who was given the endorsement of the G. G. A. in his successful campaign for a term at City Hall, contributed $50 last year, and Alexander Whiteside who served as corporation counsel, $25. A $25 contribution was also listed for A. L. Lowell.
Evince Interest in Greater City

Municipal Officers Voice Sympathy with the General Plan

ALL AWAIT OUTLINE OF DEFINITE SCHEME

(This is the fifth in a series of articles setting forth the attitude of officials of communities in the metropolitan district toward the proposal of Mayor Curley for a metropolitan community modeled on the lines of the county council or borough system of the city of London.)

By EDWARD D. DRAUGH

In striking contrast with the open hostility or indifference with which the plan had previously been received in most sections, a note of sympathy—almost of positive cordiality—evidenced itself in the statements of the latest group of city and town officials to be interviewed on Mayor Curley's proposal for a metropolitan system of municipalities with Boston as its center.

A number of mayors and chairmen of selectmen interviewed indicated a tentative sympathy with the broad principles of the idea, and others went on record in writing to reserve judgment of the proposition until such time as it had assumed a more tangible shape. In line with the display of serious interest in some quarters, the following quotations are taken from communications received from several municipalities:

WINTHROP RECEPTIVE

He added, however, that the board of selectmen had not given the subject formal consideration, and pointed out that "such a stupendous project needed a great deal of study before it could be accepted or seriously considered." He said he had learned through newspaper articles that the Greater Boston plan had been widely discussed, but he believed that before it could be given serious consideration it should be explained in greater detail to the voters for their acceptance or rejection.

He said he regarded the plan as a collective proposition or federation under which Arlington as a part of Greater Boston would have a far greater chance of recognition in such matters as improved transportation facilities and municipal developments. He said that should these things be made available through any such plan, Arlington might feel justified even in sacrificing her "identity" if it was for the best interests of her citizens.

Henry J. Barry, chairman of the board of selectmen of Winthrop, said:

"I think it is safe to say that the people of Winthrop would be opposed to annexation but I would not venture to say that they would feel the same way towards a scheme to include them within a limits of a metropolitan Boston along the lines suggested. There is a great deal of merit in the idea as tentatively outlined, but it is too early to wait until we get something definite from the committee of experts which has been appointed by Mayor Curley to work out a plan.

NOT AFRAID OF BOSTON

"I am not in sympathy with the politicians both near and far who have gone off half-cocked and immediately condemned the proposal without knowing what is really was like or without waiting to see how the experts will evolve in the way of a definite plan. Personally I have no great fear of the city of Boston in the annexation, as tentatively outlined, but I am satisfied to wait until we get something definite from the committee of experts appointed by Mayor Curley to work out a plan.

WYETHOUTH AND BRAINTEE

The proposal for a metropolitan plan will be in the warrant at the annual town meeting in Weymouth as the result of a vote of the board of selectmen. According to the chairman of the board, H. Franklin Perry, it was thought desirable to obtain the consent of the inhabitants, through their town meeting members, in order that the selectmen might carry out their expressed wishes in the matter. Chairman Perry is strong in the opinion, however, that the proposal will be rejected.

Edward Avery, chairman of the board of selectmen of Braintree, has thus to say concerning the proposal: "I am opposed to any such measure. I cannot see where it would gain anything by joining any such a form of government. We have all that makes up a good town in local government, schools, churches, highways, and police and fire departments. They have functioned well in the past and I am sure they will continue to do so. We have also our own water system and while we are interested in the metropolitan sewerage system we have paid our entrance fee in that system and the Metropolitan officials will turn us the system whenever we call for it. I am sure the people of our town would not induce any movement looking to the establishment of a metropolitan form of government."

CITY LAW STAFF IS SHAKEN UP

Silverman Accepts Resignations of 3 Assistants; 3 More Today

A few minutes after he had taken the oath of office as Boston's new corporation counsel yesterday, Samuel Silverman began a drastic reorganization of the city law staff on orders from Mayor Curley. He accepted the resignations of three assistants, reported to have refused to be released at his request, and three more are expected to resign today.

Those who resigned yesterday were Charles J. Innes, son of Charles H. Innes, prominent Republican leader who was influential during the Nichols administration, Edwin D. Gallagher and Vittorio Orlandini.

The three mentioned at City Hall as scheduled to quit today are Sadie Lipman, Joseph A. Campbell and H. Murray Pakulski.

On two of the assistants, both veterans, are regarded as certain to remain in the office. They are Joseph P. Lyons and Andrew J. Innes, who have the possibility of Lee Schwartz.

The corporation counsel has a staff of nine assistants, their salaries varying from $2500 to $7500. Lyons, as first assistant, is the only one who receives the maximum.

The reorganization is being effected quietly. It follows closely an order from the mayor requesting the department for a full report of a recording recently made by the mayor of orders in connection with classifying personal injuries and damages.

Chairman Frank A. Goodwin of the Finance committee, has also been giving his attention to the situation.

No connection between the changes being made and the mayor's order was admitted yesterday, while on behalf of those resigning it was said they planned to take up other work and were leaving on their own initiative.

The City Council meeting was such that the shakeup would end when the council meets tonight under Mr. Silverman as having been made by the mayor.
THE BOSTON TAX RATE

Nobody ever welcomes the announced probability of an increase in the tax rate, but the one general consideration always to keep in mind is the relation between what the taxpayer contributes to the treasury of the city and what the city gets for the money. The Boston tax rate is made up of the rates assessed by the State, the county and the city, and over some of these expenditures reflected in the tax levy the city has no control.

When the present city charter became operative in 1910, the State tax rate was $2.40. It ascended slowly to $2.99 in 1918, then took a jump to $3.40, and annual year recessions have been fairly steady—to $3.10 in 1926 and $2 even in 1928. The county tax has advanced in these twenty years from $1.10 to $1.80, and, as the mathematicians would say, the increase has been almost "constant."

The expenditures for schools have always been large and are reflected in the rate, of course. In 1910, these stood at 3.14; they passed $2 in 1914, went over the $5 mark in 1919, and the next year stood above $7 and the following year exceeded $8. After a few years of decline they went up ten $10 in 1925, and last year they had receded to $6.88. The increases in the other city departments bunched together, however, from about 60 per cent. Their rate in 1910 was 9.26 and last year 15.52, which compares with a peak of 27.34 in 1926.

Thus Boston began operations under the present charter with a total tax rate of $16.40; the rate advanced quite steadily to $26.70 in 1925; there followed the $10 increase at the outset of the depression. Then the rate went over $30.75, from $28.25 to $32. It must be remembered that 1925 was a fiscal "year" of 11 months, and that in 1926 the city year was made to conform with the calendar year.

On any such bare statement of the city rates, many comments are pertinent. The main factors which determine what the rate is to be are the expenditures or appropriations authorized, the amount of cash in the treasury at the outset of any year, the estimated revenues, and the income tax allotment as determined by the State. The rate is not simply a function of the expenditures; it is a function of the expenditures, the revenues, and the allotment, all of which influence the revenues.

In making known the willingness of the Institute of Technology to assist in the furtherance of the movement, Mayor Curley said that he has been asked to attend the Boston's former industrial and commercial prestige.

SOME SUGGESTIONS

The mayor proposed the formation of an organization that might be composed of 500 persons willing to be of service in some capacity and he suggested three committees, industrial, commercial and public service. In his speech the mayor declared that he has been asked to attend the Boston's former industrial and commercial prestige.

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HULTMAN SWORN IN AS CITY'S BUILDING HEAD

Also Remains Acting Head of the Fire Department

In a half minute, yesterday afternoon, Fire Commissioner Hultman, last fire commissioner, was sworn in as the head of the new fire commission. He has been acting building commissioner since the resignation of his predecessor, who became superintendent of schoolhouse construction.

Mr. Hultman will continue to superintend the fire department until his successor is sworn in. Edward McLaughlin has been named to the post but the city council has not confirmed the appointment.

City Clerk Doyle administered the oath to Mr. Hultman, who then called on Corporate Counsel Samuel Silversman.

FEDERAL BANK WILL AID

Though the federal reserve bank has contact with banks instead of industries, Frederic H. Curtis said that the reserve bank is much interested in the movement and that its statistical department, records and personnel would be at the disposal of the committees.

President Stratton said that many old industries might be in need of attention. If it is supposed that materials for a laboratory at Tech had been obtained outside of Massachusetts, and he said that Tech has already started a survey of raw materials in the country. All cities will ultimately be obliged to take stock through their city departments.

When told by Mayor Curley that the chain store corporation with which he is connected has reduced the value of the Quincy market by at least 50 per cent, Charles P. Adams said that the amalgamation of four or five business concerns in the business administration, it was a practice should be generally followed and that by patronizing local industries, even at higher costs, the ultimate benefit money into the New England warrants such a policy.

PLEDGE AID TO CITY INDUSTRY

Tech, Harvard and B. U.

Will Help Movement to Regain Prestige

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Similarly pledges were made by Wallace D. Donham, dean of the Harvard graduate school of business administration, and by Everett Lord, dean of the Boston University school of business administration.

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1500 WOMEN AT VICTORY DINNER

Spread Planned to Boom Democratic Success in State Election

More than 1500 persons are to take part in a victory dinner to be given by the Women's Democratic League of Boston in Normal School hall, Huntington and Longwood avenues, tonight.

The members of the league are uniting their efforts for Democratic success in the state, which was dominated by the Republican party, and will continue the intensive work done by them during the last municipal campaign.

Mayor Curley is to be the guest of honor. The speakers include Joseph Ely of Westfield, Representative Roland W. Sawyer of Ware and M. Fred O'Connell of Fitchburg, the latter representing Marcus Coolidge, who is in North Carolina. Henry E. Lawlor, chairman of the Democratic city committee, will be the toastmaster.

MRS. MARY E. GUGGER is the chairwoman of the league.

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Several Advise Mayor Defeat of House Rates Due to Democrats—Luce Warns Against Reprisals

WASHINGTON, Jan. 29—Mayor Curley's letters advising Massachusetts members of Congress how to conduct the fight for the shoe and leather tariff, mailed here today, and there was a prompt and not over-sympathetic reaction to the mayor's suggestions.

Four congressmen tonight made public answers they have addressed to the mayor, and three of these pointed out that the defeat of the House rates in the Senate last week was brought about largely by members of the Democratic party, of which the mayor himself is a member. Even Congressman William P. Connolly, who is a Democrat, admitted that he had been able to muster very little Democratic support in the shoe and leather industries when the Hawley bill was before the House last spring.

As to the mayor's suggestion that New Englanders should attempt reprisals against the South and West, Congressman Charles L. Underhill wrote:

Mr. Underhill put it this way: 'You quote in your letter what might well have been taken from the speeches of various members of the Massachusetts delegation in favor of a tariff on boots and shoes. You offer nothing new in either your statistics or arguments. The one suggestion that you made for the retaliation program toward farm relief is rather belated. Every member of the Massachusetts delegation in recent years has been recorded against the un-economic measures reported by the committee.'

Your statement had much better have been sent to the members of your own party organization in the South and West. Possibly your clear presentation of the facts might have had a greater influence upon their hearts and minds than did the eloquent and unanswerable arguments of our own Senator Walsh on the floor of the Senate. Mr. Connolly wrote:

As you must know all during the debate for a tariff on shoes and leather, from a Democratic point of view, I have been fighting practically a lone fight assisted only by Congressmen Douglas and McCormack. The Democratic membership of the House with the exception of a few scattered New York votes and a few votes from the Texans who were interested in a hide tariff, has been consistently against tariffs, for a tariff on shoes and leather. In the Senate as you will see by the vote on the Borah motion last week, eight Progressive Republicans and 12 regular Republicans voted against a tariff on leather and shoes, while four Democrats, two Progressive Republicans and 22 regular Republicans voted for such a tariff. At the same time it is worth noticing that 11 New England Republican senators sat dumb and silent during the debate and left all the battling for the shoe and leather tariff to be done by two Democrats, Walsh of Massachusetts, who has done valiant work for New England on this matter and Copeland of New York. To my mind this is not a party fight. It is a combination of the West and South against the industrial East.

MORE THAN 1200 PERSONS ATTEND A “VICTORY FEAST”

Mr. Ely, in a brief speech, recommended an informal convention of the party to be held early next summer, at which there would be an effort at constructive party building and the preparation of a slate for both the state and senatorial tickets.

Capt. Lydon conveyed Mayor Curley's regrets at his inability to be present owing to his illness, and expressed also the warm appreciation of the mayor for the support given him by the women of the league in the election last fall.

Prior to the start of the dinner, slight apprehension was caused by the heating duct where accumulated dust of the source of the smoke quickly fell to the floor. This was traced to a heating duct where accumulated dust of the source of the smoke quickly fell to the floor. Discovery of the smoke quickly fell to the floor. Discovery of the smoke quickly fell to the floor. Discovery of the smoke quickly fell to the floor. Discovery of the smoke quickly fell to the floor.

The dinner was held in the gymnasium of the Teachers' College last night under the auspices of the Boston Women's Democratic league. The function, which had as its slogan, "Help Us Make Boston 150,000 Democratic," was one of the best attended and most successful meetings of its kind ever held by the women's division of the Democratic party in Boston.

A number of standard-bearers and prominent figures of the party were present at the meeting both as guests and speakers. Henry E. Lawlor, president of the Democratic city committee, was toastmaster, and the speakers included: Mayor Curley, representing the Democratic party; Mrs. Elizabeth C. Stearns, wife of the late Mayor Curley, representing the Republican party; and Capt. John Lydon, soldiers' relief commissioner of Boston, representing Mayor Curley.

BACHELOR OF ARTS DEGREE

The officers of the league, all of whom participated in arrangements for the meeting, are Mrs. Alice Lyons, president; Mrs. Elizabeth C. Stearns, vice-president; Mrs. Delta Canley, treasurer; Mrs. Mary Kelly, recording secretary; and Mrs. E. Gallagher, corresponding secretary.
German Boxers
Here But Tired

Teutons, Weary From Long Trip,
Have First Workout Today for
International Tourney

BY DOC ALMY

At last the Germans have reached Boston—and, in hostile array, at that. They are here, four fine-looking boys, plump the dayslights out of the Italian and American amateur boxers. They are to meet in the big international tourney of the St. Joseph T. A. Society to be staged on Monday night at the Boston Garden.

The Teuton quartet, after landing late on Tuesday night from the S. S. Bremen in New York, were piloted to New York City, where they were to go to the headquarters of the St. Joseph T. A. Society. They were then whisked back to New York City and the Teuton quartet was brought to the Boston Garden, where they were brought to the attention of the press and the people of Boston.

Still the plan can only succeed if it is a natural one. Any artificial amalgamation, we believe, would be detrimental in the end.

The plan for a great metropolitan area to include fourteen of the neighboring cities and towns, lately sponsored by Mayor Curley, is a very important one. The city is faced with the need of expensive improvements which must be made in a very short time if Boston wants to stay in the race with other large centers of business. And a good way to make these improvements possible is to outline and bring together under a central rule a great metropolitan district.

It is understood that the one contemplated will have as its northern boundary Swampscott, Lynn, Saugus, Wakefield and Reading. On the west it will extend to Lexington, Waltham, Wellesley and Dover. The southern line will end with the towns of Cohasset, Hingham, Weymouth, Braintree and Weston.

Cities in the vicinity of Boston have suffered a great deal as a result of the narrow visions of metropolitan politicians, and particularly the North Shore has a right to complain. So perhaps in spite of the fact that the towns and cities included will have to shoulder additional expense, it might be better for them to enter into the plan as a very sure means of bringing the city of Boston to the front.

Visitors May Drink
From Blaxton's Spring

Boston may attract visitors to Tercentenary celebrations this year by guaranteeing them a drink from the spring which led William Blaxton, the first settler, to build his hut on the slope of Beacon Hill near Charles street, over 300 years ago.

Approval of the art department of plans for a memorial to the founder of Boston, suggested by John F. Parmeele, and which it is intended to locate on the Beacon street edge of the Common, has inspired Park Commissioner Long and Walter Gilman Page to suggest that the water from the spring be piped to the memorial which depicts the coming of Gov. Winthrop from Charlestown.
Mayor Curley officially welcomes to Boston the Italian and German amateur boxing teams, here to compete next week in the international amateur tournament under the direction of "Father Bill" Cuddy. The Italians are on the left, the Germans on the right, with Albert Liedman shaking hands with the Mayor.
GERMAN BOXERS REACH BOSTON

Rest After Rough Trip, But Are Greeted by Mayor Curley
And Italian Team

Here the Germans amateurs were caught by the Globe photographer as they were busy writing home. They are left to right—Albert Leidman, Leonard Kugler, Herbert Bechler, Kurt Figge.

The German boxers who are to compete against Italy and the United States in an international amateur tournament at the Garden Monday night arrived in Boston yesterday morning.

On the German team are Leonard Kugler, heavyweight; Albert Leidman, middleweight; Kurt Figge, welterweight; and Herbert Bechler, lightweight. They seem more rugged and durable than the Italian team, and are confident that they will give a good account of themselves.

They survived a rough trip across the Atlantic and a sleeper jump to Boston in fine style, and look like a smart, capable group of athletes. They rested yesterday at their hotel, most of them writing letters to their families. They were greeted, along with the Italian team, by Mayor Curley at City Hall, and will make their first public appearance in this country at 11 o’clock this morning at Kelley & Hayes’ Gym.

The Italian team will also work there at 3:30.

A change was made in the team which will represent the United States yesterday when Eino Nyholm, Maynard lightweight, was substituted for John Sweeney of South Boston. Sweeney is to make his professional debut Feb 12, and so was prevented from appearing in the amateur tourney.

HARRIMAN PROPOSES GAS TAX RAISE FOR OVERPASSES

Like Mayor Curley, Henry H. Harriman would like to have a cent added to the State gas tax. The Mayor would have the cent toward paying old-age pensions. Mr Harriman, speaking before the Legislative Committee on Metropolitan Affairs, asked that the tax be raised 3 cents to pay for highway improvements.

The money raised in this way, Mr Harriman said, could be used to provide overpasses and underpasses in congested areas.

The committee was considering construction of overpasses on the Revere Beach Parkway in Everett and Revere, on Memorial Drive at Cottage Farm Bridge in Cambridge, and on the Northern Artery in Somerville and an underpass to carry Beacon at under Harvard Bridge in Boston.

The improvements recommended by the planning division were favored by Representative Joseph L. Larson of Everett, Augustine Abrola of Revere, Thomas F. Carroll of Revere, Joseph J. Borgatti, Mayor Andrew A. Cannata of Revere and Mayor John J. Murphy of Somerville. All of these speakers were opposed to the city or town paying one-third of the cost, the highway fund one-third and the park district one-third.
AID PROMISED FOR MAYOR’S COMMISSION

Tech, Harvard and B. U. Pledge Their Best Efforts

Curley to Name Subcommittees With Help of Various Bodies

Assurances of cooperation by the Massachusetts Institute of Technology, Harvard, Boston University, the Chamber of Commerce and other local organizations were received at the meeting yesterday at City Hall to further the proposed industrial, commercial, and publicity commission movement instituted by Mayor Curley.

Pres Samuel W. Stratton said that Tech for a long time has felt that it should be of assistance to communities and has been ready to help, but the Boston movement was the first reaction. He said he thought a lot of old industries needed to be looked after. He called attention to recent surveys at Providence and the one in Baltimore following the great fire there. All cities, sooner or later, he said, take stock through surveys.

Dean Everett Lord of the Boston University School of Business Administration assured Mayor Curley that the school has active and active business of business research which would be ready to help the committees of the commission.

Mayor Curley said that Dean Wallace Donham of the Harvard Graduate School of Business Administration pointed out the possibility of utilizing the educational brains of the Commonwealth in Boston’s problem, and believes that it is only a matter of time when the exponents with possible Metropolitan Boston.

A communication from Prof Donham gave the opinion that it is far more important to bring to a high point of efficiency existing industries than to go after new ones.

Has List of 500 Names

Mayor Curley said that a list of names might serve in some capacity had been prepared and he favored having three committees, one for each branch; they to determine a policy and meet every month or six weeks with the large committee.

The Mayor said he would take the liberty of getting up subcommittees with the approval of the commission and suggested that if practically quarters for the commission should be obtained at the Chamber of Commerce. The subcommittees were said would be nominated with the assistance of the Chamber of Commerce and two or three other local organizations.

Melville Lyoning of the Chamber of Commerce assured Mayor of the fullest cooperation.

Frederick H. Curtis of the Federal Reserve said the bank has a statistical department which with its records and personnel will be at the disposal of the commission.

To Meet Again Within 10 Days

W. J. McDonald of the Massachusetts Real Estate Exchange was of the opinion that committees should be appointed to go ahead with the project, but it developed that would be a matter for the next meeting within 10 days when Mayor Curley will try to get together heads of business, banking, press and education to determine policy and program.

Charles F. Adams was called upon by Mayor Curley who remarked that "your chain stores have reduced the value of Quincy market by 50 percent." Mr. Adams said that three or four businesses faced a crisis where they needed doctoring and he remarked to the Mayor that he latter did not need to be told what combination in business succeed in doing. "Despite the readjustments," said Mr. Adams, "I think it has been of benefit to our population."

Other speakers were: Richard Parkhurst of the Boston Port Authority Board and P. Harry Jennings of the Central Labor Union.

CONGRESSMEN SEND CURLEY LIVELY REPLY

Suggest He Criticize Own Party for Free Shoes

Connery, Underhill, Luce, Andrew Pledge New Effort on Bill’s Return

By CHARLES S. GROVES

WASHINGTON, Jan 29—Members of the Massachusetts delegation laid down tonight a barrage of letters to Mayor Curley of Boston in reply to the Mayor’s recent communication in relation to the rejection of the Senate of the protective duties on boots and shoes and leather.

Representatives Underhill, Connery, Andrew and Luce each answered the Boston Mayor in his own way. The Republican members suggested, among other things, that the Mayor’s criticism might better be addressed to members of the Democratic Party whom they held responsible for the failure to keep on these commodities the tariff duties which the House bill contained. They pledged their earnest efforts to secure restoration of the duties when the measure reaches the Senate and is sent to the conference committee.

Connery’s “Lone Fight”

Congressman Connery of Lynn wrote that the fight was not political but a personal and private, with the West and the South against the industrial East. He criticized the failure of some New England Senators to get into the fight when the matter was before the Senate, and held that from a Democratic point of view he has “been fighting practically a lone fight, assisted only by Congressmen Douglas and McCarthry.” He pointed out that the Democratic membership of the House, excepting a few scattering New York votes, and a few votes from the Texans, “has been consistently against us for a tariff on shoes and leather.” He pointed out that in the Senate 24 Democrats, 8 Progressive Republicans and 12 regular Republicans voted against a tariff on leather and shoes whilst four Democrats, 2 Progressives, Republicans and 22 regular Republicans voted for such a tariff.

Underhill Raps Retaliation

Congressman Underhill pointed out the decision by House and Senate, as Mr. Connery did, and said that “both Senators Walsh and Gillett rendered valuable services in the Senate in their efforts to assist this great industry, and that all of the Republican Senators from New England either voted or were paired in behalf of this protective legislation.”

Regarding the Mayor’s suggestion he said:

“The one suggestion that you make for the adoption of a retaliatory program toward the Commonwealth will be rather belated. Retaliatory measures accomplish little. What success do you think Massachusetts would have if and would have, in such a program?”

Other speakers were: Richard Parkhurst of the Boston Port Authority Board and P. Harry Jennings of the Central Labor Union.
2000 DEMOCRATS AT VICTORY BANQUET

Women's League Marks Curley's Election

Glynn and Sawyer Speakers—
Leaders From All Over State Present

A victory banquet, given under auspices of the Boston Women's Democratic League at the Teachers' College, Huntington and Longwood avs, last evening brought together leading Democrats from all parts of the State to celebrate the election of Mayor James M. Curley. The committee plans, according to the slogan broadcast last evening, to "make Boston 150,000 Democratic."

Fully 2000 attended and long before the doors opened those in charge realized that the crowd was beyond anything which could be accommodated in the building. All who had not already purchased tickets were requested to forego the banquet. A group of well-known politicians, who were among the honor guests, waited outside the banquet hall until 10 o'clock, when the doors opened to the theater where a concert and speakers were provided.

Glynn Asks 100 Percent Unity

Henry Lawler presided at the late meeting. Former Fire Commissioner Theodore Glynn was the first speaker. He emphasized the present unity in the ranks of the Democratic party as shown by the gathering together of all groups last evening. He also stated that he hoped the Democrats would stand united 100 percent, whether the nominee of the party came from Boston or the eastern part of the State or was a candidate from the western district.

Representative Roland D. Sawyer said the meeting was the most thrilling he had ever attended.

"I now see why Mayor Curley could not lose in the recent contest," he said. "We have a splendid opportunity in the next campaign to make this State even more Democratic than that splendid man, Al Smith, did. The Republicans of the East realize that President H. V. Hoover is in trouble with the Western group. It means that our industries will become less, our machinery in factories and mills more silent, our unemployment will increase and we will see bread lines in our State."

Leaders From Many Cities

Mrs. Alice Lyons of Dorchester was chairman of the general committee. Among the guests were Ex-Senator James J. Sullivan, Register of Probate Arthur W. Sullivan, Capt. John J. Lydon, Charles H. McGuire, ex-chairman of the Democratic State Committee; Alderman John H. Burke of Medford, Election Commissioner Mrs. Colin W. McDonald, Joseph E. Ely of Springfield, ex-district attorney; Peter F. Tague, Ex-Dist Atty Thomas C. O'Brien, Rev Roland D. Sawyer of Wart, James E. Egan, Representative

Joseph A. Logan of Hyde Park, Election Commissioner James J. Sullivan, Senator Joseph J. Mulcahy, Senator John F. Buckley, City Councilor Leo F. Fower, Mrs. Charles E. Tovle, chairman of Ward 8, women's committee; Mrs. John J. Buckley, president of Ward 8 Democratic Club; Mrs John J. Curley and daughter.

MAY REOPEN SPRING ON BOSTON COMMON.

Approval by the Boston Art Commission of the memorial to the founders of Boston, suggested by John F. Parmino, planned for the Common on the Beacon-side st, near Charles st, may result in visitors to Boston drinking water from the original spring that induced settlers to leave Charlestown for Boston proper.

The spring is still there that caused William Blaxton, the first settler, to build his hut 300 years ago, near where the memorial will be erected. For years the Park Department has been trying to stop the flow which, from time to time causes the earth above it to sink and makes it necessary to fill in the depression.

Park Commissioner Long and Walter Gilman Page considered the advisability of planning from the spring to the memorial. They suggested it to Mayor Curley, who approved the idea of giving visitors a chance to drink from the very spring that induced Gov Whig to move from Charlestown.

On approval of the sketch, plans will be started to have the memorial erected by Sept 17.

TRANSCRIPT /39/30

Four of Curley's Aides Approved

Samuel Silverman, as corporation counsel; Mrs. Colin MacDonald, as election commissioner; Eugene E. Hultman as building commissioner, and William Spettawood as member of the sinking fund commission, today qualified for their respective city positions, their qualifications having been approved by the civil service commission yesterday.

Appointments on which the commission has not yet acted are those of Joseph A. Rourke as commissioner of public works; Peter F. Tague as principal assessor, James E. Maguire as institutions commissioner, John J. Lydon as soldiers' relief commissioner, Joseph A. Conry as traffic commissioner, Edward F. McLaughlin as fire commissioner, Mrs. Helen C. Galvin as city registrar, Michael H. Corcoran as sinking fund commissioner and John Martin as park commissioner.

Elliott H. Goodwin, commissioner of civil service, pointed out that failure to approve the others was because his commission has not yet completed its investigations. Other appointments, pending inquiries into the qualifications of those who failed to be qualified yesterday will be completed within a few days, but the next meeting of the commission does not come until Tuesday of next week.

TRAVELER /37/30

NO ANNEXATION PLAN INVOLVED

Miss Herlihy asks judgment of Curley move have fact basis.

Miss Elizabeth M. Herlihy, secretary of the Conference on Metropolitan Boston, issued a statement today in which she suggested that critics of Mayor Curley's plan of a unified government in the metropolitan district should withhold comment until some basis for discussion is made known by the conference.

"The statements appearing in the newspapers from day to day," she said, "coming from officials and citizens in the cities and towns throughout the metropolitan district, are interesting and some of them will be helpful. It is to be regretted that others, either upon the basis of a false assumption or no basis at all, record themselves in opposition to any form of co-ordinated governmental jurisdiction in metropolitan functions.

"No question of annexation is involved or contemplated in the study now going on. As a matter of fact, a very substantial majority of the members constituting the survey committee are residents of the outside cities and towns. No plan whatever has been formulated nor will there be until after a most exhaustive study of all the facts entering into the situation. Constructive suggestions from any community, individual, either for or against the proposition, will be welcome and helpful."

"Beyond that, it is regrettable to see individuals making up their minds it public with regard to a situation which does not exist. The whole study is being undertaken in the most friendly, co-operative and constructive spirit in the world by a group of men, including the best known authorities on municipal government in the world. Surely any decision might profitably wait upon their finding. In the meantime, suggestions will be welcome, but let us withhold the verdict until all the evidence is in."
Mayor Greets German Amateur Boxers

Mayor James M. Curley, presenting an autographed copy of the Boston Year Book to Albert Liederman, German amateur welterweight boxer, who arrived here with his native team to compete against American and Italian simien pure ring boys at the Garden Monday.}

HOME RULE FOR BOSTON PLEA BY SEN. BUCKLEY

"Home Rule for Boston" was the plea voiced yesterday by Sen. John P. Buckley of this city before the Legislative Committee on State Administration when he asked that a regulation be made requiring three of the five members of the metropolitan district commission to be residents of Boston.

Under the terms of his proposed bill, two committee members would be named by the governor. The senator declared that the city is assessed at present far beyond its share in benefits which it derives.

TECH OFFERS ITS AID FOR GREATER HUB

The fact that the Mass. Institute of Technology had been willing to be of service to communities for a long time past but that the present industrial, commercial and publicity movement instituted by Mayor Curley was the first project in this direction was stated by Dr. Samuel W. Stratton, president of "Tech," at a meeting at City Hall yesterday.

The full co-operation of the bureau of business research by the Boston University School of Business Administration was also assured to the mayor by Dean Everett Lord.

During the meeting Mayor Curley stated that Dean Wallace Donham of the Harvard Graduate School of Business had pointed out the possibility of utilizing the brains of the Commonwealth in solving Boston's problems and that it was only a matter of time before urgent need decreed a Metropolitan Boston.

DOUGLASS WILL HEAD FIGHT AGAINST TANKS

Congressman John J. Douglass of the 10th District, will appear at the State House tomorrow to head the fight of the East Boston residents against the petition of the Standard Oil Company to increase the capacity of its storage tanks near Orient Heights from 22,000,000 to 31,000,000 gallons. Mayor Curley and Frederick A. Mansfield will also be asked to speak against the motion.

GEN. COLE TO GET THEM HERE

Has Job of Transporting 100,000 Legionnaires

The job of transporting more than 100,000 American Legion men in and out of Boston during the national convention week has been given to General Charles H. Cole, elected chairman of the committee on transportation yesterday at a meeting of the executive committee of the board of directors of the American Legion 1930 National Convention Corporation at the Boston City Club.

The work includes arranging with and coordinating the plans of local railroads, and other transportation officials to handle the visiting Legionnaires. It is considered one of the most important of the convention.

Permanent headquarters for the executive committee are to be opened Saturday in the Statler building.

Besides General Cole, the following were given appointments: Dr. William H. Griffin, Past Department Commander, chairman of the parade committee; Vice-Commander Bashi Mulligan of Attleboro, chairman of the general relations committee; Vice-Commander Norman Singer of Wakefield, chairman of the badges and souvenirs committee; Colonel William H. Root of Haverhill, chairman of the decorations committee; Past Department Commander William H. McGinnis, chairman of the concessions committee; Colonel William J. Blake, chairman of the reunion committee; Major Robert F. Raymond, chairman of the aviation committee; Major H. J. Landon, chairman of the contests committee.

Hultman and Silverman Assume Official Duties

Sworn in by City Clerk William J. Doyle, late yesterday, Eugene C. Hultman and Samuel Silverman assumed their duties in the official cabinet of Mayor Curley. Mr. Hultman will serve as building commissioner and until his successor is qualified, he will continue as head of the fire forces in the capacity of acting fire commissioner.

Mr. Silverman, who has been an assistant corporation counsel for the past 11 years, became corporation counsel, heading the city law department to fill the vacancy caused by the resignation of Frank S. Deland, who was recently appointed to the bench by the Governor.
MORE LOCALITIES
OPPOSE MERGER

Quincy, Medford, Malden, Braintree
and Canton Against Greater City,
But Hull Likes the Idea

The majority of citizens in five important municipalities in the Metropolitan District—Quincy, Medford, Malden, Braintree and Canton—who expressed their opinions yesterday on some form of merger with Boston, voted against the proposition.

In the town of Hull, on the South Shore, where Mayor Curley is a summer resident, a canvas showed that a large percentage of the citizens were in favor of some sort of a political affiliation with Boston. It was pointed out that many residents of Boston live there in summer and that the town would receive many advantages if it was connected with Boston.

QUINCY OPPOSED

In Quincy, end of the largest cities in the area, 43 citizens told a Post reporter that they were against any form of annexation to Boston, while 17 expressed a desire to see such a plan put into effect. An interesting phase of the canvass in this city was that the opponents to any kind of a merger were much more willing to state publicly the reasons that governed their decisions than those favoring the project.

Among the reasons advanced by the opponents to the scheme were that Quincy would lose its community pride and its individuality as the "City of the Presidents," a fear that as a borough of one large city it might not get fair treatment at all times from the administration in power, and a confidence in Quincy's ability to progress in the future without assistance from other municipalities.

In Malden there were 6 citizens who said they were opposed to an affiliation, against 24 who were in favor of joining with Boston in some way. It was found that the residents of the Linden district were distinctly opposed to the plan. Among the opponents to the scheme were those who favored control of municipal activities, such as fire and police protection, and it who voted for completion of Malden to Boston. A large number had reached no decision on the question.

Out of 56 Medford citizens whose opinions were requested on the matter yesterday, 20 voted against any sort of a merger, and 18 were in favor of some form of annexation. Among those who favored the project were proponents who believed that one large metropolis Boston would have a distinct economic advantage which would be shared in by nearly 500,000 people who live in this territory.

QUINCY OPPOSED

The desire to continue the old New England form of town government was cited yesterday in Braintree where, out of 75 citizens, 59 were flatly opposed to any form of annexation in any form and 16 expressed their preference for the plan. Of the 15 proponents, there were four who favored a limited form of affiliation, which would allow them to retain their present form of government.

Out of 61 residents of Canton interviewed yesterday, it was found that 41 expressed disapproval of any plan to merge their city with Boston, and 17 favored the proposition. The opponents emphasized the fact that Canton has a very low tax rate. Many young men and women were included in those who favored some form of a merger.

In Hull 23 residents expressed a desire to be connected with Boston, against four who were not in favor. Here it was stated that as a residential district the town was suffering from the loss of trade in winter. Some felt that a merger with Boston would bring to the town more opportunities for work, through the establishment of small shops and factories. Several expressed the opinion that some form of annexation would be reflected in a lower tax rate for the town.

TRAVELER '31/30

James and John

MAYOR JAMES M. CURLEY has appointed former Mayor John F. Fitzgerald as chairman of the Boston Tercentenary Committee.

We ignore any political significance that may be attached to this appointment. Instead, we confine ourselves to the act itself. So we cannot help but applaud the Mayor on his choice of Dr. Fitzgerald for this position.

None can deny that Dr. Fitzgerald is the most accomplished pepper-up of people in this stern and rockbound neck of the woods. The doctor has a charm and shall we say (?) verve that is simply irresistible. He talks engagingly. He inspires one to work when one does not want to work. He sets an example of vigor and energy that is contagious.

And as a last resort, if all else fails (which we do not believe possible) the dapper and debonair doctor can burst into song, song not, it is true, as ineffably sweet as that of his friend John McCormack, but song nevertheless. Any man who can get a lot of full-grown men to stand up on their hind legs, shed their dignity and burst into the bullfrog bass, bovine baritone and barber-shop tenor of Sweet Adeline (and like it) is eminently fitted to carry the baton and wear the bear-skin busby at the head of our tercentenary parade.

With John Francis Fitzgerald in charge, Boston tercentenary is sure to be the biggest, best and busiest.
Many Speakers Indorse Old-Age Pension Bill

The entire morning session at the State House yesterday was devoted to support of House Bill 814, the old-age pension bill, by various spokesmen. The committee, so large that the chairman was obliged to transfer its sitting from Room 460 to larger quarters in Room 420.

The provisions for old-age security contained in this measure, which was introduced by Representative Kirkpatrick of Holyoke, in general include a system of contributions paid by both employers and employees for needy persons of sixty-five years of age or older, to be administered by existing local welfare agencies. These contributions are to be made in accordance with the guidelines and service for needy persons of sixty-five years of age or older, to be administered by existing local welfare agencies, by the Boston Federation of Churches; Colonel Walter Duncan of the Volunteers of America; Rev. William N. Towlson of the Salvation Army; Rev. George L. Pathe, of the Greater Boston Federation of Churches; and Mrs. Anne Atwood, of the Women's Relief Corps, Auxiliary to the Grand Army of the Republic. Representatives of the Consumers' League and the Industrial Aid Society also announced their support of some old-age pension plans.

Although expressing his approval of the intention of Bill 814, Dr. Jeffrey R. Brackett, the advisory board of the Department of Public Welfare, declared himself, personally, in opposition to the measure which sets sixty-five years as the limit of pension eligibility. Dr. Brackett also stated that the word "pension" should be eliminated from any bill of this sort, insisting that "pension" should be reserved for the use of assistance received by firemen, police, soldiers, and secretaries with a "hazardous" calling.

Legislators in Favor

The following-named members of the Legislature were recorded in favor of the passage of an old-age pension system, some of them being in favor of one of the specific bills, while others favoring any bill which would remedy conditions with the State Department of Public Welfare. All payments, under Bill 814, are to be made by the State, the proposal being "non-contributory." Applicants are accorded equal privileges with citizens, in the Kirkpatrick measure, which provides however, that the applicants must have resided in the Commonwealth for at least fifteen years preceding the date of his application. An important feature of the bill includes supervision and service if the applicant is disabled or sick, and although the amount of pension is normally intended to be about $1 per day, certain flexible provisions are included for emergency cases.

Scrap Men at Forty

A large number of social workers spoke in behalf of the Kirkpatrick bill, which was drafted, with the assistance of several agencies, by the Boston Federation of Churches Committee of Old Age Security. The latter organization was represented at the hearing by Maurice Taylor of Boston, who is connected with the Federation of Jewish Charities.

After outlining the purposes of the bill, Mr. Taylor introduced Dr. Alice Hamilton of the Salvation Army, who gave an account of the social situation in its relation to the bill. "There has been an increasing number of unemployed middle-aged men since the war," said Dr. Hamilton. "In place of skill, experience and judgment of middle-aged workers, we have now machines which do their work. The result has been what economists call 'technological unemployment.'" Dr. Hamilton then cited the case of a large factory in which she said, no new employees of more than forty years of age are being hired. "The employers have been told," she said, "by the industrial insurance companies not to take on men over this age. They are scrapped, many of them self-respecting, able men at forty-five or fifty and are unable to find adequate work. And the judgment of middle-aged workers, we have now machines which do their work. The result has been what economists call 'technological unemployment.'"

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Sharp criticism of the practice of the police in periodically arresting participants in fan-tan and other games in Chinatown was expressed by Mayor Curley today to a delegation of prominent Chinese merchants who made a formal call in connection with their celebration of New Year's. "During the last week," said the mayor, "after he had been told that the delegation paid taxes in Boston upon $1,x000,000 of real estate and personal property, "that the police and some attorneys stopped making raids in your district upon Chinese fan-tan playing, dominoes or even poker." The mayor then presented to Mayor Curley by Edward P. Barry, who described the business of each visitor and said that the representative of the Chinese residents of Boston. The mayor recalled an old-time Chinese friend, who was a member of the Tammy Club in Roxbury, and then he told the visitors that if ever they feel that their rights are being imposed upon, the door to his office will always be open.

OFFER MAYOR SYMPATHY

"If there is an invasion of your rights," Curley added, "which concerns something that is beyond the authority of the mayor, I assure you that I will not hesitate to give you every possible assistance." Told that one member of the delegation was about to pay a visit to China, Mayor Curley, who autographed copies of the new Boro reform employment cards for all of the visitors, told the visitor: "You stop in San Francisco, show that book to my good friend, Jim Connolly, the mayor of that city, and he'll give you the key to San Francisco."

Through Barry the Chinese offered their sympathy to Mayor Curley because of the illness of Mrs. Curley.
Curley Proffers Fitzgerald a Big Municipal Task

Names Him Tercentenary Head, with Scully and Mullen for Other Places

No more signal demonstration of the harmony program among leading Democrats has been given since the votes were counted than that today when Mayor Curley named John P. Fitzgerald, former maine commissioner, as chairman of the Tercentenary committee. Mr. Fitzgerald, who has long been affiliated with Mayor Curley, was named principal aide in the Tercentenary plans, replacing the notice further evidence of the entente cordiale, especially when Mr. Fitzgerald took off his coat, figuratively speaking, and became active for Mr. Curley in the campaign.

Says “Bubble Blowing”

Fin. Com.’s Only Results

The Boston Finance Commission was attacked by Senator Atkinson, of Roxbury, a political lieutenant of Mayor Curley, who appeared at the State House this morning before the legislative Committee on Cities, of which the senator is a member. The commission has cost the city of $10,000 a year, but never has saved the taxpayers a cent,” said Senator Ward. “The commission’s investigations never have resulted in anything more conclusive than bubble blowing.”

Mayor Curley, in a letter to Hon. A. C. Nateshsky, who has accepted the latter’s resignation as chairman of the Tercentenary committee.

Accepts Resignation as Tercentenary Chairman

Mayor Curley, in a letter to Hon. A. C. Nateshsky, who has accepted the latter’s resignation as chairman of the Tercentenary committee.

The letter was as follows:

“Mayor Curley, in a letter to Hon. A. C. Nateshsky, who has accepted the latter’s resignation as chairman of the Tercentenary committee.

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'"One can find gambling places half a mile from City Hall all along the beach," the speaker declared. "There are slot machines and roulette wheels. Even small children are allowed to play them. This little machine racket has become so common, that the question comes to who is paying for protection. Citizens complain at police headquarters and receive no satisfaction. The mayor named several raids.""
THE new Mayor of Somerville, who issues a call to Selectmen of the towns of the Metropolitan District to assemble in his City Hall on Saturday afternoon, must have been seeing things.

"In view of the fact that Metropolitan Boston has a population of 1,200,000," he writes, "against a population of Boston itself of only 800,000—there should be some concerted action to protect our mutual interests."

Against what?
Plainly, against annexation.
But who SPEAKS of annexation?
No one.
The Mayor of Boston HAS called the attention of Metropolitan Boston, a community of 2,000,000 people, to the fact that the Metropolitan district is at a disadvantage in the struggle for commerce and industry because on the books it appears to be a city of but 800,000, and so ranks eighth among the cities.

If that is so—and Mr. Curley appears to have won the support of leading citizens—the problem should be as much the concern of residents of Dover and Dedham and Saugus and Somerville as of those who dwell in the city proper.

What Mr. Curley has suggested is a thorough STUDY of the subject, nothing more. He would not take the name from a single one of these 40 cities and town, or deprive them of mayors and boards of selectmen. It IS his hope that Boston may stand out as a city of 2,000,000 people—Fourth in the U. S. A.!—and he BELIEVES this may be accomplished by the adoption of the City of London's borough plan.

As chairman of the committee of citizens to whom Mr. Curley has referred the question, Professor Beale, of the Law School of Harvard University, is now on his way to London. Professor Beale is a citizen of Cambridge. Two or three months from now he will let the District know the result of his study.

The cause of Boston is, or should be, the cause of every one of the cities and town round-about. If Boston suffers, THEY suffer; if Boston prospers, THEY prosper.

Mayor Murphy should hold his horses, wait for the facts. Not even the borough plan—which contemplates nothing like annexation—can be made effective here until it has received the approval of a majority of the people.
CURLEY APPOINTS
FITZGERALD AS BOSTON
TERCENTENARY CHIEF

Whiting White, Col. Percy A. Guthrie, Carl Dreyfus and James W. Reardon.

Mayor Curley in the final year of his last term as mayor began formation of a tercentenary committee and named his vice-chairmen, but Mayor Nichols abolished it and named a committee of his own, which, however, never functioned. Mayor Curley revived his own committee as soon as he took office this month.

Mayors helped Mayor's Recent Campaign; Celebration Committee to Meet Tomorrow

Mayor Curley today appointed ex-Mayor John F. Fitzgerald chairman of the Boston Tercentenary Committee, and politicians promptly professed to see in the appointment a significant move greatly benefiting "John F." in his campaign for Governor in the fall.

The former mayor, long an arch political enemy for his Curley, was active in behalf of Curley in the recent mayoral fight. His aid was warmly appreciated, it is said, and his appointment to a position where he has an excellent opportunity to keep himself conspicuously before the public, make helpful contacts with business leaders and otherwise further his gubernatorial ambition, is reputed to be a reward for that aid.

At the first meeting of the executive committee and vice-chairmen of the Boston Tercentenary Committee, tomorrow at 2:30 at the Old South Meeting House the Mayor will introduce his appointee to his assisting officers, with due formality.

The committee when completed will be composed of 350 prominent business, civic and social leaders of this city and it will have charge of the Boston celebration. It is now in process of formation.


JOHN F. IN POSITION TO AID CAUSE

He helped Mayor's Recent Campaign; Celebration Committee to Meet Tomorrow

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The committee when completed will be composed of 350 prominent business, civic and social leaders of this city and it will have charge of the Boston celebration. It is now in process of formation.


FIFTY LABORERS GET CITY JOBS

Fifty laborers were taken from the civil service list of unemployed by Mayor Curley today and given these months' temporary work as gardeners in the park department at $5 a day.

They will start work clearing up "the wilderness" at Franklin Park in preparation for the tercentenary celebration.

The mayor gave instructions to Park Commissioner William P. Long that a facsimile of a scene from old Boston be laid out in plants in the park department plot in Copley sq. About 10,000 plants will be used.

The commissioner also received instructions regarding floral insignia to be laid out in the Public Garden in honor of various organizations convening this year in Boston.

Curley Creates Two Bureaus From One

Mayor Curley resurrected the defunct Industrial Commercial and Publicity Bureau today and splitting it in halves created and filled two $5000 jobs.

As director of a Boston Industrial Bureau he named John T. Scully, secretary of the Massachusetts Real Estate Exchange.

As director of a Boston Publicity Bureau he appointed Thomas A. Mullen, attorney, and secretary to the late Mayor Josiah Quincy.

The bureau, which now becomes two bureaus, was created by Mayor Curley during his second term and allowed to die by Mayor Nichols.

WARNS REVERE ON FIN. COM.

Senator Michael J. Ward of Boston today characterized the Boston Finance Commission, up to the advent of Frank A. Goodwin as chairman, as "a bubble-blowing outfit that never accomplished anything."

"The city of Boston," he said, "appropriated $50,000 every year for pipes for this commission with which to blow the bubbles."

"But when I speak of bubble-blowing I am not including Frank A. Goodwin, I consider him one of the most capable men in the State. If there is to be any success accruing from the Finance Commission it will come through the efforts of Mr. Goodwin."

Ward, member of the legislative committee on cities, was warning John M. Macaulay of Revere, who was asking for a finance commission for his city on the peril of taking such a step.

Macaulay pointed out that the city of Boston has a tax rate of $38.40, the highest in the country. He complained that the taxpayers' money is being spent illegally.

"They took 30 minutes to decide how they were going to spend $500,000 for schools and talked about it afterwards. An audit made a year ago has never been published in the local press for the benefit of the taxpayers."

Puritan's Spring to Furnish Fountain

A drink of water from the very spring on the Common that drew the Puritans to settle Boston 300 years ago was the attraction held out by Mayor Curley to distant visitors to the tercentenary celebration here this year.

Chairman William P. Long of the park commission informed the mayor that the old spring overcame all efforts to bury it under a garden of colorful plants.

The mayor requested the park department specialists to pipe the spring water to the proposed $55,000 memorial fountain, which will be erected on the Common opposite 50 Beacon st., to portray the settlement of Boston by Governor Winthrop and his courageous band of Puritans.
FITZGERALD IS CURLEY CHOICE FOR 1930 HEAD

Names Former Mayor Chairman of Tercentenary Committee

Announcement by Mayor Curley today of his selection of ex-Mayor John F. Fitzgerald as chairman of the Boston Tercentenary committee of 300 members may cause a reaction in the Democratic party in Boston.

While the mayor's act may or may not be an unspoken inroad of the candidacy of Fitzgerald for the Democratic nomination for Governor, supports of Gen. Edward L. Logan, who is regarded as a candidate for the nomination, stated that they would receive in the recognition given to Fitzgerald, political significance which may have far-reaching influence and which may start plenty of troubles.

AIDED CURLEY CAMPAIGN

Fitzgerald was very active in the Curley campaign for mayor. Then it was understood that he would seek the Democratic nomination for United States Senator, but this switch to the governorship not only stunned Democratic leaders, but raised the question of the position which Curley would take.

The mayor has been friendly with Gen. Logan for years. There have been times when the two have not seen eye to eye, and political relationships between Curley and Fitzgerald did not warrant the conclusion that there was any particularly friendly-aide existing.

Fitzgerald took the stump for Curley in 1927 and made a long and effective campaign. However, it is reported that the appointment of Fitzgerald to the Tercentenary committee is a move to aid the candidacy of Fitzgerald for the senatorial nomination.

In the spotlight

Regardless of its potential significance the mayor chose Fitzgerald to head a committee which will not only be active but prominent in Boston during the next six months. It will keep Fitzgerald in the public eye, at least, even though politics will not be openly mixed with the Tercentenary celebration.

Obviously the choice of Fitzgerald was actuated by appreciation of his knowledge of the history of Boston. Political observers generally conceded that he possessed such knowledge refused to be away from viewing the appointment as an end to his political career.

It is possible that Mayor Curley will use the Tercentenary to further political advantage for the members of the Tercentenary committee at their first meeting in Old South Church tomorrow afternoon at 2:30 o'clock.

In addition to the chairmanship the mayor announced that his wife, Mrs. James M. Curley; Gen. Francis Appleton and Frederic Winthrop, who is a lineal descendant of Gov. John Winthrop, will be vice-chairmen of the commission.

EXECUTIVE COMMITTEE


In his previous administration Mayor Curley named a Tercentenary committee of 350 members. When Mayor Nicholas announced that it was strongly in favor of a large committee, the prominent members of the committee resigned. During the past four years there has been no Tercentenary committee. Therefore, today's appointment of Mayor Curley hopes to have acceptance from 360 whom he has invited to become members of the committee.

FLOWER FEATURES FOR TERCENTENARY

Elaborate plans for floral features to mark the various celebrations of the tercentenary, as well as the conventions of national organizations, have been made by the park department.

In the plot in Copley square there will be reproductions of plants that were in the city 300 years ago. Decorations of the organizations will be displayed in plants in the Public Garden. Some of the conventions for which such decorative features are planned are the A. F. of L., the Knights of Columbus and the Colored Irish.

HULTMAN SWORN AS BUILDING HEAD

At half a minute, yesterday afternoon, Fire Commissioner Hultman lost title, became building commissioner of the city, and the acting fire commissioner. He has been acting building commissioner since the resignation of Louis K. Borchers, who became superintendent of schoolhouse construction.

Mr. Hultman will continue to supervise the fire depart until his successor is sworn in. Edward McLaughlin has been named to the post but the civil service commission has not confirmed the appointment.

CURLEY APPOINTS SCULLY AND MULLEN

Mayor Curley appointed John T. Scully, secretary of the Massachusetts Real Estate Exchange, director of the city's industrial bureau today and named Thomas W. Mullen, director of the municipal publicity bureau of the city, and the acting fire commissioner. He has been acting building commissioner since the resignation of Louis K. Borchers, who became superintendent of schoolhouse construction.

It is possible that Mayor Curley will now move quickly to put the city and the city's departments on a business-like basis.

PENSION BILL GETS SUPPORT

Strong Arguments Favor Aid for Aged Poor of State

Adoption of some form of legislation to aid elderly persons who are in need was advocated by several social workers and church members at an overflow hearing on several bills before the state committee on pensions.

Many speakers voiced opposition to placing the administration of the old age pension system under the department of public welfare on the grounds that it is "deceiving the aged".

The increasing demand of industrial organizations for young men and their families to employ men over 40 years of age was cited by Dr. Alice Hamilton of the Harvard school of public health as the most important reason for the state taking action.

Morris Tarr, representing the Massachusetts committee on old age security, appeared in favor of a bill providing for the establishment of a system of non-contributory old age pensions, with the plan of local old-age pension boards in cities and towns. Payment of $1 a day would be provided in ordinary cases if a person had any income this would be considered in making up the $1 daily allowance.

Dr. Lucille Evans of Simmons College said that two-thirds of those needing pensions are women, and more than 80 per cent of these women left penniless by the deaths of their husbands. Many have minor children to support.

Erlend Field of Westminster told of the pensions systems in England and France. Rev. Charles Poyner of Chelsea stated that one of the large gaps in our democratic scheme of government is the lack of old-age pensions. Other speakers included Adin L. Keller, representing the Salvation Army; Miss Mary W. Raymon, secretary of the Consumers League of Massachusetts; Col. Walter Duncan of the Volunteers of America, and the Rev. George L. Payne of the Greater Boston Federation of Churches.

Other speakers appeared in favor of two measures to extend the provisions of the public request fund in order that unclaimed savings and insurance and a share from the inheritance tax returns might be transferred to the fund.
PAYS TRIBUTE TO MAYOR CURLEY
Gaspar Bacon Speaker at Roslindale Banquet

Hon. Gaspar G. Bacon, President of the Massachusetts Senate, in addressing a gathering of more than 300 persons at the 30th annual banquet of the Roslindale Board of Trade in the Municipal Building, Roslindale, last night, paid a tribute to the integrity of Mayor James M. Curley and stated that he was in accord with the Mayor in his fight for "home rule for Boston.

That he would give the Mayor his full cooperation in any legislation that would benefit the city of Boston, was a further assertion of Mr. Bacon. He added that although he hasn't as yet discussed any bills with the Mayor, in the near future he will have a talk with him. In closing his talk Press Bacon believed, with Mayor Curley, that Boston could take care of itself.

William H. O'Brien, director of the telephone and telegraph division of the Massachusetts Department of Public Utilities, praised the women voters of the country, asserting them to be valuable assets to the United States because they vote for the human and right things. He assailed the great number of men who neglect to vote and characterized them as cheaters, and said they had no right to sing "The Star Spangled Banner" or "America." Representative George A. Gilman talked on the Elevated conditions, saying that all elevated streetcars should be torn down and subways be installed throughout the city. He said that the Roslindale and West Roxbury Sections particularly needed rapid transit service.

City Councilor Peter A. Murray of Jamaica Plain took the opportunity to clear up a situation by identifying himself as the City Councilor and not the entertainer. The mixup was caused by announcements on the program of an entertainer by the same name. The Councilor received many phone calls inquiring as to his debut. The namesakes were then introduced and Councilor Murray relaxed and enjoyed the program.


Mayor Curley Has Directed Piping Its Water, Source Of Trouble, to Boston Common

You can always find matter for controversy if you open up subjects like "Boston Common," or "Beacon Hill," or where this or that ancient landmark was in this city.

The latest comes from the announcement from Mayor Curley's office that as part of the tercentenary celebration now imminent, the famous old spring which tempted William Blackstone (or Blaxton, we'll have no argument about that) to become the first settler of Boston, will be reopened.

Mayor Curley's announcement was that he has requested the Park Department to pipe the spring, and carry the water from it to a memorial fountain on Boston Common, opposite No. 50 Beacon at, so that visitors may drink from the very fountain head, as it were, of Boston's greatness.

Of course, Boston as such was founded on spring water. Gov. Winthrop was settling at Mresher, or Charlestown, and one great drawback to residence there was the lack of drinking water. There was only one spring in the district, and that gushed forth below the high-water mark, on the salt marsh. The settlers could draw water only at low tide, and it was brackish at that.

William Blackstone, Blaxton had come from Wessagussett, later Weymouth, and settled on the westerly slope of Beacon Hill. He obtained a considerable land there, and planted an orchard.

His "cottage" was, according to the histories of Boston, about where Pinkney at runs now, and the spring was, of the house, and near to it. The books say it was about in the center of Louisburg Sq.

It is interesting to remember that this was not the spring which drew Gov. Winthrop across the river, bringing the frame of his projected house with him. That spring was what was called the "great spring," and was in what is still called Spring lane.

The confusion and controversy about the Beacon Hill spring probably arose from the belief of many readers of the newspaper accounts that because the memorial is to be on the Common, it follows that the spring was there; that because Commissioners Long says the Park Department had for years been trying to stop the flow of the spring, which has overcome all efforts to keep it under a flowered, that it was on the Common.

There are no flower beds on the Common, but there are flower beds in Louisburg. All that the explanation means is that the pipe will have to be longer.

WILL USE PLANTS TO REPRODUCE OLD BOSTON

Visitors to Boston this Summer to the tercentenary will have an opportunity to view special efforts of the planting aspects of the Park Commission. Yesterday the Mayor sent instructions to Chairman Long to arrange in connection with the tercentenary to reproduce in the Park Department plot at Copley sq a facsimile of old Boston. It will be carpet bedding and will require 10,000 plants.

Mayor Curley also directed the Park Commission to place on the Public Garden during conventions of the American Legion, American Federation of Labor, Knights of Columbus and the colored Elk insignia of these organizations in plants.
MRS COLIN W. MacDONALD.
ELECTION COMMISSIONER.

Takes Oath of Office Today, and the Second Woman To Hold Such a Position.

During the next 14 months of the Curley administration the enrolled women voters of Boston can have not the slightest ground for complaint that their sex is not adequately represented on the Election Commission, because at least in that time two of the city's four Election Commissioners will be women.

When City Clerk Wilfred J. Doyle swore in Mrs Colin W. (Helen A.) MacDonald of Roxbury, to one of these 50000 patroths, this forenoon, this became the fact for the first time in civic memory.

Indeed the complaint, if any, on this score in future may come from the men folk, because Mrs MacDonald, a Democrat, and Mrs Nina M. Gevalt of Roxbury, Republican Election Commissioner, whose term will expire March 31, 1933, represent upon the commission the 172,756 enrolled women voters of Boston, whereas the 152,023 enrolled male voters are represented by Chairman Frank Scherllich, Republican, of Jamaica Plain, and Commissioner James H. Mulvey, Democrat, Roxbury.

Half an hour after the new Election Commissioner reached her desk in the department, after taking the oath of office, baskets of flowers and congratulatory messages began to pour in upon her. Mrs Gevalt took her sister Election Commissioner upon an introductory tour of the department, and later both women lunched together, at which time Mrs Gevalt imparted more inside information about the position from a woman's point of view.

Mrs MacDonald brings to her new post a broad common sense and a wide familiarity with things political, which have interested her since her girlhood. Now a staunch Wilsonian Democrat, Mrs MacDonald was the daughter of Frank Crosby, a leading Roxbury Republican a generation ago. Like Mrs Gevalt she has raised a family of children.

Mrs Colin W. MacDonald signing the oath book after being sworn in as Election Commissioner. E. F. McLaughlin of city clerk's office is assisting her.

TO PLAN FOR TERCENTENARY.
Ex-Mayor Fitzgerald Heads Boston Committee.

Hon John F. Fitzgerald, formerly Mayor and authority on Boston of the present and early days, has been named chairman of the city of Boston tercentenary committee. Mrs James M. Curley, wife of the Mayor, is a vice chairman. Other members are Gen F. H. Appleton of Boston and Ipswich, lineal descendant of the first settlers of that town at Ipswich last year, and Frederic Winthrop, lineal descendant of Gov. Winthrop.

The first meeting of the committee will be held at the Old South Meeting House at 2:30 o'clock tomorrow. Mayor Curley will introduce the chairman, Ex-Mayor John F. Fitzgerald.


SECRETARY FOR INDUSTRIAL AND PUBLICITY BUREAUS.

Two appointments were made yesterday by Mayor Curley in his plan to get started the Industrial, Commercial and Publicity Commission. T. Scully, 20 Pemberton sq, secretary of the Massachusetts Real Estate Exchange, as director of the city of Boston Industrial Bureau, at a salary of $5000 per year, and attorney Thomas Mullen, 15 Congress st, as director of the city of Boston Publicity Bureau, at a salary of $4000 per year. Mr Mullen formerly was secretary to Ex-Mayor Josiah Quincy. The appointments become effective tomorrow.

CITY TO GIVE WORK TO 50 GARDEN LABORERS.

Mayor James M. Curley announced today that the Civil Service Commission had certified 50 garden laborers from the eligible list and they will be put to work by Commissioner Long in the Park Department at $5 a day for three months.
CITY HALL NOTES

Following a conference with a group of West End leaders interested in the proposed Charles River Basin improvements and the establishment of a bathing beach at the end of Brighton street, Mayor Curley late yesterday agreed to submit a brief to Governor Allen and the State Department of Public Works, seeking to obtain the necessary land.

Fifty war veterans were picked from the civil service list yesterday by Mayor Curley to work for three months at $8 a day, clearing the Franklin Park wilderness in preparation for the tercentenary celebration visitors this year. The Mayor also ordered the Park Commission to make preparations for planting the Copley square park with flowers which will picture the map of old Boston, and to reserve a place in the Public Garden for planting flowers in a design revealing the insignia of the organizations which will hold their national conventions here in 1950.

THE BLAXTON SPRING

The suggestion that the water from William Blaxton's spring be pumped to the memorial planned for the Beacon street edge of the Common is an interesting one but there is sure to be a controversy over the location of the spring. When Blaxton was the solitary inhabitant of what is now Boston, he had an abundance of fresh water. The spring which induced him to build on the slope of Beacon Hill has been variously located, near the present corner of Beacon and Charles streets, at Louisburg square, and in other places. The "excellent spring" which he held out as an inducement to Winthrop and his company, who did not find enough water in Charles town, was presumably the large one which gave a name to Spring lane, off Washington street between Milk and Water streets.

No one can be sure where Blaxton's spring, near his house, was but any spring that is tapped in the neighborhood would be one that he knew. That would be enough to give considerable sentiment to any flow of water on the hill.

FITZGERALD IS HUB'S LEADER OF CENTENARY

Ex-Mayor John F. Fitzgerald yesterday was appointed by Mayor Curley to be chairman of the Boston Tercentenary Committee. Mr. Fitzgerald will head a board of more than 300 men and women who will plan and direct Boston's activities. "There is a universal feeling in the City that the Mayor's name is sure to be a controversy over the location of the spring. When Blaxton was the solitary Inhabitant of what is now Boston, he had an abundance of fresh water. The spring which induced him to build on the slope of Beacon Hill has been variously located, near the present corner of Beacon and Charles streets, at Louisburg square, and in other places. The "excellent spring" which he held out as an inducement to Winthrop and his company, who did not find enough water in Charles town, was presumably the large one which gave a name to Spring lane, off Washington street between Milk and Water streets.

No one can be sure where Blaxton's spring, near his house, was but any spring that is tapped in the neighborhood would be one that he knew. That would be enough to give considerable sentiment to any flow of water on the hill.

The Legislative committee reported leave to withdraw this afternoon on the bill for the establishment of a Finance Commission and a Police Commission for the city of Revere.

DORCHESTER BOARD OF TRADE TO HAVE DINNER

The 18th annual dinner of the Dorchester Board of Trade will be held at the Copley Plaza Hotel, Copley sq. on Feb 23, at 6 p.m. An address will be given by a prominent speaker from Washington, followed out the suggestion made by Secretary of Commerce Robert P. Lamont that businessmen of every community gather together at a public function to stimulate and encourage business prosperity.


At a hearing today before the Legislative Committee on Cities, Senator Ward pointed to the Boston Finance Commission, stating that it had cost about $50,000 a year and had not saved the city a cent. The committee had before it a petition of John M. Macauley of Revere for the appointment by the Governor of a Finance Commission for during his last administration and that city.

Mr. Macauley was arguing for his revived bill when Senator Ward interrupted to say that such a finance commission he is proposed would be unable to get along under the emergency conditions. Said he, "The Boston Finance Commission always waits until the public official has made a mistake, or an appropriation has been passed. By the time the commission has secured money to investigate the case, the grafting proposition has been carried out and it is too late to recover any of the money spent."

The Senator later secured permission to clarify his comment by stating that he did not regard Frank A. Goodwin, present chairman of the Boston Finance Commission, as a "bubbling slower." "If the commission is ever to be successful, it will be due to his direction."

Mr. Macauley opened the hearing by citing the fact that Revere had the highest tax rate of any city in the State, $38.40. He charged the present Revere city solicitor with paying out public money in claims which had not been upheld by the municipal or appellate courts of the State. Despite the State law, he declared, the audit of city finances for last year had never been made public.

"I also say that the City Government is spending the taxpayers' money illegally," he continued. "Our people are poor, the taxes high and no new industries are coming in. Yet the officials plan an expensive program Something ought to be done."

It was at this point that Senator Ward began his questioning. Representing the Revere Chamber of Commerce, claimed the city had not paid a dollar for the tercentenary celebration, $2,000 for enthusiasm. "I want no fandangoes," he added. "Our people are intelligent and can iron out their own affairs. We want no handouts like State commissions."

The Legislative committee reported leave to withdraw this afternoon on the bills for the establishment of a Finance Commission and a Police Commission for the city of Revere.
TEMPORARY CITY APPOINTMENTS MADE

Balfie Registrar, Hurley Works Commissioner
Hultman and O'Callaghan in Acting Positions, Pending Decision

Mayor Curley made some temporary appointments yesterday to fill vacancies caused by retirement of veterans whose successors have not yet been confirmed by the Civil Service Commission. James P. Balfie, a trustee in the statistics department, was named acting city recorder, replacing Edwin W. McQuillen, who retired. Chairman James J. Hurley became acting commissioner of Public Works because of retirement of James H. Sullivan. Street Commissioner John J. O'Callaghan became an acting member of the Board of Appeal, and Building Commissioner Eugene C. Hultman was named acting Fire Commissioner. Mr. O'Callaghan replaces John D. Marks, whose term expired.

THOMAS A. MULLEN
Appointed Director Boston Publicity Bureau

Industrial Bureau, and Thomas A. Mullen, an attorney of 15 Congress st., as director of the City of Boston Publicity Bureau. Mr. Scully and Mr. Mullen will each receive $2000 a year.

Mr. Mullen was secretary to Mayor Josiah Quincy during his administration at City Hall, and in 1900 Mayor John F. Fitzgerald appointed him Schoolhouse Commissioner, to succeed Joseph J. Corbett.

When Mayor Hibbard went into office he made it known that he would be pleased to accept Mr. Mullen's resignation and he got it but with the resignation went an extremely caustic letter.

"I do not wish to tempt you," said Mr. Mullen, "to make another indefensible removal in the cowardly and lying form involved in the phrase 'for the good of the service.'"

Mr. Mullen is a native of Boston, a graduate of the Lawrence School, South Boston, and the Boston Latin School. He was graduated from Harvard University in 1884 and the Harvard Law School. During his college course and for some time afterwards he was a teacher in the Boston Latin School.

Mr. Scully was born in East Cambridge, but when he was a small boy his family moved to Brighton. He attended the Brighton School and later took a course in civil engineering at the Massachusetts Institute of Technology. His wife was Miss Katharine Reilly of Newton.

MAYOR TO FILE BRIEF ON CITY-STATE LAND SWAP

The exchange of land owned near Castle Island by the City of Boston for land owned near Brighton at, West End, was discussed at a conference yesterday between Mayor Curley and State officials. The Mayor desires the Brighton-land for a playground in connection with the Charles River Basin improvement.

As a result of the conference the Mayor will file a brief on the matter with the State Department of Public Works and Gov. Allen.

FITZGERALD TO PRESIDE AT TERCENTENARY SESSION

As newly-appointed chairman of the city of Boston tercentenary committee, Ex-Mayor John F. Fitzgerald will preside at the first meeting of the committee in the Old South Meeting House at 2:30 o'clock this afternoon. He will be introduced by Mayor Curley.

Mrs. James M. Curley, wife of the Mayor, is a vice chairman. Other vice chairmen are Gen. F. H. Appleton of Boston and Ipswich, lineal descendant of the first settlers, whose home in Ipswich is on the original grant; and Frederick Winthrop, lineal descendant of Gov. Winthrop.

The executive committee follows:

FORMER MAYOR
DISPUTES ALLEN

‘Business Is Good’ Claim
Of Governor Criticized
By John F. Fitzgerald

POINTS TO IDLENESS
IN BUILDING TRADES

Gov. Allen's recent statement that business conditions are good was the target of former Mayor John F. Fitzgerald last night in a speech before the ladies auxiliary, A. O. H., of Roxbury, in which he said that present business conditions are very bad and that half the building trades workers are jobless.

He suggested that the Governor can help the situation by asking the banks to devote part of their resources to loans for building purposes. Mr. Fitzgerald said:

I was surprised to read that Gov. Allen said business conditions in Massachusetts are as fine as they have ever been.

If the Governor has any such idea as this he had better get acquainted with conditions in Massachusetts and he will find that they are very serious in many places. This is particularly true of the building industry where, according to recent reports, more than half of the skilled and unskilled labor is without work.

In many of the factory establishments throughout the state business is at a low ebb.

It is undoubtedly true that there are more men and women looking at the present time than at any period in recent years.

It has been almost impossible to borrow money for the building of the ordinary home in any of the savings banks, trust companies or national banks in Massachusetts for the last two years. This is a pretty serious situation, particularly when the savings banks alone hold about $2,000,000,000 of deposits—money owned largely by wage-earners and the working classes.

If the banking fraternity would adopt the right attitude in regard to lending money for building operations there would be a wonderful change in this state within the next six months. Instead of one-half the building labor being idle, employment would be found for nearly everybody in this trade.

Here is where the Governor of this commonwealth can take the leadership in a movement that not only will provide employment but will assist people of moderate means in owning their own homes.

ASSUME MUNICIPAL DUTIES TODAY

John T. Scully and Thomas A. Mullen Head City's
Industrial and Publicity Bureaus

John T. Scully, executive secretary and director of the Massachusetts real estate exchange, today will assume his new duties as director of the city's industrial bureau. He was appointed yesterday by Mayor Curley and will draw a salary of $5000 annually. This office was given a new lease of life by the mayor as under the previous administration it was merged with two other offices.

Mayor Curley also named Thomas A. Mullen director of the municipal publicity bureau at a salary of $5000 a year. Mr. Mullen is a native of South Boston and his entire education has been received in institutions of Greater Boston. He was graduated from Boston Latin school and matriculated at Harvard where he received his degree in 1884. After his graduation from Harvard Law school in 1885 he returned to Boston Latin school as a member of the faculty.

Under Mayor Fitzgerald he served as schoolhouse commissioner. He was chairman of the committee on Americanization and chairman of the committee on unemployment under Mayor Peters. Mayor Josiah Quincy employed him as his private secretary.

Mr. Scully first held municipal office when he was named by Mayor Fitzgerald to head the builders' examiners' board. During the war he served at Charleston, S. C., and at Chester, Pa., in charge of construction of wharves and housing.

Since then he has served as secretary of the Cambridge Union, of which Prof. Joseph H. Baker is president; president of the Faneuil Improvement Association and secretary of Cambridge Chamber of Commerce.

In 1904 he married Miss Catherine Byrne of New York. There are five children, three boys and two girls. The home is at 114 Bay State road.

In an informal statement as to policies which he intends to pursue, Mr. Scully said that he will do much traveling to induce firms to locate in Boston.

"That is principally my job," he said, "but we do not expect to limit our vision by the corporate boundaries of the city. If we can help any part of what is Greater Boston we shall expend much time to aid those communities which might be benefited as well as Boston. We feel that each section around us is important to the well being of the city, so that if a firm desires to locate around Boston but cannot see its way to come within the confines of the city we shall do our utmost to aid in bringing it here."
**Fitzgerald Heads Tercentenary Body; Democrats Deny Any Friction**

Democratic leaders yesterday denied that the appointment of John F. Fitzgerald as head of the Boston tercentenary committee will cause a rift in Democratic ranks.

Former Mayor Fitzgerald answered charges that he is accepting the position to further his campaign for the governorship by saying he refused the office when it was first offered him.

Members of the Democratic state committee said that all is harmony within the party and that Mayor Curley's appointment of the former mayor has no political significance.

Mr. Fitzgerald will be presented to the 300 members of the Boston tercentenary committee at its first meeting in Old South Church at 2:30 o'clock this afternoon.

"I am glad that Mayor Curley is stirring up some action over the tercentenary," the former mayor said last night. "There has been a lack of interest throughout the state and it is up to all of us to prepare a suitable program in memory of the founders of the commonwealth and for the thousands who will come to Massachusetts this year."

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**WILL SUBMIT BRIEF TO ACQUIRE STATE LAND**

Mayor Seeks Brighton Street Tract For Recreation Park

Mayor Curley will submit a brief to the state department of public works and the park commission and the mayor accepted a suggestion to file a brief.

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**CURLEY NAMES THREE ACTING DEPT. HEADS**

Retirements of Veteran Officials

**Force Action**

Retirements of veteran city officials, whose successors have not yet been confirmed by the civil service commission, forced Mayor Curley, yesterday, to designate acting heads of three municipal departments and to make a temporary appointment to the board of appeal.

James P. Balfe, a trustee of the statistical department, was named acting city registrar to replace Edward W. McGlennen, whose retirement on pension, becomes effective today. Chairman Thomas J. Hurley of the street commission was designated acting commissioner of public works because of the retirement of James H. Sullivan.

Mr. Fitzgerald said that he has not as yet formulated any plans for the celebration in Boston, but that the committee will start work on the program at once.

As he did four years ago, Mayor Curley named his wife, Mrs. Mary E. Curley, one of the vice-chairmen of the committee. The others are Gen. Francis H. Appleton and Frederic Winthrop, a lineal descendant of Gov. John Winthrop.

Near the close of his previous administration in 1925, Mayor Curley named a tercentenary committee of 330, of which the late Col. William A. Gates was chairman.

It is anticipated by the officials that the committee will have its first meeting next year.

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**Democrats Deny Any Friction**

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**WOMEN DRY ASK LIGGETT DROST FROM COMMITTEE**

Resolutions advocating the teaching of the value of total abstinence, the necessity of keeping saloons closed and expressing the hope that the voters of Massachusetts will not repeal the State prohibition law, were passed at a meeting of the Women's City Club yesterday.

"Bubble-blowing" was a term used by Senator Michael J. Ward of Roxbury yesterday, alluding to the investigations of the Boston finance commission, at a hearing before the committee on cities, of which he is a member. He took occasion later to clarify his remark by saying that he did not regard Frank A. Goodwin, present chairman of the committee, as a "bubble-blower," and said "if the real cause of the failure of the city to make $10,000 this year is ever to be known, it will be due to the direction of the commission."

The measure under consideration was a resolution of John M. Macauley, asking that the Governor of a finance commission for the city of Revere.

While the petitioner, who was formerly commissioner of public welfare of Revere, was censured in the investigation of the Revere city government, Senator Ward asked him if he thought that the Boston finance commission had been a success, and replied to his question with a "Yes." He added that the commission had cost the city of Revere $50,000 a year, but that he never saved the taxpayers money in the end. Even Macauley's charges were that Revere had a tax rate of any city in the state, $38.40, that the present collector had paid out public money in the past, that he had not been held in court or to make any statement as to the audit of city finances for last year, despite state law, had never been made public.

Sen. Ward told the seekers for a police board for Revere, who were supporting their petition, that the measure would not remedy the situation of which they complained.

You have heard the story about Garrett and about the Boston police commission," he said. "The mayor of Boston has no control over the police department. If he had these conditions would not exist."

The conditions were referred to by Macauley as "gambling on a scale comparable to Havana or Monte Carlo."

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**BUBBLE BLOWING LAID TO FIN. COM.**

Sen. Ward Queries Value Of Similar Body Sought For Revere

EXEMPTS GOODWIN IN HIS STRUCTURES
FITZGERALD HEAD OF TERCENTENARY

Former Mayor Named by Curley to Lead Boston Committee in Arranging Celebration

Mayor Curley will launch his program for the celebration of the tercentenary in the following manner:

1. The celebration will be held Sept. 17, the 350th anniversary of the founding of Boston by Governor Winthrop and his company.
2. The event is expected to attract representatives from around the world, including industries and individuals.
3. Mayor Curley will present to the 350 representative leaders who have accepted invitations to the celebration.
4. The celebration will be held Sept. 17, the 800th anniversary of the founding of Boston by Governor Winthrop and his company.
5. The Mayor will participate in the celebration by giving speeches at various meetings in the Metropolitan area.

“NOT POLITICAL”

Although this work of the committee will keep him out in the spotlight in his official capacity, the chief event of the celebration will be held Sept. 17, within a few days of the State primary. Chairman Fitzgerald last night scoffed at the thought that his appointment had any political significance.

“The appointment as chairman by former Mayor Fitzgerald came as a complete surprise to me,” said the former Mayor. He is present gubernatorial candidate at his Dorchester home last night, when he was approached by the chairman. The other vice-chairmen appointed were General F. H. Appleton and Frederic Winthrop.

Mrs. Curley Vice-Chairman

In appointing the tercentenary committee, the Mayor again named his wife, Mrs. James M. Curley, as vice-chairman. The other vice-chairmen appointed were General F. H. Appleton and Frederic Winthrop.

Arranging Celebration

The feature event of the celebration will be held Sept. 17, the 350th anniversary of the founding of Boston by Governor Winthrop and his company.

Boston at Its Best

This time, he said, they will have a great event to celebrate, the founding of civil government in America. And before the committee completes its task, every child will know the contribution of Boston to the nation and the world.

Boston is the capital of Massachusetts, not excepting the railroads, hotels and vacation resorts.

CONG. M'CORMACK FOR CURLEY PLAN

WASHINGTON, Jan. 31 (UP)—Rep. James M. Curley of Massachusetts, in a letter to Mayor Curley of Boston.

MUST DOUBLE UP

Chairman Thomas J. Hurley of the Board of Street Commissioners, was delegated to serve as acting Public Works Commissioner, beginning tonight, when James H. Sullivan retires and continuing until the appointment of former Public Works Commissioner Joseph A. Rourke is confirmed by the State board.

CITY HEADS TO TAKE ON DOUBLE JOBS

Extra Duties Until the New Men Are Confirmed

Because the State Civil Service Commission has not yet confirmed his appointments of department heads, Mayor Curley last night ordered four members of his official cabinet to perform double duties at single salaries, so that he can launch his municipal programme.

New Men Are Confirmed

Double duties until the new men are confirmed by the State board.

Building Commissioner Eugene C. Hultman was delegated by the Mayor to serve as acting fire commissioner, pending action by the Civil Service Commission on the appointment of former State Senator Edward W. McLaughlin.

The fourth member of the cabinet to be ordered to double service was Chairman James P. Bette of the city statistics trustees, to take over the duties of former State Senator James E. Maguire, after the close of business today.

It was reported that Penal Institutions Commissioner Philip A. Chipman, was likely to be ordered today to take over the duties of Massachusetts, in a letter to Mayor Curley of Boston.
FIRMLY AGAINST JOINING BOSTON

Citizens of Cities, Towns in Metropolitan Area Strongly Opposed to Any Kind of Union

Expressing the same sentiment as was found in the other large communities in the metropolitan area, the majority of the citizens of Lynn who were interviewed yesterday on the project of joining their city with Boston in some way toward making one large municipality, turned down the project.

OPPOSE JOINING BOSTON

Of the 84 residents of the Shoe City whose opinions were sought by a Post reporter, 75 were opposed to any form of a merger while 9 said they would like to see their city joined with Boston in some way.

In the other cities and towns in the district where opinions were sought yesterday—Melrose, Weymouth, Everett, Wellesley, Dedham, Winchester, Hingham and Swampscott—the prevailing sentiment was against any affiliation with Boston. In Woburn it was found that 43 citizens were in favor of some sort of a merger with Boston while 11 said they were opposed.

Several new reasons both for and against affiliation were given by the citizens and towns in the Metropolitan area together were expressed by citizens of Lynn, Medley T. Holdworth of 10 Bellevue road, referred to Chicago and said that when a city is small it is hard to keep pace on what is going on in a large city. It is not always possible to “keep an eye on the Mayor and city government.”

Prefers Shoes to Beans

James P. McAdoo of 39 Robinson street, favored the grouping of fire and police departments along the lines of the Metropolitan District Commission. Miss Cecile Berube of 43 Woodhaven street, asserted that Boston was identified as a “bean town” and she preferred to have Lynn continued to be known as the “Shoe City.”

In Everett it was found that 50 residents were against any form of a union with Boston while 21 said they believed civic co-operation with Boston would prove beneficial to the city.

The comment made by Emmet Lally—of Melrose—was: “I would rather be a big frog in a little pond, than a little frog in a big pool. Although taxes might be lowered, the difference in the tax rate will be worth paying to prevent Everett from losing its individuality.”

A similar view was expressed by Jack Davis, a Glendale Square business man, who said that Everett, under the guidance of Boston would be built up, and new industries would be established in the city.

Wellesley Opinion

Only four residents of Wellesley endorsed any form of affiliation, while 26 people of that town said they were opposed to the proposition. What appeared to be the general feeling of this community was expressed by R. H. Care of 8 Ingraham road, who stated: “Wellesley is just a little residential town and I feel it wants to stay that way. It’s awful hard for the people here to see how they would be helped in merging with Boston in any way. The town has a $20 tax rate and fine fire and police protection. Since 1895 the town has grown 20 per cent and I should say that about half of those people moved to Wellesley because they wanted to get away from the city. Some of the old-timers have moved farther out to get more room.”

In Melrose it was found that 28 citizens were opposed to any form of merger of their city with Boston, while only three could see the value of such a plan. Here the consensus of opinion was that the city would be increased. S. R. Dickey of 10 Foster street said: “Certainly, I am opposed to Melrose uniting with Boston. We are better off in a business way, now, than we would be if the plan had gone through.”

Weymouth Opposed

In Weymouth it was found that 76 were opposed to any form of a merger while seven declared that this north shore town would be improved by a union with Boston. Lee T. Gray, principal of the Swampscott High School, declared that in his judgment the matter of taxation and the form of government which would be decided upon would play a vital part in the consideration of any merger. The town has maintained its authority and supervised its own departments, he said, and he was in favor of such a federation.

Opposition in Dedham

In Dedham were 31 residents expressed themselves as opposed to joining Boston in any way against those who saw some value in the proposal, the question of county lines was brought up by many residents. They pointed out that Dedham, though connected to Boston by several streets, is the shire town of Norfolk County and located the county buildings and the Probate Court, Registry of Deeds and Land Court, the Superior Court building and the Norfolk House of Correction and Jail.

It was stated that the other cities and towns in the county had contributed to the erection and maintenance of these buildings and would offer strenuous objection if they were taken over by Norfolk County.

In Woburn it was found that many workers believed that industrial conditions would be improved in that city if it was affiliated with Boston in some way. They favored the project of one large city, believing that it would attract new business to the community and increase employment. Many mothers expressed the conviction that better school facilities would be afforded in the city if it were made a part of Boston.

Of the 42 residents who recorded themselves in favor of the plan, 23 of them qualified their approval of an affiliation with Boston by which the city would remain in control of its local representatives.

Of the 29 residents of Winchester who cared to express an opinion on the matter, 27 were opposed to the plan and five said they believed there would be some advantage to Winchester in becoming a borough of the enlarged city.

They stated that Winchester has developed rapidly under its own government and it had attracted many new residents because of its present isolation from the more densely populated sections of the metropolitan district.

In Swampscott 41 residents expressed themselves against any form of a merger, while seven declared that this north shore town would be improved by a union with Boston. Lee T. Gray, principal of the Swampscott High School, declared that in his judgment the matter of taxation and the form of government which would be decided upon would play a vital part in the consideration of any merger.

If the town maintained its authority and supervised its own departments, he said, he was in favor of such a federation.

He expressed his opposition to anything that resembled a complete annexation of Swampscott by Boston.

FINE

The choice of John F. Fitzgerald as head of the city's tercentenary committee is a splendid one. The former Mayor has the history and traditions of Boston at his finger tips. He is brimful of energy and ideas. Mr. Fitzgerald can be trusted to put over the tercentenary celebration in an impressive way.
CURLEY NAMES FIVE TO
CITY LAW BOARD
AND REPLACES INNES

WOMAN GIVEN
$3500 PLACE
ON PAYROLL

Two Colored Lawyers Among Appointees; Haffenreffer on Park Commission

The resignations of Park Commissioner Charles H. Innes, prominent Republican leader, and his son, Assistant Corporation Counsel Charles J. Innes, were accepted today by Mayor Curley.

Other members of the Nichols cabinet to be given their walking papers were Assistant Corporation Counsel Edwin D. Gallagher, son of former U. S. Dist-Atty. Daniel H. Gallagher; Mrs. Sadie Lipner Shulman, Vittorio Orlandini and City Conveyancer Ernest D. Cooke.

In their places the Mayor appointed five prominent legal experts, including two colored leaders, Julian Dan, Rainey, chairman of the colored division of the National Democratic committee, and James G. Wolff, leader of the Equal Rights League, and son of the past State commander of the Grand Army of the Republic.

LAWLER TO $6000 JOB

President Henry E. Lawler of the Democratic city committee was selected by the Mayor for the $6000 position as assistant corporation counsel under Corporation Counsel Samuel Silverman.

A woman will continue to hold a place in the city law department, for the mayor selected Mrs. Mary A. Costello, past secretary of the Massachusetts Association of Woman Lawyers, to serve at $500.

The final appointment was that of Charles E. Leonard of Jamaica Plain, prominent in activities of the Boston Lodge of Elks and a member of the bar for 25 years.

The place on the board of park commissioners vacated by Charles H. Innes was given by the mayor to Theodore C. Haffenreffer of Brookside ave., Jamaica Plain, subject to confirmation by the Civil Service Commission.

IN GERMAN SOCIETIES

Haffenreffer is a member of the leading German societies in the city and nation. He was long been associated with the brewing firm that bears that name.

Mayor Curley also announced that he had accepted the resignation of A. C. Rothschild, chairman of the Tercentenary committee, who has been selected by President Hoover as U. S. Minister at Czechoslovakia.

Other members of the Nichols cabinet to be given their walking papers were Assistant Corporation Counsel Edwin D. Gallagher, son of former U. S. Dist-Atty. Daniel H. Gallagher; Mrs. Sadie Lipner Shulman, Vittorio Orlandini and City Conveyancer Ernest D. Cooke.

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CURLEY DECRIES RAIDING CHINESE

Prominent Chinese officials called upon Mayor Curley this morning in connection with their New Year’s observance and the Mayor took occasion to express his disapproval of the police habit of making raids on Chinese playing fantan, dominoes or even poker. Police raiding squads ought to keep away from Chinatown.

Mayor Curley declared that the Chinese residents should have the privilege of whatever enjoyment and pleasure can be derived from such games as they play. He declared he never knew the Chinese to do any harm to others.

Edward P. Barry introduced the delegation, and told Mayor Curley that the delegation paid taxes on $1,000,000 of real and personal property in the city. He told the gathering of an old-time Chinese friend who years ago was a member of the Tammany Club in Roxbury.

All received autographed copies of the Boston Year Book, and one member about to go to China was told by Mayor Curley that if he would show the book to Mayor Rolph in San Francisco the latter would “give him the city.”

INNES RESIGNS FROM PARK COMMISSION

The resignation of Charles H. Innes from the Boston Park Commission was accepted, and today Mayor Curley appointed Theodore C. Haffenreffer of Brookside ave., Jamaica Plain, to the post.
Months of Festival
Friends Beyond the Hudson Should Be Told About Our Tercentenary

The City of Boston will spend $25,000 on this year's National Convention of the American Legion, $10,000 in connection with the convention of the American Federation of Labor.

Our contribution to the observance of the Tercentenary of the Bay Colony, Mayor Curley has said, will be in excess of $100,000.

Which means that you have not done your duty if you have not written to Aunt Florence, in Michigan, or Uncle Dan, in New Jersey, now is the time to tell THEM about New England's big year and remind them of promised visits.

Before he sailed for Europe, a few days ago, for a brief vacation, Professor Joseph H. Beale, of the Harvard Law School, sketched in outline the manner in which a party of visitors may spend an entertaining week here next Summer and, while scarcely skimming the surface of what Tercentenary will offer, make good use of every happy minute.

"On Sunday morning our visitors might attend church in Boston, take a boat ride down the harbor, visit Essex Institute, the House of the Seven Gables and other historic sites in Salem, go to Salem Willows, cross the Bay to Nantasket and spend the late afternoon on the beach.

"Monday may well be given to Boston, the 'old' city.

"On Tuesday, our friends may visit Arlington, see at Belmont a reproduction of the old-time Town Meeting, witness at Concord a reproduction of the Battle at the Bridge, go out to the Wayside Inn, or take part in celebrations at Waltham and Watertown.

Professor Beale did not attempt to cover Friday and Saturday, but he mentioned Newburyport's re-enactment of the visit of George Washington, Haverhill's dedication of a $100,000 war memorial, and Quincy's celebration.

But why go on? The fact is that from the first day of June until early October the problem of our guests will not be to find entertainment but how to pick and choose from a super-abundance.

"Wednesday may invite them to Malden, Medford, Cambridge or Somerville, where late in June there will be a pageant on the Brooks estate in which 750 persons will take part and the orchestra will number 100.

"Thursday let us call North Shore day. Chelsea plans a re-enactment of the Battle of Chelsea Creek. Beverly is completing arrangements for a parade. Gloucester and Rockport will be just themselves, which will please the visitor better than anything else could. Lynn, Saugus, Swampscott, Winthrop and Nahant have already celebrated their 300th birthday, but will be keeping open house."

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Names Aides to Silverman

Curley Selects Two Colored Lawyers as Assistants to City Counsel

Five appointments to the staff of Corporation Counsel Samuel Silverman, to fill vacancies caused by the presentation, on demand, of as many resignations of assistant corporation counsel were announced by Mayor Curley today.

Of the five, two are colored lawyers and one is a woman. The recognition which the mayor gave to the colored voters of Boston is an act of appreciation of their support of his candidacy in the last election, which marked the first time that the colored voters, as a whole, have been active supporters of a Democratic candidate.

The new assistant corporation counsel are Henry E. Lawler, chairman of the Democratic city committee, whose resignation from that position is expected to be immediately announced; Julian D. Rainey of 8 Haley street, Roxbury; James G. Wolff of 36 Bayard street, Allston, both colored; Charles E. Leonardi of 19 Roseway street, Jamaica Plain, and Mrs. Mary A. Costello of 52 Dustin street, Brighton.

Lawler, who has been an attorney for 20 years will receive $6000; Rainey, a lawyer for 11 years, and chairman of the colored division of the National Democratic committee, and national director in the Al Smith campaign, will receive $5000.

Leonardi, a lawyer for 25 years will receive $3500, the same compensation that will be paid to Mrs. Costello, who has been a member of the bar for 13 years, who is a past chief ranger of the M. C. O. F. and a former secretary of the Massachusetts Association of Woman Lawyers.

Wolff, who will be paid $3500, is a graduate of the Harvard law school, prominent in colored fraternal organizations. He has been connected with the district attorney's office.

The resignations of former Assistant Corporation Counsel Vittorio Orlandini, Sadie Lipner Shulman, Charles J. Inness, Edwin G. Gallagher and Ernest D. Cooks were presented on demand of Counsel Silverman.
Mayor James M. Curley today approved the appointments made by Corporation Counsel Samuel Silverman as assistant corporation counsel to fill vacancies due to resignations which had been directed.

First place in the list goes to Henry E. Lawler of Jamaica Plain, chairman of the Democratic City Committee, and one of the most valuable of the mayor's assistants in the recent campaign, who will receive a salary of $6000. The others are as follows:

Julian D. Rainey, 6 Haley street, Roxbury, chairman of the negro division of the National Democratic Committee and a national director of Governor Smith's campaign for President; salary, $5000.

Charles E. Leonard of 19 Roseway street, Jamaica Plain, practicing attorney for twenty-five years; salary $5000.

Mrs. Mary A. Costello of 52 Dustin street, Brighton, practicing attorney for thirteen years, past chief ranger of the Catholic Order of C. C. Eaters and former secretary, Association of Women Lawyers; salary, $3500.

James G. Wolff of 36 Bayard street, Allston, prominent in negro fraternal organizations, whose father was once State commander of the Grand Army; salary, $3500.

These appointments follow the resignations of Vittorio Orlandini, Sadie L. Shulman, Charles J. Innes and Edwin D. Gallagher, assistant corporation counsel, and Ernest D. Cooke, city conveyancer.

Mayor Curley appointed Theodore C. Haffenreffer of 21 Brookside avenue, Jamaica Plain, to the position of park commissioner, vice Charles H. Innes, resigned.

Mr. Wolff is a graduate of Harvard University Law School and has practiced many years. He is prominent in colored fraternal organizations and the Equal Rights League, and his father was State Commander of the Grand Army of the Republic. For many years he was connected with the district attorney's office.

Mrs. Mary Costello, 52 Dustin st, Brighton, received an appointment at $5000 a year. She has been practicing attorney for 13 years, was born in Boston and was graduated from the Portia Law School in 1916 with LL.B. degree. She is a past high chief ranger of the M.P.C. E., the second woman elected to that position. She is a past secretary of the Massachusetts Association of Women Lawyers.

The other appointment was that of Charles E. Leonard, 19 Roseway st, Jamaica Plain, $2500 annually. He is a member of the Elks and a practicing attorney for 25 years.
Curley Praises Ratshesky for His 1930 Work

Curley Deplores Raids on Chinese

Reth Asks Curley to Accept Resignation Today
Boston Presents $25,000 to Legion

Mayor Curley today presented to American Legion officials an order calling for an appropriation of $25,000, the city's contribution to the expenses of the American Legion Convention, to be held here in September.

The presentation was made to John F. O'Connell, state department commander, Carroll J. Swan, chairman of the Legion corporation, and Dr. William H. Griffin, past state commander. The officials expressed the appreciation of the Legion for the contribution.

LEGION'S FUND GETS $25,000

More than 250 men and women attended the first executive meeting of the Boston Tercentenary Committee in Old South Meeting House yesterday and heard addresses by Mayor Curley, former-Mayor John F. Fitzgerald, chairman of the local committee, and others.

Former Atty. Gen. Herbert Parker, chairman of the state committee, outlined the program planned throughout the state in general. Special programs will be held on holidays while special attention will be directed to the marking of historic spots, pageants, parades, fireworks, band concerts, illumination of the Charles River basin, all of which were considered or suggested yesterday.

A resolution was passed calling upon the Massachusetts delegation in Washington to petition the War and Navy departments to have as many soldiers, sailors and marines as possible participate in a special celebration Sept. 17 next.
East Boston Residents Win Fight on Oil Plant Permit

In a demonstration unusual in such affairs at the State House, more than fifty residents of East Boston cheered and applauded Attorney Francis J. Carney, who declared that the permit to keep, store and sell petroleum products, exclusive of gasoline or naphtha, was not regarded as inflammable. The company did not plan to store gasoline in the tanks at 469 Charles street and 60 Maverick Mills, employing 700 workers. The protest of families of the district who were not able to attend the hearing was recorded by Frederick Quinn, representing K. & S. Spray & Co., and by Alexander Sullivan, representing the National Fire Protection Association.

In the course of an exchange between the congressman and Attorney Carney, the latter said: "You're making a speech." To this the congressman replied: "Sure, that's my business.

Representing the company, Attorney Horatio Alden, representing the Maverick Mills, employing 700 workers and with property 1000 feet away from the plant, opposed the proposed increase. Opposition also was recorded by Attorney George Edwards of East Boston, representing the company did not plan to store gasoline in the tanks.

The department will include two colored men, Julian D. Rainey, 6 Haley st., Roxbury, who receives $3000 a year, and James G. Wolff, 24 Bayard at. Brighton, who will receive $3500. Rainey was chairman of the colored delegation of the Democratic State committee and a national director in the Al Smith campaign. Wolff, a Harvard Law School graduate, was for many years connected with the district attorney's office.

MRS MARY A. COSTELLO JULIAN D. RAINNEY

TWO OF THE APPOINTEES

Henry E. Lawler, 11 Elliot st., Jamaica Plain, chairman of the Democratic city committee, an attorney for 20 years, headed the list of appointments in the City Law Department by Corporation Counsel Samuel Silverman, made public yesterday by Mayor Curley. Mr Lawler will receive $6000 a year.

The Mayor also announced the acceptance of the resignations from the Law Department of Vittorio Orlando, Sadie Lipner Shulman, Charles J. James and Edwin D. Gallagher, assistant corporation counsel, and Ernest D. Cooke, city conveyancer.

The new personnel of the City Law Department will include two colored men, Julian D. Rainey, 6 Haley st., Roxbury, who receives $3000 a year, and James G. Wolff, 24 Bayard at. Brighton, who will receive $3500. Rainey was chairman of the colored delegation of the Democratic State committee and a national director in the Al Smith campaign. Wolff, a Harvard Law School graduate, was for many years connected with the district attorney's office.

Mrs Mary A. Costello of Brighton was appointed assistant corporation counsel. She was graduated from Portia Law School in 1913.

Charles E. Leonard, 19 Roseway at. Jamaica Plain, was appointed to a $3000 position.

COMMISSIONER OF PUBLIC WORKS SULLIVAN RETIRES

Employees of the Highway Department at City Hall presented a pair of diamond cuff links to Public Works Commissioner Sullivan, who, at 70 years of age, retired yesterday, after 42 years of service for the city of Boston.

The presentation was made by Jack Crowley, brother of Superintendent of Police Michael Crowley, assisted by James Gallagher.

Mr Sullivan began his career as a city of Boston employee in 1888, under the city engineer, giving lines and grades of Stony Brook conduit. When the Engineering Department of the paving Division was established, he was assigned to it and had charge of the office under engineers Quinby and Atwood. It was said of him that no man had a better knowledge of the work of the Paving Division than he. In 1926 he was appointed by Mayor Nichols as Public Works Commissioner, to succeed Joseph A. Rourke.
Fitzgerald Talks

In the glorious edifice where the patriots of Colonial times gathered forth to their Boston Tea Party, some 300 leading contemporary Bostonians, members of the Tercentenary Committee, assembled yesterday at Old South Meeting House for the first time in more than four years, to deliberate upon plans for celebrating this city's 300th birthday.

Hints of the general outline of this city's celebration were given by Mayor Curley, Ex-Mayor Fitzgerald, chairman of the Tercentenary Committee, and J. Philip O'Connell, director of municipal public celebrations.

Far as possible, the tercentenary idea will be emphasized in the programs of such municipal holiday observances as those of Lincoln's Birthday, Washington's Birthday, Evacuation Day, April 19, Memorial Day, June 17, July 4, Labor Day, Columbus Day, Thanksgiving and Christmas, Mayor Curley said.

Director O'Connell proposed a great parade Sept 17, which is the date on which Boston, named for St Botolph's town, England, was first settled. In the evening there might be a hand concert, the band playing on a float in Charles River Basin and amplified to listeners on the Boston and Cambridge shores. To Boston Common, he thought, could easily be restored touches such as characterized it in Colonial times.

Fitzgerald Talks

Mr Fitzgerald, who presided, praised the committee's personnel for their willingness, and lauded the committee's representative character, saying that it includes persons whose families have been here for generations, as well as some of those and their children who came over more recently on the Cephalonia, the Seythia and other boats with unpronounceable names.

"All ideas, from committee workers or citizens, will be welcomed," he said. "We must have the support of all elements in its undertaking, and particularly that of the banking group, because we expect them to contribute liberally to the expenses," he said.

There was many a hearty laugh through the proceedings, but the best came when Messrs Fitzgerald and Curley were both upon their feet discussing the band hand concert. Mr Curley said: "Boston is the home of the world-famed Symphony Orchestra, and we can be quite sure that this concert will be a memorable one. We ought to have a band of 2000 pieces . . . It went on.

Here Mr Fitzgerald interrupted to say that he was doubly glad over this concert idea, since mayhap it will give him a chance to do some singing. "Yes, come and think of it, John, doing then, and simply be accompanied by the band," said the Mayor. Every- body roared, and Fitzgerald enjoyed it most.

Curley's Remarks

Director O'Connell told how this committee, constituted substantially as it is today, was appointed five years ago by Mayor Curley, and regretted that "the committee, through no fault of its own, has not functioned since." Mr Curley himself expressed regret about "the lethargy at City Hall in this matter through the four years just ended," and Walter G. Page later referred to this lapsed, idle period as "the strange interlude."

"The Tercentenary anniversary is upon us, and there have been practically no preparations," Mr Curley said. "Upon my return to City Hall I received a sculptors' committee which I created to design some memorials, but which was dismissed soon after I quit office in 1929. Although officially ignored since, this committee has not been altogether idle, but has prepared about 100 sketches for markers for historic sites and objects that will need to be marked for visitors—and I am confident now that all such spots will have markers in time."

Then Mr Curley spoke in warm praise of Chairman Herbert Parker of the State committee on tercentenary, and Mr Parker spoke at length and feelingly about the spiritual significance of the coming events in Boston.

Washington's Share

Judge Robert Grant spoke in the same vein as Herbert Parker, and added that he hoped "to see the united front which the committee's spirit presents."

Mayor Curley was up again, proposing that Washington be early memorialized as to the necessity for assigning to a fleet of warships and 5000 troops to Boston for the Sept 17 events, that 15,000 high school boys of the Metropolitan area cities be paraded on that day, that 5000 state militia be entered in the parade, to which all the major fraternal organizations could contribute floats, and to pay the expense themselves. He indicated his readiness to proclaim Sept 17 a holiday in Boston.

Supt. of Schools Burke told how a committee has been assembling data on early Boston from the most reliable sources, which teachers will be encouraged to present to pupils, he said.

Joseph H. O'Neill told of the late Speaker Joe Cannon's first visit to Boston. A kindly impressed Cannon was with that edifice. "Cannon, then boss of the Appropriations Committee, went back to Washington and pushed through, at Congressman John F. Fitzgerald's urgence, a $400,000 appropriation for the port of Boston, whereas the best I could ever get out of him before that was $100,000," he said.


MOOSE MILK FOR CITY HALL REPORTERS

Moose milk for the City Hall reporters was promised yesterday by Mayor Curley upon learning that Major J. Douglas Black of the 295th Highlanders, who assembled in a barrel as well as moose meat. The meat, he will take home to Jamaica way because he likes it, but the milk he will present to the reporters.

From the Highlanders the Mayor yesterday received a unique ash tray carved out of the hoof of a big moose lagged by the Canadian Highlanders. This will occupy a special place upon the mayor's desk.

HAS NO IDEA OF CEASING WORK

James H. Sullivan Will Enter Business

 Retiring last night as public works commissioner, James H. Sullivan of 14 Melville avenue, Dorchester, publicly stated that he had no intention of going into the exclusion of private life. Completing 48 years of service with the city at the age of 70, he insisted that he had merely gone over the first hurdle and he was ready for real competition.

Hundreds of associates and friends who made the pilgrimage to his office last night on the fifth floor of City Hall Annex did not offer to say "Good-bye," but all wished him good luck, confident of seeing him active in the future development of the city.

For he had much to do with the city's expansion since 1883, particularly the filling in of the Back Bay and increasing the number of streets from about 30 to 1200 miles. And he saw the public works department grow from a single little office to an organization occupying three floors at City Hall, with the largest power and expenditures in the city's service.

On behalf of the staff, Jack Crowley, brother of the police superintendent, and James Gallagher, presented the veteran commissioner last night with a set of diamond-studded cuff links. And the City Workman's Union made him a gift of a solid gold watch as a token of their appreciation of his fairness in dealing with them.

The retired commissioner will spend a few weeks in the country, and then, the friends said, he was ready to engage in private business, for he pointed out that he is only 70 years young and felt like living many years more.
EVANS IS RETIRED FROM POLICE FORCE

Deputy Superintendent Quits After 47 Years' Service

Nearly half a century of faithful service in the Boston police department ended yesterday afternoon at 4:45 o'clock when Deputy Superintendent Thomas C. Evans left his office at police headquarters.

No formal farewell or testimonials marked the retirement of an officer with more than 47 years of unbroken service as he stepped from the building for the last time as a member of the department. In characteristic manner he said goodbye to his associates and left in company with Mrs. Evans for their home in Dorchester. A few minutes later notification of his retirement was read at rollcalls in every Boston police station.

Capt. Evans, as he has been known since his appointment to that rank in 1921, spent last night at home with a few of his many friends. Among the messages of congratulations was the following from Mayor Curley:

"I have just learned that in conformity with the retirement act your services will terminate Jan. 31. Permit me to express my sincere wish for your continued happiness and my sincere regrets of the loss by the city of such an excellent servant. Despite his 70 years, Capt. Evans declared last night he will not stop working. What he plans to do he has not yet decided, but promised his friends he will stay "in the harness.""

An overwhelming sentiment against any project that would unite them with Boston was registered yesterday by the citizens of Waltham and nine towns located in the Metropolitan area, whose opinions were requested on the plans that have been put forth to make this scheme possible.

OPPOSE ALL PLANS

In general the opinions expressed in these communities followed closely along the same lines as in other parts of the district, where the residents expressed apprehension over losing their identity as a municipality and merging their way of life with that of Boston. In some of the communities on the edge of the district it was impossible to find any of the residents who looked with favor on any sort of a merger, either for the purpose of counting the populations together, for mutual control of municipal departments or for any form of a borough plan.

Post reporters canvassed representative citizens in different sections of Waltham yesterday and in the following towns: Weston, Stoneham, Reading, Wakefield, Needham, Dover, Westwood, Cohasset and Lexington.

In Waltham, the largest municipality in the group canvassed yesterday, it was found that 45 citizens were against anything in the way of a merger of their city with Boston, while six saw some value in the plans for a Greater Boston that have thus far been proposed.

The consent of opinion here seemed to be in favor of having Waltham develop by itself as a trade and manufacturing center for this section of the own town government, and several in Weston who one could be found who favored any form of annexing the town to Boston. The general impression appeared to be that the residents were entirely satisfied to remain under their own town government and several whose views were solicited ridiculed plans that would make their little community a part of a larger Boston in any way. A total of 35 residents of the town dismissed the subject with an emphatic "no."

In Wakefield, Stoneham and Reading, to the north of Boston, the sentiment encountered was overwhelmingly against tying up these communities with one large metropolitan city.

In Wakefield the canvass showed 35 residents against the plans and seven in favor. In Stoneham, 30 opposed and five in favor and in Reading, 26 opposed and four favorable.

SENTEIMENT STRONG AGAINST ONE CITY

Ten More Outlying Communities Record Selves, Through Citizens, as Opposed to Greater Boston

Some expression of opinion for a city form of government was found in Stoneham. The women of the town appeared to be unanimously in favor of having Wakefield remain as it is at present.

In Stoneham it was found that among the younger citizens of the town, some sentiment existed for merging with Boston, but the older residents generally expressed themselves against the plans. There were 11 residents opposed to any form of political affiliation with Boston, while only two saw any value in the scheme.

In Dover a reporter found 14 residents who were opposed to any union with Boston and only one who would favor the project. The residents of the town were emphatic in expressing themselves against anything that resembled official cooperation with Boston in any way.

In Westwood there existed a general indifference to any project with Boston. No one could be found favorable to the plan and 15 expressed their opposition to any form of annexation. It was pointed out that Westwood was once a part of Dedham but was set off as a town by itself about 40 years ago.

The same situation existed in Cohasset, where the residents felt they were too far removed from Boston to be vitally interested in anything pertaining to annexation. No one was found favorable to any of the plans suggested and 10 expressed themselves as opposed to the project.

While 38 residents in different parts of Lexington were against the merger plans and six in favor of it, many were encountered who said they were regarding the matter with an open mind.

Several mentioned the possibility of securing a lower tax rate if Lexington was made a part of Boston. The significance of Lexington's Revolutionary history was frequently cited by those interviewed.
PORT FACILITIES

To the Editor of The Herald:

If Boston ever takes a leading place as a port of import and export, it must be through more convenience, lower port charges and quicker turn-about for vessels.

At the Port of Boston, a railway circuit for all piers must be provided, available for freight from all lines at the minimum of cost. Local freight by truck should have the advantage of unencumbered traffic approaches to piers. This means that a belt line railroad to accommodate all locations for commercial wharves must be available for all railroads entering Boston; also that a tunnel, or bridge, to facilitate trucking transportation, must be constructed from the city proper to East Boston.

With these facilities and the necessary piers and warehouses for liners and tramp ships, Boston's advantages as a commercial port are of a most encouraging nature.

In comparison with the shipping advantages of the port of Boston, it is interesting to note the situation in New York. In New York 35 per cent of all shipments are delivered from trucks, the goods being contributed by the port district itself. The tonnage of full cargoes such as oil, sugar and flaxseed increases the foreign trade originating in the port to 45 per cent.

Out of the 9471 tons of steamship cargo trucked locally within the Metropolitan area, 3378 tons or 37 per cent, had to cross a major waterway such as Hudson river, East river, Lower bay, Kill Von Kull or Arthur Kill, in moving between piers and shippers.

Of the local port traffic 63.5 per cent, moved to and from points in Manhattan and the remaining local freight moved to and from the New Jersey waterfront with Brooklyn second. The survey from which these figures were taken also show that 25 per cent of New York freight not locally originating, comes to or leaves New York by rail and is nearly all transferred to or from steamers by lighters.

The movement of Canadian grain in bond through New York is increasing rapidly and promises a continued net growth. An ice-free harbor and fast and frequent liner service has attracted Canadian wheat to the port of New York.

Boston has the free port; is many hours nearer Europe than New York; has railroad lines connecting with our own and the Canadian West and is the natural heir to grain shipments which are unable to move via the St. Lawrence during several months in the year when the need for transportation is most pressing.

Let Boston secure its Union belt line transportation; take measures for the utilization of its natural and available dock frontage; provide suitable tunnel or bridge transportation facilities; create proper storage and warehouse advantages and place in the hands of its port authority sufficient authorization to go ahead with assurance of support. The municipality of Boston has here a tremendous responsibility of initiative and the activity of the commonwealth must be thoroughly stressed at this session of the Legislature.

ROBERT D. MCKAY.

Chelsea, Jan. 28.
Mayors of Newton, Chelsea
Reticent on Greater Boston
Reserve Judgment Until Definite Plan Is Presented; Quincy Executive Denounces Scheme

The idea of a metropolitan Boston has been talked of for years but until now no one has given it serious consideration. I'm not personally familiar enough with the suggested plan of Mayor Curley to say whether or not I am in favor of it. I do know that he's not asking the cities and towns to surrender their local identity and become completely merged with Boston. What he has in mind is something entirely different, and personally I'm inclined to think it has much in its favor. Never, various forms of government will be studied thoroughly before a change is made, and this will not be until after the tercentenary year.

Mayor John J. Whalen of Chelsea said he was not prepared to take any stand on the proposal until such a time something tangible in the form of a new form of government had been advanced. "I have heard of no popular sentiment in Chelsea in favor of affiliation with Boston," he added.

DEPLORES BIG CITIES
It is difficult to understand just what advantage would accrue to Quincy through annexation, and quite as difficult to understand what gain Boston would receive even if it did achieve fourth place among the cities of the United States. Big cities are usually squalid and miserable in spots, breeding poverty and other ills inextricably bound up with large population centres.

For Quincy, annexation would mean the wiping out of her individuality, a loss of sentiment for the things that make a community worthwhile, as well as her complete subjection to the will of a larger city. Quincy is not prepared to give up her traditions and her right to govern herself merely to swell population figures.

The plan does not find much enthusiasm among town officials of Hingham, Hull or Cohasset.

According to William L. Foster, chairman of the Hingham selectmen, people of that town do not feel that a Greater Boston reaching as far as Hingham would be of benefit to them. The present form of government, according to Mr. Foster, is the best type for a town of the size of Hingham. W. O. Souther, Jr., chairman of the board of selectmen in Cohasset, said that it is generally felt in the town that it is outside the scope of the Metropolitan Boston plan, and that at any rate the idea has little to commend itself in the way of benefits to be gained.

In Hull, where Mayor Curley has a summer residence, Chairman C. V. Nickerson of the selectmen said that the town officers were not familiar enough with the plan to comment on it. Mr. Nickerson was himself doubtful whether the town would gain anything under the plan.

Newton and Quincy
Mayor Sinclair Weeks of Newton said:

If Mayor Curley's plan involved straight annexation of Newton and other communities in the metropolitan district, I would say immediately I was emphatically opposed to it. The project which he outlines is so vast and calls for so much weighing of arguments both for and against it that I should need considerable time to make a careful study of it before venturing an opinion. The idea of metropolitan police and fire departments as well as water and sewer systems has much to commend itself.

Mayor McGrath of Quincy sees no gain for his city in becoming an "appendage" of Boston, but agrees that there is "some merit" in Mayor Curley's contention that the cities and towns that pay for the vast projects of the metropolitan district commission should have direct representation in that body and a voice in its expenditures. He said:

The state neither helps nor guarantees credit to the metropolitan commission, and it should not take to itself the power of nominating its members. Personally I do, not believe there will be sufficient strength behind Mr. Curley's proposal to make it effective, but that does not alter the fact that the commission, although efficient in its present activities, should be made more directly answerable to those who maintain its huge improvement programs.

INVITED TO NORWOOD
Replying to an open letter addressed to him by the editor of the Norwood Messenger, in which he was invited to explain the asserted benefits of a Metropolitan Boston plan to the people of Norwood, Mayor Curley stated that no concrete method of operation has yet been formulated and that until something of this sort is evolved he will attempt no detailed explanation of the plan in its application to individual communities. The task of working out a plan has been entrusted to a committee of experts and Mayor Curley does not look for a report from them for several months.
LAUNCH BOSTON TERCENTENARY

Fitzgerald Inducted as Committee Head—Several Speak

MAYOR FOR PARADE OF 25,000 REGULARS

Former Mayor John F. Fitzgerald was inducted into office yesterday afternoon as chairman of the City of Boston Tercentenary Committee in the presence of nearly 300 representatives of various groups that make up the organization. The ceremony was held in the Old South Meeting House, Sept. 17, to be Boston day. Mayor Curley was chairman through the ten yesterday. The real work in making Boston’s part a success, he said, was to secure a man who knew and studied with the Puritan ideal, who had studied and understood the men and women of the early day, the founders, and loved them, and such a man had been available in the person of former Mayor Fitzgerald.

Mayor outlined the official plan for the Boston participation in the general year-long celebration and said it was hoped to have the places of historic interest, not already marked, indicated by some sort of marker by Sept. 17. He also expressed a hope that it might be possible to have the Charles River project dedicated by that day, and to have daily concerts on ships moored in the harbor. At the conclusion of the mayor’s talk, and before he installed Chairman Fitzgerald, the mayor called on former Atty.-Gen. Herbert Parker, chairman of the Massachusetts Bay Colony Tercentenary Commission.

COMMEMORATIVE SERVICE

Mr. Parker dwelt upon the thought that the great day in the state observance July 15, was to be devoted to a commemorative service. Mr. Fitzgerald’s talk was brief, devoted to what a wonderful start had been made, his principal message being “Let’s go.” The meeting, he said, was “like the shot heard round the world.” He called on Mrs. Curtis Guild, who said the hope there would be something that she could do to help, and that she would gladly do it. John Jackman, who said that the entire State of the United States, without one dissenting voice, was simply waiting for Massachusetts to announce the time and place of its celebration.

Mayor Curley’s proposal to ask the war department to concentrate 25,000 troops to march in the Boston day parade and the navy department to order the largest fleet of naval vessels to Boston harbor ever seen here, brought an immediate response from Gen. John H. Doran, who said that the Massachusetts congressmen be asked to take it up with those departments. This, with several other motions, was referred to the executive committee, which was formed, with the chairman for its head, and the committee was authorized to recruit up its sub-committees from outside the general committee, but only with the approval of the mayor. Superintendent of Schools Jeremiah Burke expressed his personal confidence that the school committee of Boston would unite with the others to make

Boston Day a success.

Mrs. William Lowell Putnam reported that her race groups were eager to make their contribution to the Tercentenary. Vincent Brown, Massachusetts head of the Sons of Italy, reported similarly for his organization.

Capt. Thomas G. Frothingham, head of the Bunker Hill Monument Association, reminded the chairman that they had both marched as schoolboys in the 250th anniversary and he felt sure that the schoolboys of today would be in line Sept. 17.

Director of Public Celebrations J. Philip O’Connell reported that there had been 284 acceptances of the 300 invitations sent to prospective committee members.

Other speakers included William C. Crawford, Boston City Club; James H. Carney; Edward J. Dunn; Walter Gilman Page; Frank Chouteau Brown; N. Winthrop Robinson, head of the Dorchester committee; Miss Elizabeth M. Herliby, city planning board; Richard Dyer, Central Council of Irish County Associations; Mrs. Charles L. Bogan, Woman’s Patriotic League; Mrs. Frances W. Marshall, Daughters of Union Veterans of the Civil War; Mrs. Henry D. Taffor, Women’s Municipal League; Frank S. Davis, Maritime Association; Dean Gleason L. Archer, Suffolk Law School; Edward P. Barry; Rabbi H. H. Rubinson; Col. George A. Hosley, Kearsarge Naval Veterans; Nathan Sill, Boston Central Labor Union; Thomas M. Green, Charitable Irish Society; Joseph H. O’Neill; Dr. Walter O. Taylor, spokesman for the colored people of Boston, Judge Frank Leveron.

A feature of the meeting was a speech by Henry M. Rogers, 80 years old, and a Civil War veteran, who said he wanted to offer his services to Chairman Fitzgerald “as a private soldier” as he had done to President Lincoln.

Do the hotels get ALL the benefits? In a city the size of Boston, statistics show that local business groups OTHER THAN HOTELS get ninety three percent of the tourist dollar. The visitors dollar certainly does not go alone to the hotel man, but is circulated to the point where it embraces practically every business activity in the city.

Mayor Curley has announced plans for a resumption of a municipal publicity bureau, discarded under Peters and Nichols regimes. The hotel men of the city are behind Mayor Curley in this plan—just as the hotel men of the State were behind the movement to get a State Publicity Bureau, and which they did after a 12-year fight. Only—we hope the Curley bureau will be more of a reality than the State Industrial bureau has been—up to this writing.

During the year Boston has within its gates many of the world’s outstanding figures. Some of them come individually, some in groups. We recall, during our reportorial days at City Hall under the first Curley administration, how the Mayor acted as host in many many cases—and frequently out of his own pocket—but the true spirit of hospitality was there. In those days the city was a gracious host. Came the Peters and Nichols administration and the end of Publicity Bureaus.

Now the Mayor has an opportunity to do something worth while. We hope he does not wait for the State Industrial Commission to tell the city what a splendid city Boston is for RECREATIONAL INTEREST.

There is much to be done further to improve conditions, emphasize the city’s advantages, and protect her position. There never was a period in which the future prosperity seemed brighter, and the establishment of an Expansion Bureau by Mayor Curley should prove highly valuable in promoting the prosperity and popularity of Boston.
MAYOR CURLEY PRESENTS BOSTON'S ORDER FOR $25,000 TO BOOST LEGION CONCLAVE

Mayor Curley yesterday presented Boston's order for $25,000 to the American Legion, to assist in defraying the expenses of the national convention in this city next September. The presentation took place at City Hall and the order was handed to State Commander John J. O'Connell, Carroll J. Swan, president of the Legion Corporation, and Dr. William H. Griffin, past state commander. Legion officials expressed their appreciation of the gift by the city.

POLICE ASSAILED FOR FAN TAN RaIDS

Mayor Pledges Chinese He Will Attempt to Halt Unnecessary Arrests

Mayor Curley made a contribution yesterday to the observance of the Chinese New Year's day by attacking the police department for unnecessary raids on games in Chinatown. His criticism was expressed during a visit of Chinese merchants to his office.

"It seems that, every time a safe is robbed or a murder or some other major crime is committed," said the mayor, "the police come and raid in Chinatown and arrest many persons whom they charge with gambling. I think that it is time that the police stopped the practice of making these raids. You Chinese ought to have the privilege of obtaining whatever pleasure and enjoyment you can derive from fan tan, dominoes or even poker and until you debouch white persons whom I understand are never allowed to participate in your games, I believe that the police should let you alone."

As far as any invasions of your rights in any matter over which the mayor has authority is involved, I assure you that the door of the mayor's office is always open and if I am unable to give you the relief which you deserve, I certainly will give you every possible aid in obtaining such relief."

A group of prominent Chinese merchants, who pay taxes upon property valued at more than $1,000,000, visited the mayor's office. They were presented by Edward P. Barry.

ELLIOT H. GOODWIN GIVEN OATH BY ALLEN

The long-drawn out controversy over the re-appointment of Elliot H. Goodwin as state civil service commissioner came to an abrupt conclusion yesterday afternoon when Gov. Allen administered the oath of office to the commissioner.

The Governor and the commission conferred for 10 minutes after the brief ceremony had been concluded.

MAYOR CURLEY SIGNING ORDER FOR $25,000 TO BE PRESENTED TO AMERICAN LEGION AS BOSTON'S SHARE TOWARD NATIONAL LEGION CONVENTION HERE

Right to Left—John J. O'Connell, department commander, American Legion of Massachusetts; Mayor Curley; Dr. W. H. Griffin, chairman parade committee; Carroll J. Swan, president of 1930 convention.
GREATEST SHOW
IN HUB'S HISTORY

Tercentenary Celebration Plans of Mayor Endorsed by Committee of 350 Leading Bostonians

TERCENTENARY HEADS CONFER

Principals in celebration of city's part of the 300th anniversary celebration shown yesterday at the Old South Meeting House. Left to right: Chairman John F. Fitzgerald, Colonel Thomas Frothingham, Henry M. Rogers, Dean Gleason L. Archer of Suffolk Law School, Mayor Curley and Executive Chairman Frank C. Brown.

Enthusiastic co-operation in Mayor Curley's plan for a brilliant celebration of Boston's tercentenary this year at a minimum expense to the city treasury was promised yesterday by the committee of 350 representative citizens headed by Chairman of the committee.

Chairman Fitzgerald, outlining plans for the organization of the committee and his desire to attract the support of every group in the city, "especially the bankers, because we want their money to make this the greatest observance in the annals of Boston." Of the 360 who were invited to attend the meeting as members of the tercentenary committee, 280 accepted, and Chairman Fitzgerald declared that it was the most representative assembly ever held with "the Scythia as well as the Mayflower passengers listed through their descendants."

PLEDGES GREATEST SHOW

Declaring that the city had got away to a late start, because of the "lethargic situation during the past four years," the Mayor announced that Boston would put on the greatest show in its history through the efforts of the committee serving under former Mayor John F. Fitzgerald, whom he presented as a "vowing man, a human dynamo of energy and activity, who will arouse the interest of the city he loves most."

Chairman Fitzgerald was given a warm reception by the committee, particularly when one of the members declared that he had no objection if the former Mayor could make the celebration a handle to his campaign for the governorship.

Representative Assembly

"Well, let's go," counseled Chairman Fitzgerald, outlining plans for the organization of the committee and his desire to attract the support of every group in the city, "especially the bankers, because we want their money to make this the greatest observance in the annals of Boston."

Of the 360 who were invited to attend the meeting as members of the tercentenary committee, 280 accepted, and Chairman Fitzgerald declared that it was the most representative assembly ever held with "the Scythia as well as the Mayflower passengers listed through their descendants."

Plan Big Day Sept. 17

Co-operation of the Commonwealth was recorded by Chairman Herbert Parker of the State Tercentenary Commission, who was chosen by Mayor Curley to deliver the Independence Day oration at Faneuil Hall.

On motion of General John H. Dunn, the committee adopted a resolution, recommending the Bay State delegation in Congress to secure the approval of the federal government to the assignment if the largest number of troops and vessels here on Sept. 17, to participate in the Boston Day celebration.

The Catholic Schoolboys' parade could be put over until Sept. 17, so that the 30,000 student soldiers might take part in the celebration, was the opinion of Mayor Curley and Executive Chairman Frank C. Brown, Superintendent of schools.

Celebration Starts Feb. 16

Suggestions for parades, concerts, music festivals, athletic events, parades, marine demonstrations and other features were offered by the members of the council and referred to sub-committees organized to draw up the program, at further meetings which will be held within a few days. The tercentenary celebration will actually start on Feb. 16, when the schoolchildren of the city will hold a joint celebration-Lincoln-Jefferson observance at Symphony Hall, with Mr. Burke as the orator, the Mayor announced. From then on the celebration will continue with expanded programmes for a few days, with attention being given to the day and Sept. 17, the anniversary of the settlement of Boston 300 years ago.

Replica of Mayflower on River

Already the Mayor has ordered the committee to arrange a programme of distinguished guests, including the president of France and the descendants of Lafayette, Rochambeau and other heroes in the battle for liberty. The Mayor of London, Eng., would be invited to be present on Boston Day, he said.

For the Independence Day celebration, the Mayor proposed the participation of distinguished guests, including members of the State Tercentenary Commission, who outlined the activities of the celebration, and he urged that they contribute pictorial floats for the parades out of their own funds.

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May Have Cow on the Common

As explained that it was his desire have every patriotic, racial, religious, social and civic organization concerted in the celebration, he urged that they contribute pictorial floats for the parades out of their own funds.

For the Independence Day celebration, the Mayor proposed the participation of distinguished guests, including members of the State Tercentenary Commission, who outlined the activities of the celebration, and he urged that they contribute pictorial floats for the parades out of their own funds.

Notables Pledge Support

Among those who pledged their support to the city's committee were: John Robert Grady, Curtis Guild, John Jackson Walsh, Mrs. William Lowell Putnam, chairman of the Naval War Veterans of the Sons of Italy; Dean Gleason L. Archer of Suffolk Law School, Mayor Curley and Executive Chairman Frank C. Brown, Governor Edward F. Barry, Judge Leverett Saltonstall, President William C. Crawford of the City Club, who offered the use of the Civic Center to the committee, James II. Cushing, former president of the Charitable Irish Society; Chairman Frank C. Brown of the executive committee, Chairman Frank C. Brown of the executive committee, Chairman Frank C. Brown of the executive committee, Chairman Frank C. Brown of the executive committee, Chairman Frank C. Brown of the executive committee, Chairman Frank C. Brown of the executive committee.
Mayor Curley Presents Legion With $25,000

Mayor James M. Curley, second right, shown yesterday at City Hall as he wrote out the city's order for $25,000 for the American Legion national convention to be held here in September. Shown are, left to right, Carroll J. Swan, Dr. William H. Griffin, ex-State Commander, Mayor Curley and State Commander John F. O'Connell. Swan is chairman of the corporation corporation.

McCORMACK FAVORS RETALIATION PLAN

WASHINGTON, Jan. 31 (AP)—Representative McCormack, Democrat, Massachusetts, today made public a letter addressed to Mayor Curley of Boston in which he concurs with the mayor in the belief that New England congressmen should form a bloc to retaliate against farm relief in the tariff contest.

"The agricultural bloc," McCormack wrote, "appears to have absolute control over the actions of Congress; dominating committees and securing what they desire, no matter how expensive it may be to the rest of the country. It is a powerful organization. There is no such organization existing among the New England members, particularly among the Massachusetts delegation."

Asserting that there is no question but that there exists in Congress a strong feeling against New England, he said the results of it would be discrimination against that section in the final drafting of the tariff measure.

"An organized Massachusetts or New England delegation is more powerful and would secure greater results than each one of us acting independently," McCormack wrote. He added the Massachusetts Democrats would co-operate with the Republicans in the tariff controversy and declared it was up to the Republicans to decide on the course of action.

CIVIL SERVICE BOARD MAY REJECT P. F. TAGUE

There was an unconfirmed rumor last night that Peter F. Tague, named by Mayor Curley as principal assessor might not receive the approval of the civil service board. He visited Gov. Allen yesterday but the purpose of his visit was not disclosed.

The board is scheduled to hold a meeting next Tuesday and there is a strong possibility that at least some of the Curley appointees will be confirmed on that day. Besides Mr. Tague the commission is investigating Joseph A. Rourke for building commissioner; James E. Maguire as institutions commissioner; John J. Lydon, soldiers' relief commissioner; Joseph A. Conry, traffic commissioner; Edward P. McLaughlin, fire commissioner; Helen Countie Galvin, city registrar; Michael H. Giororan, sinking funds commissioner and John Martin, Park commissioner.

Standish Wilcox, familiar figure of the Curley administration, shown yesterday at City Hall as he purchased a ticket for the Daily Record's Metropolitan Theatre Midnight Troy Benefit Fund show. Mr. Wilcox was a friend of James J. Troy, the slain officer. The girls are (l. to r.) Katherine Eagan, Christiane Kammerer and Jane Loots of the C. Wesley Fraser Radio Vaudeville Exchange.
Events happening in rapid succession this week have revealed to us the splendid character of Dr. Charles F. Wilinsky, the high esteem with which he is regarded in his own given field, and his deep devotion to the institution he has been directing since 1928—the Beth Israel Hospital.

Apparently the announcements in the general press concerning Dr. Wilinsky's affiliation with the city's health work were read either hurriedly or thoughtlessly, since the general impression created was the fact that Dr. Wilinsky had resigned from his post at the Hospital. General alarm and consternation followed. The chief question seemed to concern the future welfare of the institution to which its executive director had given all of his time, effort, and capabilities.

We are most anxious, therefore, to correct this misunderstanding. Dr. Wilinsky has no such intention—neither have the trustees of the Hospital. They value his services too highly to relinquish him entirely!

It is a point of pride with us that the person who has been guiding the activities of the new Beth Israel Hospital since the dedication of its new buildings in the summer of 1928 is considered an expert in the field of child hygiene and preventive medicine that his services in other broader spheres are in great demand.

That is why Dr. Francis X. Mahoney, City Health Commissioner, has been so desirous of having Dr. Wilinsky return to the place largely created by himself, which has been vacant for nearly two years.

Mayor Curley, appreciating Dr. Wilinsky's capabilities, knowing his years of experience and labor on child welfare problems, was anxious for his return. Dr. Wilinsky, however, would not hear of leaving the Hospital. The Mayor, feeling that even a part-time affiliation was better than none at all, agreed to a compromise—a most happy one, in our opinion. And Dr. Wilinsky returned to a former labor of love, this time to assume supervision of the health units.

Dr. Wilinsky is constantly besieged with flattering offers. Recognized as a national authority in his chosen field, other cities throughout the country wish to avail themselves of some of his knowledge and experience. He is constantly in demand as consultant and writer. Medical and health publications want any and all of his articles on child welfare and preventive medicine. Cities in other States consult him with regard to their health work. As a matter of fact, he is at present consultant on several huge projects similar to the Health Units in Boston maintained through the generosity of the George Robert White Fund in the establishment of which Dr. Wilinsky has had such a notable part.

Is it any wonder, then, that Dr. Wilinsky—having a broad view of his duty, having a remarkable capacity for work, having no fear or thought of the hours he must devote to a given task, having no fear either of adding many more daily problems to his burdens, willing to make personal sacrifices—made this compromise? Here was an opportunity to serve in a wider sphere than the Beth Israel Hospital offered, without giving up his duties there. It is simply a case where an expert, called upon to render a service beyond his own immediate post, answers the call, because he wishes to serve in an even greater measure.

This does not mean that the Beth Israel Hospital will suffer. It means that he has added to his many strenuous duties. It means that he will continue, as heretofore, to give of himself to the utmost of his strength, time, knowledge, experience and ability, in maintaining an intimate, detailed affiliation with every department of the institution which has his deep affection and major interest.

How great is this affection can best be illustrated by the fact that Dr. Wilinsky is contributing to the Hospital an annual sum of $5,000—which represents the entire amount of salary he will receive from the city. Thus, he is in effect reducing his own salary by $5,000, and the Hospital, not Dr. Wilinsky, is benefitting materially by its director's new affiliation. It is an act of extreme generosity, which leaves the Mayor, the Hospital, and Dr. Wilinsky satisfied and pleased.

The name of Dr. Wilinsky properly belongs in the scheme of Boston's public health, for he served the city from 1909 until June, 1928: First, as a school physician, then as medical inspector, then as organizer of the Blossom Street health unit, and finally as Deputy Health Commissioner in charge of child hygiene and the numerous health units which followed the experimental Blossom Street institution.

The creation of this system of health units has been Dr. Wilinsky's chief work until he took charge of the Beth Israel. Twenty years ago, his attention was first attracted to the need for the wider application of preventive medicine and public health measures. Gradually in work as well as thought, he began to emphasize prevention instead of cure.

When the health unit plan began to take root in other cities, Dr. Wilinsky, who strongly favored this local centralization of all health and welfare agencies, persuaded Mayor Curley—then Mayor—to introduce the plan in Boston. Making a careful study of these units where they existed, for seven years, from 1915 to 1922, Dr. Wilinsky developed the unit on Blossom Street, and with it completely won the Mayor's favor. The George Robert White bequest in 1922 made the wide extension of the health unit system an actual reality, and the next six years were spent in building and putting into operation new units in all the poorer sections of the city.
Governor and Mayor Hosts to Chief

With more than 2200 members and women guests of the Massachusetts Department of the American Legion crowding every available dining room on the second floor of the Hotel Statler, and 400 ticket purchasers turned away for lack of accommodations, at the Legion's annual "get-together," and reception to National Commander O. L. Bodenhamer last night, the maître d'hotel's office revealed that it will be a physical impossibility for women to attend future annual Legion banquets.

Legion committee members admitted last night that future banquets of the State department will probably be either "stag" affairs or admitting Legion Auxiliary members or "Gold Star Mothers."

"This is the largest hotel banquet ever held in the city of Boston," said an official of the hotel. "It exceeds last year's annual Legion banquet here which held the record until today."

Every Inch of Space Taken

The statistics for Boston's "largest hotel banquet" were staggering. While the hotel officials were too rushed to compile many figures, it was estimated that 25,200 pieces of china and glassware and 14,700 knives, forks and spoons were used in serving the Legion guest who were seated in the main ball room, the stage, the foyers, the Georgian room, and two other private parlors.

When speaking began, the guests in the outside dining rooms crowded into the ball room where standing room alone was available. From the top of the stairway in the foyer to the last backdrop of the stage, every inch of room was occupied.

Ovation to Bodenhamer

The crowd, colorful with the Legion dress uniform of the men and the evening gowns of their women guests, gave storms of applause to the guest of honor, Commander Bodenhamer, as he began his speech. His address was broadcast over Statiion WEE-WEEBA, with a personal message to the veterans in the hospital who were "listening in" on the banquet.

In remarks to the veterans in the hospitals, Commander Bodenhamer criticized Congress for its delay in building Government hospitals for the disabled World War veterans and remarked that it would probably take the Government "two or three years, but it will be worth while.

Governor Praises Legion

Gov. Allen declared the American Legion is the logical repository and guardian of the cause of patriotism is this country and that there can be no greater comfort to the lovers of our land than the thought that the millions of men and women who risked all for their country in the World War still stand organized and ready to serve again under the banner of the American Legion.

"Tonight as I look at this great gathering, I am impressed as never before by the bond of friendship which will bring together into a single organization the millions of men who served their country in the World War," he said. "To mobilize sentiment of comradeship has brought you together this evening to do honor to the commander-in-chief of the American Legion.

Honor in Sacrifice

"War is a grim tragedy and compared with the horror it works, offers but little compensation. I dare say, however, that none of you here tonight would care to surrender the great distinction and honor which you enjoy by reason of your devotion and sacrifice in the World War."

"Tonight, as we gather here, we are reminded of friendships made in the dark days—when a tottering civilization staggered and seemed about to tumble over. Nothing can equal the friendships of men who faced death together, and, as the years pass, this friendship will not diminish but grow in warmth and ardor."

COMANDER LUNCHEON GUEST OF GOV. ALLEN

Arriving at the Back Bay Station at 9:00 o'clock yesterday morning, Commander Bodenhamer went through a day's work with handshaking, speech-making, conferences, and "Hinky, Dinky, Parex Vous."

"It was the strains of that famous war-time song that met his ears as the train came to a stop, being played by Emmett O'Brien's band from Cecil W. Fogg Post 73, A. L., of Hyde Park, which had assembled at the station to welcome the national commander."

Mayor Curley makes Fitz chairman of the tercentenary committee. Always knew there was harmony as well as melody in Sweet Adeline.
The State investigation of the circumstances surrounding the recent pensioning of ex-office police officer Oliver B. Garrett of Boston is, evidently, not to proceed with great speed. Last Thursday the House of Representatives adopted a resolve which directed the Attorney General to appoint a committee to examine into the facts and circumstances of the case. The resolve was then referred to the House Committee on Ways and Means, and that committee has stated that it will give a hearing on the matter a week from Tuesday. Should the committee report in favor of the investigation, the House will vote on the resolve, and, if the House votes in favor of the investigation, the matter will proceed to the Senate. The public, especially the politicians, would like to know the results of this investigation. The investigation has been referred to the House Committee on Ways and Means, and that committee has stated that it will give a hearing on the matter a week from Tuesday. Should the committee report in favor of the investigation, the House will vote on the resolve, and, if the House votes in favor of the investigation, the matter will proceed to the Senate. The public, especially the politicians, would like to know the results of this investigation.

The story was that Ex-Senator William J. Butler would announce last week his intention of being a candidate for Governor. Ex-Senator Frederick H. Gillett also announced his intention of running for Governor. Neither Gillett nor Butler was mentioned by Mr. Fuller in his statement that he would run for Governor. Mr. Fuller also stated that he would run for Governor if Mr. Butler did not run.

One thing is certain, however, the case has given the Democrats in the Legislature the opportunity to make their political capital in the debates and they have improved it. In the House, as well as in the Senate, a few Republicans have favored the investigation, but for the most part the Democrats have been its active promoters. The Republicans have not appeared in the best possible light from the public standpoint, but that is a disadvantage which the party in power must always have.

The Senatorial Outlook

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BEST DEFENSE FOR AMERICA, LEGION'S PLEA

In the event the five-power naval parity in London fails of a parity agreement involving substantial disarmament, the American Legion will demand of the federal government that the United States naval and military defensive forces be built up to the point where they are second to none in the world.

This statement was voiced last night by O. L. Bodenhamer, national commander of the American Legion, at a dinner and reception in his honor at the Hotel Statler. More than 2500 Legionnaires and their friends heard Commander Bodenhamer make clear his position on the Legion's conception of a safe and sane policy of national defense.

COMMANDER'S POLICY

The Legion head said it is the policy of his administration to urge upon Congress the nomination of a commission to study the whole question of national defense and recommend legislation that will lead to the nationalization of industry, resources and man power in the event of war, and eradicate profits from warfare.

"We should have a system of national defense which will provide that no individual or group shall profit at the expense of war. It should be made impossible for one man to sit in the lap of luxury while his neighbor wallows in the mire of the battlefield," he said.

Comdr. Bodenhamer referred to the Legion's activities on behalf of disabled veterans. He deplored "the great lack of national hospital facilities" and declared that no greater crime can be perpetrated than to continue this conduct. He asserted that jails, poorhouses and penitentiaries are now being used to house disabled veterans for lack of adequate hospital facilities.

The gathering was presided over by John J. O'Connell of Amherst, commander of the Department of Massachusetts.

PRAISED BY ALLEN

A roar of greeting went up from the guests when Governor Frank G. Allen was introduced. He told the legionnaires that their organization is the greatest repository and guardian of the cause of patriotism in this country. Continuing, he said:

"In an age when the world seethes with the agitation of destroyers, when nationality is challenged and the foundations of patriotism are assailed, there can be no greater comfort to the lovers of our land than the thought that the millions of men and women who risked all for their country in the World War still stand organized and ready to serve again under the banner of the American Legion."

Mayor James M. Curley was unable to be present owing to the illness of his wife and sent as his representative Capt. John J. Lydon, recently named as a soldiers' relief commissioner.

Dr. William H. Griffin, past commander of the Massachusetts department, was presented with a past commander's jewel by past Comdr. Gen. Edward L. Logan. In acknowledging the gift, Dr. Griffin revealed that in 1924 he visited Mayor Curley at City Hall with a delegation from Suffolk County asking permission to hold a county Legion convention in Boston. While giving his consent, Mayor Curley suggested that an effort should be made to bring the national convention to Boston in 1930 and said, "When I am mayor then I will donate $25,000 toward the entertainment."

"Last week," said Dr. Griffin, "Mayor Curley made good this promise."

On behalf of the Legion Auxiliary of Massachusetts Miss Anna M. Manion, department president, pledged the active support of the auxiliary in making the national convention in Boston next October a success.

Capt. William Gu迄tason of the Metropolitan Opera Co., New York, sang. He appeared in New York yesterday afternoon in "Aida," following which he rushed to Newark and chartered a plane to bring him to Boston.

A State luncheon was tendered the Legion commander at Hotel Statler at 1 p.m. There was no spectacles.

NOTABLES AT LUNCHEON

In the gathering were: Lieut.-Governor William S. Youngman, Atty.-Gen. Joseph E. Warner, State Secretary F. W. Cook, State Auditor Alphonse R. Cook, Mayor James M. Curley, Rev. Cornelius Reardon, of Waverley, State chaplain; State Comdr. J. J. O'Connell; former State commanders, Gen. Edward L. Logan, Dr. William H. Griffin, John W. Reth and Judge Francis J. Good; President Gaspar Bacon of the Senate; Leverett L. Saltonstall of the House; Senator Eben S. Draper; Admiral Philip Andrews and Maj.-Gen. Preston Brown of the First Corps Area; Col. John W. Hyatt; Miss Adelaide Fitzgerald, national vice-president of the Women's Auxiliary; Miss A. M. Manion, department president for Massachusetts; Miss Mary J. Whittaker, State department secretary, and other auxiliary officials; members of the Governor's Council.

Comdr. Bodenhamer leaves today for Barre, Vt., and will later go to New York for a meeting of the national finance committee, returning to visit Rhode Island and Connecticut.

HUB FIRM GETS BIG CONTRACT

$32,000 Granted by Curley to Aid Industry

Explaining his desire to promote industry here, Mayor Curley yesterday granted a contract of $32,000 to the Hersey Water Meter Company of this city, to supply meters for the new houses which will be built during the year.

Though there was a total difference of about $100 in the bids submitted by six national firms, the Mayor selected the Hersey company in preference to the lowest bidder, stating that the local company had done expert work in the past and that it supplied a majority of the meters now used in the city.
HEADS OF CITIES IN BOSTON AREA SCORE TAX RATE

Mayors Turn Eloquence on Metropolitan District Commission

“ANNEXATION” MENTIONED

Prime Topic of Somerville Meeting Is Not Curley’s Greater City Plan

What was scheduled to be a conference of representatives of the municipalities of Greater Boston to discuss annexation to the Hub through an unannounced switch in the program, resolved itself into the beginning of a campaign for the abolition of the Metropolitan District Commission and a general revision of the present system of taxation in Massachusetts.

As a result, nearly a score of mayors and selectmen from the towns and cities encircling Boston yesterday discussed at the Somerville City Hall, during a four-hour session, subjects ranging from an increased tax rate on gasoline to appropriating a portion of the earnings of the New England Telephone & Telegraph Co. in excess of 6 per cent, should accrue to the Commonwealth.

Mayor John F. Manning of Lynn related how the General Electric Co., with a plant in his city, paid more in taxes direct to the state than all the other industrial enterprises together paid to the city of Lynn.

WALTHAM’S TROUBLES

Mayor Patrick J. Duane of Waltham revealed the troubles of his municipality in connection with the Waltham Watch Co. He said that the community of which he was head would have to pay the great clock and manufacturing organization $280,000 if a recent decision for abatement of taxes were upheld by the higher courts.

The dominant note of the meeting was a protest of the high-handedness of the Metropolitan District Commission, which was charged with forcing on the smaller municipalities a host of projects. From these projects they derived no benefits, yet had to pay for them in increased taxes.

Dave B. Keniston, commissioner of the Metropolitan District Commission, sat at the side of Chairman Murphy awaiting his turn to rebut the charges.

SEES LEVIES INCREASING

Alongside the presiding officer sat another Theodore N. Waddell, State Commissioner of Accounts, who later threw a chill over the meeting by telling the municipal heads that instead of levies for civic improvements diminishing they would increase.

Mayor Edward H. Larkin of Medford play the Metropolitan District Commission for forcing his city to pay $34,476 on the Cottage Farm bridge and $7000 for the Charles river basin, both of which improvements are located in the city of Boston and he said not of any value to Medford.

Later, Commissioner Keniston informed the municipal leaders that his body was not responsible for the formation of new public organizations.

Mayor Richard M. Russell of Cambridge, while not joining in criticisms of the Metropolitan District Commission, said his city had its financial troubles. He called attention to the fact that his city had a greater proportion of taxed property than any city of its size in the world. He attributed this to the location of Harvard College, Radcliffe College and the Massachusetts Institute of Technology in Cambridge.

CURLEY IN SCORED

Benjamin L. Schwab, acting as representative of Mayor John J. Whalen of Chelsea, scored the ambitions of Mayor Curley of Boston to develop a “Greater Boston” at the expense of the cities and towns surrounding it.

A letter from Henry I. Harriman, chairman of the Metropolitan Planning Commission, was read, in which the writer expressed himself as in favor of an increase in the gasoline tax.

State Commissioner of Accounts Waddell took issue with the previous speaker and his stand and said that municipl officials would ward off financial disaster for their communities.

F. J. Hickey, auditor of Brookline, spoke briefly, asking his hearers not to pass judgment on the annexation-to-Boston question until the whole matter had been given “careful and scientific study.

ALLEN LAUDS LEGION IN WAR

“It is impossible to calculate the value of the service which you young men rendered in World War; America never can and never will forget those who made that sacrifice,” said Gov. Frank G. Allen today at a luncheon in Hotel Statler to National Commander C. F. Bodenheimer, Commander Bodenheimer will be the principal speaker in the same hotel tonight at a banquet of the State Department of the American Legion.

“Our country,” said Gov. Allen, “is grateful to the great body of veterans who are giving such substantial aid in the advancement of good government, who by their example and precept are impressing upon the youth of the nation the important and value of true Americanism. In our Commonwealth those who gave gallant service have assumed an important part in the civic and public life of the State.

“I assure you, Commander Bodenheimer, that in no state among the 48 of this country could you receive a more hearty welcome than we of the state of Massachusetts. Since the early days of the colonial period loyalty and patriotism have been predominant qualities in our inhabitants. Massachusetts is dedicated to know it would be her pleasure to welcome and entertain the American Legion on the occasion of its annual convention this year.”

Before the luncheon Commander Bodenheimer was received at the State House by Gov. Allen and at City Hall by Mayor James M. Curley.
CRITICS OF MASSACHUSETTS
CONGRESSMEN IGNORE UPHILL
FIGHT FOR STATE'S INTERESTS

By THOMAS CARENS
WASHINGTON, Feb. 1—Baiting Congress is an ever popular indoor and outdoor sport all over this broad land of ours, and just at present seems to be all the rage in the neighborhood of Boston. Massachusetts members of Senate and House have received two bumps during the last week, first when Frank S. Davis, president of the maritime division of the Boston chamber of commerce, told a Faneuil hall gathering that New Englanders in Washington were too timid to fight for their rights, and secondly when Mayor Curley wrote them letters outlining the course they should pursue in future consideration of tariff legislation.

The Davis speech caused particular resentment, for no man in Massachusetts comes to Washington seeking favors other than the tall, good-looking and very positive president of the maritime division. And no man has ever received more courteous or more generous treatment from the Massachusetts congressmen. They leave their offices, individually and in groups, to trot around to navy department, shipping board, war department, the White House and elsewhere with Mr. Davis. They second his arguments before cabinet officials and bureau heads, and after he has departed they write reams of follow-up letters to make certain that the government officials have not forgotten Mr. Davis.

NOT ALWAYS SUCCESSFUL
It is true that Mr. Davis does not always obtain results, but that cannot justifiably be blamed on the congressmen. He seems to specialize in forlorn hopes, and frequently carries a heavy load of disappointment when he boards the Senator or the Federal for the homeward journey. But usually he is back again, a week or two later, and he never fails to enlist a batch of a half a dozen congressmen and a senator or two when he starts his departmental rounds.

The trouble with Mr. Davis—and he is representative of some millions of Americans—is that he does not thoroughly understand Washington, in spite of his frequent visits. He still seems to have an idea that through a combination of political pull and personal wizardry it is possible in Washington to accomplish the impossible. He still thinks of the national capital as it might have been a generation ago, when the federal machinery was comparatively simple, and politicians did play a large part in official decisions, and where senators and congressmen perhaps enjoyed a far greater prestige than they do today.

But it is unfair to members of Congress to expect them to accomplish the same results as their brethren of 30 or 40 years ago. With the tremendous expansion of the federal government, political pull has slowly diminished. There are men holding responsible positions in Washington who have been selected not because they voted the straight Republican ticket in Minnesota in 1908, but because they happen to be experts in their particular lines. They are interstate commerce commissioners because they happen to know something about railroads, and not because they once organized a thousand railroad brakemen into a Republican marching club. They pass on income tax questions not because they are loyal Democrats or Republicans, but because they know something about taxes.

EFFICIENCY BASIS
Washington was very slowly going on an efficiency basis before a super-efficiency expert arrived at the White House. Therefore when Frank Davis or some other energetic Massachusetts citizen arrives in town looking for something, he must stand on something more than political expediency. It must have real merit behind it. There has been merit, and lots of it, in the gallant fight he has been making to eliminate the railroad differentials which now benefit Baltimore and Philadelphia at the expense of Boston, but the differential question is so highly complicated that victory can only come after years of agitation and years of experience have demonstrated the justice of Boston's claim. And it will not come any sooner if Mr. Davis goes down to Faneuil Hall now and then again at the Massachusetts members of Congress.

On the particular issue under discussion at Faneuil Hall Mr. Davis certainly had no reason to complain. Nobody has any right to accuse the Massachusetts members of neglecting the Boston Navy Yard. Hardly a day passes in which the officials at the navy yard are not reminded that there is a yard at the confluence of the Charles and Mystic rivers. The congressmen write letters, they make personal visits, they make speeches, they issue statements, and over the luncheon table at the House restaurant the navy yard is a more frequent topic of conversation than prohibition. Which is saying considerable.

Geographically, the navy yard is in the 10th congressional district, and so, politically speaking, "belongs" to John McCormack, the congressman from that district. But he has never established a prior claim, and has always been glad to have the aid of his colleagues. Charles L. Underhill and Fred Dollinger have hundreds of constituents who earn their daily bread inside the yard. George Tinkham and John McCormack, the other Boston congressmen, also have constituents there and they realize that it is an important part of the city's life.

And A. Platt Andrew, who is on the naval affairs committee, fights the department's battles there year after year.

NO MIMIC WARFARE
And this is no mimic warfare they are conducting against the experts of the navy department. These congressmen realize that ever since the war the navy has looked askance at the Boston yard, and several years ago a special board even recommended that the yards at both Boston and Portsmouth be discontinued. At that time William M. Butler and George H. Moses, very influential members of the Senate, spiked that plan without much delay. But the naval experts have not changed their minds, and Boston might as well realize that it must fight not only for more work at the yard, but even for its continued existence.

It would have been much more gracious for Mr. Davis, when he made his speech at Faneuil hall, to have paid a few compliments to the men who have been carrying on the battle here. He might have praised Congressman Andrew, who is creating all sorts of embarrassment at the navy department with his charts and figures showing that the department is not living up to its promises. He might have said a few kind words for Congressman Douglas, whom Acting Secretary Jahneke a few days ago characterized as the "most persistent fellow" in Congress. And he might have commended that whole delegation, in fact—are doing everything within reason to relieve the distress occasioned by lack of repair work.

As to Mayor Curley's letter on the shoe and leather tariff mix-up, the complaint was not with the phraseology, for the mayor was gracious and polite, but with the implication that Massachusetts members were not already doing everything that can be done. He, too, might have distributed a few words of praise for the House members who did not hesitate last spring to challenge the powerful ways and means committee and demand that protection for these great New England industries be written into the Hawley bill. It must not be forgotten that the original bill kept shoes and leather on the free list, where they had been for 20 years. The threat of a Republican revolt forced the committee to reconsider, and the protective rates were inserted in the
LOYAL TO PLEDGES
Massachusetts was able to win this victory in the House because the Republicans there are men and women who believe that no campaign pledges should be kept. They are not engaged in a vindictive campaign against the President of the United States, as are certain Republicans in the Senate, and there was no spirit of give-and-take which of course can easily be denounced as "log-rolling," but which is the only method by which a tariff bill can ever become law. The three Democrats from Massachusetts worked just as hard for those shoe and leather rates, but it is only fair to record that when the final vote came, and the bill was up for final passage, Congressman Douglass and McCormack, two of Mayor Curley's staunchest supporters, voted with the Republicans in opposition. Their arguments, and of course it was debatable, was that the evil in the bill offset the good, but if a majority of the House had agreed with them they should and would stand little chance of protection.

On the Senate side New England was not defeated through any tactical errors. President Walsh, although a Democrat, put up a magnificent battle, and if logic and eloquence had counted the votes it would have been in his favor. With splendid non-partisanship the Republicans in the House have praised Senator Walsh for his efforts. Congressman Underhill, who is about as regular a Republican as it is possible to find, graciously referring to it in his reply to Mayor Curley.

NOT GOOD POLITICS
Mayor Curley's suggestion that the Massachusetts members undertake resolutions against the South and West is not good politics. Some day soon this bill may go to a conference committee of Senate and House, and the conferees may strike a bargain as a result of which hides, shoes and leather will all emerge with a limited amount of protection. But the Massachusetts members can bring that result to pass much more surely by the use of soft words than by threats.

There is no deep resentment toward Mayor Curley among the Republicans in the delegation. They all believe that he was entirely sincere in writing his letter, but they honestly question his judgment. They are not saying that they do not wish to hear from him again because they do. They have been very favorably impressed by what he has done in the first month of his third term. They think he is a competent, more tolerant Curley than the man who was wont to dispatch "orders" rather than requests during his first two terms, thus Io protest his proposal.

It would do no harm if he were to make a visit to Washington in the near future to sit down with all the members of Senate and House from Massachusetts and to explain to them their own plans for Boston, in which every Massachusetts senator, whether from the Cape, Merrimack valley or the remote Berkshires, is vitally interested.

METROPOLITAN LEVIES SCORED

Mayors and Selectmen of Greater Boston Hit Tax Burden

Meeting yesterday afternoon at Somerville City Hall, the mayors, selectmen and other representatives of some 15 cities and towns in greater Boston agreed that the six-cent gasoline tax to which they are subjected on their municipalities is for metropolitan improvements are inequitable and are rapidly assuming the proportions of staggering burdens too great for the cities and towns to bear.

A rather gloomy picture of the situation was painted by several of the municipal executives, and Mayor Thomas J. Quinn of Quincy went so far as to say that unless the state will aid in finding some new means of revenue we will not be able to go on.

It was the consensus of the mayors and selectmen that the state as a whole should shoulder the burden of many metropolitan improvements such as the northern and southern arteries, instead of making the cities and towns of the metropolitan district pay the bill.

FAVOR GAS TAX INCREASE
A number of the mayors and selectmen agreed that the motorist, who is receiving the benefit of an annual expenditure of $45,000,000 for roads, and who is enjoying the fruits of the state's great public service, should contribute towards the cost of the improvements. Mayor Manning pointed out that while the state spends some $40,000,000 annually for roads and streets, the motorist gives to the state only 10 to 12 cents a year.

Mayor Murphy favors the creation of a council of city and town executives which he expressed the "greatest sympathy" for the motorist.

3-CENT GASOLINE TOLL IS FAVORED

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Allen Lauds Patriotism at Annual Feast of State Department

By ALFRED J. L. FORD
Herald Legion Editor

Above and beyond the current question of naval strength at the London conference is a more fundamental principle of national defense and of permanent peace, declared O. L. Bodenhamer, national commander of the American Legion, at the annual get-together banquet of the Massachusetts department of the Legion in the Hotel Storer last night.

The great contribution which the United States can make toward permanent world peace, Comdr. Bodenhamer said, would be the passage of a law which in time of war would mobilize every resource of the country—industry, capital, material and manpower—an equal service for all and special profit for none.

PARITY BY REDUCTION

Regarding the Legion's stand in the London conference, he stated that the principle of parity by reduction rather than by construction is the Legion's fondest hope, and that the ultimate results sought by the United States and Great Britain in this conference—that of equal strength with safe reductions and with the guarantee of permanent peace—are in perfect harmony with the Legion's desires.

While the Legion stands for peace, because it knows war, it will not accept peace at the sacrifice of national honor. In view of these facts, therefore, he stated, thus is the Legion prepared to defend its demand for the universal draft by which it expects to achieve universal peace.

Comdr. Bodenhamer's address brought a storm of prolonged applause from 3000 or more legionnaires and their friends, who manifested a whole-hearted approval of the Legion's platform as he outlined it.

Gov. Allen and William G. Lynch, president of the city council, echoed an insistently reiterated note of other speakers who addressed the gathering.

TODAY'S THE DAY

The universal service of capital and material and of man power is essential to the ultimate success of modern warfare. Not only are those three vital forces essential to a quick and successful conclusion of war, they were likewise, proved effective in preventing war. A plan for their proper use and coordination was made effective during the time of peace. With such a fundamental principle written into the law of our land, the first great guarantee of permanent peace will have been established. In view of these facts, therefore, it is my firm conviction that a law should be written, and written now, which would mobilize every man, every industry, every natural source and every manufacturing enterprise into the service of a common cause, in case of another war. If you will do that, you will take the profit out of war, as nearly as it can be taken out of international conflict. You will take the burden off the shoulders of the men who carry the rifles, and distribute it equally as between the citizens, whether in or out of uniform. When American capital is forced to give as freely of its dollars as American manhood gives of its blood and when such a principle is written into the law of the land, and made available for use, the cause of national emergencies, then, in my humble opinion, we will have a fundamentally well prepared national end, at the same time, a sincere and peace-loving people.

Gov. Allen extended the greetings of the commonwealth after paying tribute to the fraternity that existed in the American Legion. He said:

Tonight I see at this great gathering I am impressed more than by that bond of friendship which welds together into a single organization the millions of men who served their country in the world war. The noble sentiment of comrade ship has brought you together in the interest of the commander-in-chief of the American Legion.

Today the people of the world are forced to give as freely of its dollars as American manhood gives of its blood, and when such a principle is written into the law of the land, and made available for use, the cause of national emergencies, then, in my humble opinion, we will have a fundamentally well prepared national end, at the same time, a sincere and peace-loving people.

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A plane above the loftiest towers of Boston, an almost invisible speck against the blue-black vault of the sky, a solitary airplane shuttle back and forth with mechanical regularity and exactness.

With 35 exposures are engaged in the meticulous and trying job of making an aerial photographic survey of the city, for the assessing department, and incidentally, in one of the most unusual and interesting municipal enterprises ever undertaken.

Far below them the mail planes speed on scheduled courses. Huge passenger machines, their metal sides gleaming like silver in the sun, eager faces showing at every window, sweep majestically toward their appointed destinations. Other planes, small and grayly, are flying over the airport or the waters of the harbor, whirl and circle on a multiplicity of erands. But this lone flyer, high aloft, wings its way steadily on a straight north-and-south lane, swerving neither to right nor left, maintaining always the same exact level--the very embodiment of businesslike precision and efficiency.

The plane belongs to the Curtiss-Wright Flying Service, the company that has contracted with the city to make the survey. It is a 180-horsepower Fairchild cabin monoplane, specially assigned for this service, and Edwin T. Ramsdell, official photographer of the Curtiss-Wright company, and the pilot, Joseph Barber, constitute its crew.

FOCUSING AND TIMING MUST BE ABSOLUTELY ACCURATE

Take a seat--in imagination, of course--beside Mr. Ramsdell as he manipulates the big aerial camera with which the survey photographs are taken. This is no ordinary kodak-snapping stuff, nor does the camera focus the button and get a picture, whose success is worked on a basis of nine parts good luck and one part planning. For these photographs, focusing has to be accurate to a hair's breadth and timing to the split second. Absolute speed, atmospheric conditions, light, all are factors of prime importance. Success and failure are separated by a small interval that millimeter measurements alone can determine them.

But this particular day--let us say it is in early spring--fulfills all the requirements. The sun is unspeckled and high above the south, the horizon blood red, and there are no baffling shadows to conceal sidewalk edges and other street level details from the eyes of the draughtsman who will have the job of taking the completed prints. The tree are bottomless, the air clear, the weather obsessed by foliage and shadows, there is no excessive wind that would make it difficult to keep the plane on its prearranged course.

We take off from the airport and fly directly toward the southern border of Area A, which comprises the down-town part of the city, South and East Boston and Charlestown, gaining altitude as we go. The spindly, spindly swing about in a wide circle, ready to make the predetermined flight along the assigned lane.

Ever looked on Boston from a mile up? If you haven't, believe me it is an odd aspect of the city. The broad streets and avenues are reduced to narrow strips criss-crossing a checkerboard of squares which by the time afterwards find the roofs of buildings, all reduced to the same level. The Common looks like a postage stamp of green, intersected by its paths. The State House dome looks up from directly below like some part of an overgrown dandelion. Automobiles crawl ant-like along the streets, and human beings are reduced to the size of pinheads. Their elongated shadows are far more conspicuous. Beacon Hill is completely flattened out, and tall structures, even the lofty Custom House tower, are scarcely distinguishable from the lowest chimneys.

HARBOR LIKE BURNISHED PLATE

The surface of the harbor is a smooth burnished plate, upon which ferry-boats and other moving craft etch fan-shaped designs in dazzling white. The vessels themselves, however,虽 minute, take up an absurdly little space, and the wharves and dock buildings are as children's toys.

But the camera men of the survey ship are not here to admire the view, it is a common place, there would be no immediate, pressing business is to make photographs.

Mr. Ramsdell's camera is a queer-looking affair, made for this particular work. It has a 26-inch lens and is equipped with a filter box which swivel mounting permits it to be operated through the fuselage floor. The exposure lever is actuated by a finger trigger and exposures are timed for 125th of a second.

The flight to be taken on this trip lies parallel to one flown on a previous occasion and slightly overlapping it, because only a small piece from the very centre of each photograph can be used. The outer areas of the plate the subject of the photography is taken at an oblique angle, but it happens for the niceties demanded by the survey.

The line of flight is straight and as level as has been run, turned to the south. The direction is determined visually, and not by the compass as might be expected. It was only by an idly identified landmarks on the proposed line have been chosen and the pilot holds himself to these.

"SHOOTS" CITY BY SECTIONS

Let us suppose that our line begins at a point where the New York, New Haven & Hartford railroad tracks intersect Dorchester avenue. We are flying at exactly 1000 feet, which will make our "contact prints," as prints taken from the original negatives are called, on the specified scale of 250 feet to the inch. The pilot lines up the streets successively from the eyes of the Instrument man, the new United Shoe Corporation building on High street, Postoffice square, the North station, the Hoosac tunnel docks, and the chemical works in Everett.

Meanwhile the photographer, his eyes glued to his "finder" and his instrument board, "shoots" section after section of street and square, building and wharf, railroad track and open space flowing so evenly below him.

Using his stop watch he exposes a plate every seven seconds on the average, depending on the "earth speed" of the plane. Exposures are manually operated and work is substantially on the principle of an overgrown "Brownie."

Two seconds before each "snap" he presses a button which transmits a signal in the pilot to "stand by" and keep the plane steady. After three seconds have elapsed the pilot may assume that a picture has been taken and can then maneuver his controls so as to bring his ship on her course, if necessary, or increase or decrease the altitude. He alone is responsible for the navigation.

It usually takes about five minutes, under favorable conditions, to make a flight and as if it were all straight-away work the whole city could be surveyed in a few days. But the necessity of "overlapping," not only on the sides but on the top and bottom of each picture as well, in order to use the precious bit of clear definition in the middle of the plate, with occasional "re-takes" spread the time to an extent that would be unbelievable if you had never been told with what exactitude the job has to be done.

Around we swing, maneuver a bit for altitude, and then down the next "flight lane we run, snapping merrily along, the motors roaring and the leg wind cutting even the thick flying suit like a knife, not to speak of the fact that the photographer is intent on his business, verbal explanation is out of the question. We must perform save our questions until we are back on earth once more.

GREAT SAVING IN EXPENSE

His flying togs off, and looking like a human being again, Mr. Ramsdell speaks interestingly of the job on which his company is engaged. It was undertaken last year, he says, at the suggestion of the assessing department of the city of Boston, which was sorely handicapped by antiquated plans and needed fresh data on which to base a proposed re-valuation of the whole city.

"A transit survey," he explained, "would take seven or eight years and cost the city a million dollars or more. An aerial photographic survey can be done in a few weeks and the Curtiss-Wright company was awarded the contract for $18,000. We did part of the work last fall, but weather conditions were so bad that we could not finish it before the sun had declined in the south to a point where the shadows interfered with good photography. So work was suspended until April, when it will be finished up."

"For survey purposes," he continued, "the city is divided into two sections: Area A and Area B. Area A, as you know, takes in the down-town region, and extends northward all the way to the North Bank, Roxbury, Dorchester, etc. The agreement stipulates that in Area A the contact prints shall be on the scale of 250 feet to the inch and the enlargement prints, from which the engineers will make their plans, on a scale of 50 feet to the inch, which makes these, we have

42 SQ. MILES TO COVER

fly at a height of 5000 feet.

"The contact prints of Area B must be on a scale of 500 feet to the inch and the enlargements on a scale of..."
MAYOR GIVES JOB TO LOCAL CONCERN

Adopting the policy that no work should be sent out of Boston if it can be done in the city. Mayor Curley yesterday approved the bid for water meters of the Hersey Water Meter Co. The bid, $32,945, was about $1000 higher than the bid of an out of town concern.

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100 feet to the inch. To get these, we must fly at a height of 10,000 feet—nearly two miles.

"We have a total area of 47 square miles to cover and in photographing it we fly in lanes about five miles long and 2,200 feet apart. The pictures overlap at the sides and ends, in order that the areas of clear definition in the middle of each can be cut out and 'mosaiced' in the completed whole.

"After the original 'contact prints' have been taken the city engineers pick out some conspicuous point on each, a street corner, the angle of a building, something of that sort, the distance between which will be a multiple of the distance shown on the enlargement to the prescribed scale. They designate the marks on the prints and then we enlarge the photographs in our laboratory until they exactly coincide in scale with the contract specifications.

"The contract requires that the photographs shall be within one degree of absolute accuracy in certain ell:orieland within two degrees in others. We have to keep within our 1 per cent without any trouble. That is correct enough for all practical purposes and shows what it is possible to do in an aerial survey. Many people thought it couldn't be done at all, and that there would be such a wide margin of error that a survey would be of little value.

"Have you had any exciting experiences while on the job?" asked The Sunday Herald man.

"Well, nothing in the shape of an accident," replied Mr. Ramsdell. "We fly at a speed of about 65 miles an hour and take no chances. I always fly with the cabin door open and take my 'chute with me, ready for use. I have never had occasion to use it, although, I thought I should rather like to try it out once.

PLAYING TAG WITH CLOUDS

"We have had some curious experiences while 'parking' up there, waiting for a chance to go ahead and do our photographing. We have clouds and winds to contend with.

Cumulus clouds usually float at about 3000 or 4000 feet and sometimes we have to play a regular game of tag with them, dodging from one opening to another, taking a snap and then hunting for another open space through which we can take a picture which will be afterwards classified and worked into its proper place in the eventual mosaic.

"At 10,000 feet the prevailing winds are from the Northwest and blow practically the year round. This creates the 'wall of wind' which is such a terrible obstacle to aviators attempting the Westward passage across the Atlantic from Europe. They can't make headway against it unless they have great engine power and unlimited supplies of fuel. It goes far to explain the consistent failure of such attempts and the many mysterious disappearances.

"Sometimes we encounter a cross wind, and the pilot has to 'crab' his machine to hold his true North course. The photographer, by means of his instruments, makes allowances for the angle and turns his camera on a swivel to counteract it. If he didn't, we would have a string of serrated pictures interesting to look at but of no use to the city.

"Then we have to compensate for any tilt of the machine. Our contract allows us only 2 per cent. leeway in this and we have to watch the instrument board pretty sharply.

DRIVEN TO LEVELS SOMETIMES

"I have had experience with wind so strong that the plane, while moving through the air at a speed of 60 miles an hour, was actually going backward 15 miles an hour with respect to the ground surface. The only thing to do in such cases is to seek a lower level, where the wind is not so strong, fly to the other end of the lane and take the pictures coming back. The trouble there, of course, is that the speed is 20
MAYORS OPPOSED TO ANNEXATION

Somedere Meeting Also Objects to State Costs
Executives and Selectmen Propose Organization for Protection

Nine cities and five towns in the Metropolitan District were represented yesterday afternoon at a conference on "City and Town Interests," held in the City Hall, Somerville, by invitation of Mayor John J. Murphy. It was at the request of the conference that an organization would be formed to protect the interests of cities and towns in the Metropolitan District, particularly in connection with State legislation which would add financial burdens.

Medford and Quincy Protest
"If you want improvements, you will have to pay for them," said Mayor Larkin of Medford. "My city is obligated to pay its share of the cost of all public improvements in the Metropolitaan District. The State should give cities and towns more time in which to repay borrowed money."

Mayor McGrath of Quincy favored united action by cities and towns in opposition to heavy assessments for public improvements not asked for by them.

"Quincy paid $10,000 towards the cost of the new Cottage Farm bridge, which is not used by Quincy people to any extent," said Mr McGrath. "It is high time the city had a voice in State financial policies. There should be an equalization of taxes and there should be prepared a comprehensive plan of improvement along this line in the Metropolitan District. Automobile owners should pay the entire cost of highways. Registration fees for pleasure cars and gasoline tax should be materially increased."

Cambridge and Everett Views
Mayor Russell of Cambridge said the conference was a step in the right direction. He referred to the city of Cambridge, a city which contributed largely towards improvements in the Metropolitan District.

Mayor O'Neill of Everett reviewed the needs of that city, told of its financial condition and suggested that the Metropolitan District Commission curtail improvements and give cities and towns an opportunity to spend money on much needed local improvements.

He thought it would be well to increase the registration fee on pleasure cars. He also expressed the opinion that the State should derive a fair return from the profits of the New England Telephone and Telegraph Company.

Check Expense, Says Duane
Mayor Duane of Waltham said a check should be put on Metropolitan District improvements and expenses, and he strongly favored the suggestion to increase the gasoline tax and registration fees. "The people will not pay one cent of the cost of the Northern artery, which is of no benefit to the city," he said. "The road should have been taken care of by the State and collected from the motorists, for whose benefit the artery was created."

"The Mayors of the Metropolitan District have been asleep a long time and it is high time they woke up and made plans to protect the interests of their cities," said Mayor Manning of Lynn. "The taxation system of the State is wrong and many of its features should be changed for the good of the general taxpayer. Many improvements should be paid for from the income of the Public Works Department, instead of assessing cities and towns."

To Boston, which, he maintained, is the only city that favors annexation—and that in its own interest.

His speech, he said, had the conference in the hope that an organization would be formed to protect the interests of cities and towns in the Metropolitan District, particularly in connection with State legislation which would add financial burdens.

Pay as You Go, Manning Plan
Selectmen Manning of Arlington told the conference that his town prefers the pay-as-you-go policy, eventhough needed improvements have to be deferred. "I think it is a waste of money filled with the taxpayers."

and town officials to meet in conference on matters of mutual interest.

Milton's financial condition would be pillaged and tax relief. Her real value comes from nonresidents who spend their money in that city, and if they move to places where annexation to Boston, which, he said, would not prove in any way beneficial to the city and towns in the Metropolitan area.

"Boston is complaining of its expenses," continued Mr Johnson. "She favors annexation to get relief. Her real value comes from nonresidents who spend their money in that city, and if they move to places where annexation to Boston, which, he said, would not prove in any way beneficial to the city and towns in the Metropolitan area.

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Keniston Speaks for Board
Davis B. Keniston, chairman of the Metropolitan District Commission, told the meeting that the commission is popularly blamed for following the orders of the Legislature in the matter of improvements in the Metropolitan District. The commission, he explained, seldom takes the initiative in recommending improvements.

The commission never has anything to do with assessments levied on cities and towns. This is done by special commission appointed by the Supreme Court, and the proportion is regulated on a basis of valuation and population. A special commission prepared the assessments with the cost of the new Cottage Farm bridge, and the assessments on the Northern Artery were fixed by an act of the Legislature.

Mr Keniston predicted that demands for improvements in the Metropolitan District will continue, rather than diminish, during the next 10 years.

Waddell Warns on Debt Limit
Theodore W. Waddell, State director of accounts, reviewed the present financial condition of cities and towns in the Metropolitan District. A majority of towns, he said, are adhering to the pay-as-you-go policy, and this by preference.

He registered a warning against borrowing outside the debt limit and said loans for new school buildings should not be made for more than 10 years. A city entering upon a major project should prepare for at least 10 years ahead. It is estimated, he said, to get needed money from taxation, than to borrow outside the debt limit, and not through short term loans.

The conference adjourned to meet at 2:30 next Saturday afternoon at the Cambridge City Hall when, it is expected, a permanent organization will be effectuated.
Legion Head Denounces Neglect of Disabled Veteran—Says Organization Backs London Naval Parley

Members of the American Legion and its auxiliary thronged the Hotel Statler last night and heard National Commander O. L. Bodenhamer hammer against the government's laxity in dealing with disabled veterans and urge support for the Legion's bill calling for the drafting of all resources, including capital, man power, industries and materials in time of war.

OVERFLOW MEETING
The meeting, arranged by the State Department as a reception and banquet in honor of the national commander, brought one of the greatest turnouts in the history of the Legion. The crowd was too large for the spacious ballroom and overflowed into other dining rooms and private rooms. Led by Governor Allen, State and city officials promised the full resources of the Commonwealth to make the October national convention of the Legion the greatest in its history.

Commander Bodenhamer struck out with vigor and force against those who would disarm the country in times of peace, and called upon the citizens to stop the shameful disregard of the rights and needs of the disabled men. He pointed out that many veterans are in jails and penitentiaries because they cannot be taken care of by hospitals, and he pledged the Legion to a programme that will have as its objective the proper care of every disabled veteran.

Supports Naval Envoys
The head of the Legion also took occasion to announce the complete support of the organization in the naval negotiations now being carried on in London by the five large naval powers. The speaker voiced the high pitch of enthusiasm when he brought out the fact that the disabled veterans are in need of assistance.

"No greater crime against American patriotism could be committed by the American people and their Congress than to neglect the care of the disabled," he stated.

"Congress and the people have waited too long now. There are 121,915 disabled veterans in the hospitals of this country and of these 21,900 are in city, county and state institutions. They are not in government hospitals, where they should be, for the reason that the state where they happen to be is not under the existing law. Yesterday 71 veterans died and nobody noticed it, accepting the immediate facts.

If 71 men were listed on the casualty lists 10 years ago, there would have been mourning all over the country."

Universal Mobilization
"It is the everlasting job of the American Legion to remain true to the women and men and to see that the government gives them the help they are justly entitled. That is the first phase of the Legion work for the year 1930."

The second phase is to secure in Congress legislation that will call for the universal mobilization of all resources in time of war, a principle of national defense which the Legion is trying to have studied by an able commission in order to enact into the basic law of our country. Today the people of the world are more concerned with universal peace and the protection of their national defense than any subject since the World War. Every nation is watching closely the results of the naval conference in London.

Governor Allen spoke at the head table, for the financial and moral support already given the convention. He said that he would guarantee the support of every national officer to make the 1930 convention the greatest ever.

In welcoming Commander Bodenhamer, Governor Allen pledged that the State would do its utmost to make the convention this year a banner one in the history of the national organization.

When Commander Bodenhamer and the national adjutant, James L. Barton, arrived early yesterday morning they were met by a reception committee and escorted to a room by the Hotel Statler. Later in the morning the national commander called upon Governor Allen at the State House and upon Mayor Curley at City Hall.

Old Age Pensions
People's Editor:
For many years periodically there has been talk and agitation about old age pensions, but it remains for Mayor Curley to bring matters to a point where some real progress may be made.

Objections will of course be made by interested parties that the money should not come exclusively upon the owners of autos and that it might be more justly placed upon wealthy people with large incomes. The fact remains that some action in the fair treatment of worthy people who happen to be 45-60 or more years old, must come soon.

If the United States was poor or poverty-stricken there would be good excuse for longer delay, but as the matter stands there is no reason why the undertakers in our boasted prosperity must beg, starve, or commit suicide because of utter discouragement.

What can be done, and done before there are a few flowers placed on their last resting place in this selfish old world?

Hyde Park. W. A. BRAC.
HYDE PARK IS ALL FOR BOSTON NOW

Tense Anti-Annexation Feeling of 1912 Thing of Past--Even the Leaders' Minds Changed

Now that arguments for and against annexation to Boston are the favorite subject of suburban conversation, Hyde Park folk are back in the limelight again—after almost 20 years.

It was in 1912 that the town of Hyde Park went out of existence and the old community became just one more Boston ward.

LOOK AT HYDE PARK

The row which raged just before and just after the change was a good one while it lasted, but its echoes have long since faded from the public ear until, within recent weeks, deputants in Cambridge and Medford and Winthrop and Revere and Chelsea started saying, with varying degrees of bitterness or triumph, "Well, look at Hyde Park!"

That's OK with Hyde Park.

Hyde Park modestly admits that it could stand a little looking at. Hyde Park thinks it's pretty good. A cross section of Hyde Park citizens, interviewed last night, admitted as much.

According to the almost unanimous verdict of the old-timers who had a hand—and often a pair of fists and a tongue and a pocketbook—in the final annexation fight in Hyde Park, there aren't even any left of the old flame of protest against the "Boston Grab."

There were irreconcilables, of course, but the years dealt with them. Many moved to communities which no city could help to "suck." Many died. Many decided, like good losers, to keep their unpopular opinions to themselves.

There was no holding down of the tradition of the "Independents" who, when the Hyde Park annexation was first put through, half-masted their flag, resigned from their churches, and attempted commercial boycotts of the "bought" business men who had backed the into-Boston move.

Changed His Mind

The feeling of a large proportion of the original anti-annexationists was expressed last night by William E. Norwood, veteran town and ward Republican committeeman.

"I fought the abandonment of Hyde Park's independence," said Mr. Norwood, "and I fought it hard. We did our best to block it in town meeting and in the Legislature."

"Well, I've changed my mind. I think most of the old 'anti's have done likewise. Hyde Park is better off today because it has had Boston improvements. We have better hospital facilities, better public buildings, better fire and police departments, better public utilities. As a town, Hyde Park could not have done much for itself. Property valuations have not increased sufficiently to have paid for modern progress in the community. Boston has paid our bills for the things we needed in a civic way. I'm glad we are a part of Boston."

Another one-time opponent of Hyde Park's coming into Boston is, at least, reconciled to present conditions. He is the Rev. Geo. Owen, pastor of the First Congregational Church of Hyde Park.

Dr. Owen's contention, in the first place, was that annexation should have been effected by recourse to the city department, and possibly other suburban communities—could well come into Boston's fold, yet retain a degree of their local autonomy.

Just as Well Off

Failing to safeguard that autonomy, Hyde Park ought to stay out of Boston, Dr. Owen thought 20 years ago.

Now, he does not believe Hyde Park is worse off than it would have been otherwise.

One great argument against annexation in 1912 was that Hyde Park was dry, by local option, and Boston was wet. That argument has been more or less eliminated by national prohibition.

Another who has passed on is William Wragg, veteran deputy sheriff and critic of the Norfolk Superior Court. He found his home whisked out of Norfolk and into Suffolk County by the annexation of Hyde Park.

John H. Wetherbee, chief of Hyde Park's fire department at the time of the annexation, couldn't help but be a little worried as to how his job would turn out with Boston's commissioner dictating things. As a matter of fact, the first change for Chief Wetherbee was a raise in pay, his old friends recall. He, like many more of the smoke-eaters of his day, is dead.

(Pot $1000 Raise

A veteran who is still at his accustomed post—and still satisfied that annexation was a good notion—is Police Captain Robert E. Grant. He got a pay boost of $400 a year when he was absorbed into the Boston department, and he's been earning it ever since.

James D. Grant, chairman of the Hyde Park board of selectmen before annexation, opposed the change in his community's status. He no longer lives in Hyde Park—but he does live in municipal Boston.

The Rev. Guy Lamson, another leader of the anti-annexation forces, has been out of touch with Hyde Park residents for many years. He moved away. Of the Hyde Park folks who always did and still do believe that they're better off as Boston voters, there remain hundreds.

James E. Cotter, veteran Boston attorney, is one.

"I was originally in favor of annexation," he said last night. "I have found no reason to change my mind."

Representative Joseph A. Logan declared himself convinced that Hyde Park sentiment has swung almost solidly to belief in the benefits of alliance with Boston.

"We're better off in everything but streets," he said. "You can always tell when you're in Boston by the bumps in the paving."

Frank J. Corrigan, veteran of many a year in Hyde Park police, said he believed his community better off as part of Boston—even with the paving taken into consideration.

He said that a few chronic kickers will always feel that they aren't getting enough municipal patronage, no matter what is done for them.

"The only way to satisfy 'em," he summarized, "would be to move the Boston City Hall out here to the square and let 'em run it."
The method of assessing the costs of metropolitan improvements was roundly denounced yesterday afternoon at an unusual meeting in Somerville City Hall, where Mayors and other representatives of cities and towns in the metropolitan district met and laid plans for an organization to fight for the rights of this area of the State.

AGAINT GREATER CITY

Most of the mayors and selectmen believed that the time has come for a Greater Boston and took occasion to go on record against the project. It turned out to be the mutual, a discussion of financial worries and was characterized by one member as a wake. It was suggested that new sources of revenue be found by taxing dividends of large corporations and several advocated an additional gasoline tax to make the automobile owner pay more for what he is getting.

Mayor John J. Murphy, who called yesterday's conference, delivered the keynote speech of the meeting by calling attention to the constant city-imposing burden that is being placed on the cities and towns in the district by the improvements which all were clamoring to pay. He dismissed the metropolitan city plans by saying: "There's no problem as bad as the automobile owner, not personally, he causes all of our congestion and increased police forces and he gets away with a very meager assessment. We don't know how the excise tax has worked out in your communities, but in Quincy it has been laughable. We have paid 25 per cent of the estimate furnished by the State in our taxes and we have not been able to get that back. The owner is going to have easy access to every part of the State, he should pay for his privileges." Mayor Russell of Cambridge stated that he believed much good could come from the gathering and that Milton was assessed as its share of the Cottage Farm bridge was the worst example of what it was called "pork."

Mayor McGrath continued. "There is a problem as bad as the automobile owner, not personally, he causes all of our congestion and increased police forces and he gets away with a very meager assessment. We don't know how the excise tax has worked out in your communities, but in Quincy it has been laughable. We have paid 25 per cent of the estimate furnished by the State in our taxes and we have not been able to get that back. The owner is going to have easy access to every part of the State, he should pay for his privileges." Mayor Russell of Cambridge stated that he believed much good could come from the gathering and that Milton was assessed as its share of the Cottage Farm bridge was the worst example of what it was called "pork."

Would Stop Improvements

Mayor Michael C. O'Neill of Everett told of the municipal needs of that city and said that they were trying to solve their own metropolitan improvement problem, but if it did not come out to Milton it was not in favor of an additional gasoline tax and warned the mayors and selectmen to be careful about taxing industries.

Mayor Fred Manning of Lynn said that the General Electric Company pays more to the State than all the other industries in the entire city and while $6,000,000 is spent on roads in a year, the automobilians should pay completely for it. He advocated that all highway and metropolitan improvements should be paid for by the people who own the cars and that he believed much good would come from the attempt to assess Essex county with a part of the cost of the northern artery. If the cities and towns in the county got together, presented their facts and were finally relieved of the assessment, the municipality wishes to add itself to Boston, or wishes to come into a metropolitan council," said Dr. Gilleden.

Autoists Get Off Easy

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Selectman Kenneth D. Johnson of Milton poked a little fun at the other members of the gathering when he said that they seemed to be attending some sort of a wake and commented on the fact that in Milton they inherited no disastrous conditions. He said that the $12,000 assessment was as its share of the Cottage Farm bridge was the worst example of what was required to pay for metropolitan improvements.

"I thought that the chief purpose of the conference was to discuss the annexation to Boston," said Selectman Johnson. "No one has yet given any suggestions to show how the cost of maintaining metropolitan activities can be reduced. Boston has conducted its schedule of complaints and is paying too much. Evidently Boston is trying to project a scheme which would reduce the cost to ourselves and put it on other places. That's an example of big-hearted generosity.

"Now the citizens of the cities and towns in the district go to Boston to spend their money. If they did not, Boston would be in a pitiful plight. Before Boston does anything like a
ought to present something better to us who contribute to her prosperity than the London scheme. London is pretty far away."

Benjamin L. Schwalb of Chelsea said that he represented Mayor Whalen of that city, who asked him to be put on record as opposing a Greater Boston. He said that Mayor Curley attended a hearing recently and told the people of East Boston that if they did not want oil tanks there, it was all right with him and the tanks could be moved over into Chelsea. He commented on the amount of tax-free property in the city and said that the government maintained a Naval Hospital, Soldiers' Home and Light House headquarters there. "In fact, the government has about everything in Chelsea but an Indian reservation," he concluded.

Fergus J. Hinkes, a member of the board of assessors of Brookline, said that it was a little early to express opinions on a Metropolitan Boston. He said that judgment should be reserved on that matter, a condition exists which threatens to snuff out the commercial life of a potentially important city.

Chairman Keaton stated that his commission had almost nothing to do with assessing the costs of new improvements. Of the projects now pending before the Legislature, he stated, not a single one was endorsed or opposed by the commission. He told of the early studies of proportioning assessments and said that making population and valuation the basis, was finally incorporated into the law.

He stated that he had felt for a long time that there should be a programme which included a given amount each year for new improvements and that he believed that the parks district should be divorced from street improvements.

Not Up to Commission

As to the Northern Artery and the Cottage Farm bridge, he stated that the commission had nothing to do with dividing the cost of these projects. He said a commission was appointed to levy the cost for the artery and finally turned it back to the Legislature which fixed the sums to be made, and that a commission divided the cost of the bridge.

He advocated the pay-as-you-go policy for new projects and said that he did not believe we would ever get to the point where Boston and the other cities and towns will have all the improvements they want. He said that during the next five years much of the bonded indebtedness will mature. He concluded by saying that he did not believe there was any project now pending which was so necessary that if we cannot pay for it now we cannot do without it.

Mr. Waddell smilingly said that these problems were the same now as they were 20 years ago, and in another score of years they would still be with us. He gave a little talk on non-pledged indebtedness and said that he was against special acts, because once a town started, they came back to the Legislature again and again and it was necessary to pay off $1 of indebtedness at an expense of $1.50. He also said that he believed the debt limit was just a little bit too low. In answer to a question by Mayor Murphy, regarding the future of the district's expenditures he said: "As a district you are going to spend more and be in debt more, rather than less. If you will gradually shorten your loans, you will be better off."

Other speakers were Selectman Luke A. Manning of Arlington, Mayor Edward L. Larkin of Medford, President Roy V. Collins of the Newton Board of Aldermen, and Selectman Theodore A. Custance of Lexington, Mayor Larkin was in favor of having a committee appointed to bring in a plan of organization at the next meeting, but Mayor Russell thought it would be better to discuss the plans at the meeting.


Comdr. Bodenhamer Discusses Plans for Convention of Ex-Service Men Here in October with Governor and Mayor

Plans for the national convention of the American Legion in Boston Oct. 6-9 next were discussed today with Gov. Allen and Mayor Curley by National Commander O. E. Bodenhamer, National Adjutant James Barton and Col. Carroll Swan, president of the 1930 convention corporation.

ESCORTED BY BAND

The leaders, guests of the Massachusetts department, first visited the Governor at the State House. Then, accompanied by a band, they were escorted to City Hall, where they were greeted by Mayor Curley. The legion commander was the guest of Gov. Allen at the luncheon at the Stetler. He was present at the mayor at City Hall by Department Commander John J. O'Connell. The major assumed that everything would be done to make the Boston convention a great success.
BY JOHN T. BRADY

WHY not try to get the Mayor of Boston, England, to fly over here in the world's largest dirigible, Britain's R-101, for the climax of the Tercentenary celebration of Massachusetts Bay Colony, which comes in September?

This suggestion is respectfully submitted to Mayor Curley in all seriousness, and although the presumption may seem a rather bold one, the writer believes that if such a proposal was presented to the powers that be in England it would be favorably received, for they could hardly fail to recognize it as offering an excellent opportunity to make a master stroke in strengthening amity and friendship between their country and ours.

Mayor Curley has sent to the chief magistrate of the English city from which the Hub got its name, a formal invitation to come here and enjoy the honor of being our most distinguished guest during the biggest week of the Tercentenary celebration, and there is every reason to believe it will be cordially accepted. In fact, the Mayor of Boston, England, has stated that he would be glad to accept the opportunity of paying us an official visit on the occasion of the Tercentenary exercises.

Test for Giant Air-Liner

Presumably he plans to make the voyage across the Atlantic by steamship. But how much more spectacular his advent would be if he should come aboard the pride of Britain's commercial air fleet! One can hardly conceive of a more thrilling feature for the celebration of Founder's Day than a sight of Britain's leviathan of the air circling the golden dome of the State House, dipping its nose in salute to the assembled multitudes on Boston Common, and bringing to us the first citizen of the first Boston.

The designers and builders of the R-101 must be eager to see such a test of the gigantic air-liner in the hope that it would demonstrate to the world that English aeronautical engineers can produce a lighter-than-air craft capable of crossing the Atlantic with a load of 100 passengers as safely and more speedily than the Graf Zeppelin.

Indeed, it is understood that the British Air Ministry is contemplating the idea of sending the R-101 to the United States during the coming summer on a sort of good-will mission, and certainly you will agree that no more opportune time could be chosen for its arrival here in Boston than the period when the Tercentenary celebration will be at its height.

"If arrangements could be made to have the R-101 make a triumphal voyage across the Atlantic for the purpose of bringing the Mayor of Boston, England, to the principal exercises of the Tercentenary celebration, and the world's greatest dirigible might remain on exhibition here for a week, it would be a tremendous attraction, and I cannot think of any feature, except a visit from the Prince of Wales himself, that would better symbolize the spirit of international friendship," agreed a prominent member of the Tercentenary committee.

No Mooring Mast

"But Boston has no mooring mast to which the R-101 could tie-up, and no hangar to house the big ship in case she should come to visit us. Of course, there is a possibility that we could get the Navy Department to send the U. S. S. Patoka up here, and then its mooring mast could be used by the R-101 as the Los Angeles has used it on visits to New England. It might also be possible to complete the erection of a mooring mast at the East Boston airport before September if work on it could be started in the near future.

"However, I don't think the British Air Ministry would care to have the R-101 take the risk of being tied up to an ordinary mooring mast for several days at the mercy of storms and gales, as there would be the danger that a violent wind might tear the great gas bag loose from its cap and wreck it.

"The ill-fated American dirigible Shenandoah, was once torn loose from its nose cap by a mighty wind when she was tied up to the mooring mast at Lakeport, N. J., you remember, and it was only through the skillful handling of the ship by Captain Siemens that a disaster was narrowly averted that would have cost 21 lives.

Solution of the Problem

Within the past few days, however, Patrick J. Griffin, a Boston mechanical engineer and inventor with many U. S. patents to his credit, has brought to the attention of Mayor Curley what looks like a feasible method of solving the problem of safeguarding the R-101 against any grave danger from violent winds and storms in case it does pay the Hub a visit, without the necessity of building an expensive hangar for the ship.

The need of a safer type of mooring mast for larger dirigibles first became apparent to Mr. Griffin five years ago, when he read the newspaper accounts of how the Shenandoah was wrenched loose from its nose cap by a 100-mile-an-hour gale on the night of Jan. 16, 1924, and was swept northward from Lakehurst, N. J., for a distance of 200 miles before it could safely turn to fight its way homeward.

So he gave the matter some deep thought for a few days, and then he got busy with his drafting instruments, with the result that he designed a new and unique type of dirigible mooring mast. But because of the pressure of other business which he considered of more impor-
tance, since it offered more immediate financial gains, he made no effort at that time to arouse the interest of the government or the public in the dirigible mooring mast that he had designed to prevent a repetition of what had happened to the Shenandoah.

"I'll just put these drawings in a safe place and some day when I have a little time to spare I'll take them to a patent attorney and see what can be done with them," he decided. But once the papers were filed away, Mr. Griffin quickly forgot all about them.

In fact, he didn't think of them again, he explains, until he was sharply reminded of them by Mayor Curley's move, soon after his inauguration, to get the U.S. government to deed back Governor's Island to the city of Boston, so that it might be available as a site for the erection of a dirigible mooring mast and for the proposed $1,000,000 extension of the municipal airport.

Transatlantic Aerial Commerce

"Then," said Mr. Griffin, "it occurred to me that Mayor Curley, who foresees the development of transatlantic aerial commerce in the near future and is eager to have Boston designated as a port of entry for it, might well be interested in a type of mooring mast to which a dirigible as large or even larger than the Graf Zeppelin or the R-101 might remain tied up for an indefinite period in perfect security against serious damage, regardless of how hard the wind might blow.

"So I resurrected from my files of mechanical drawings the original design that I had conceived of a dirigible mooring mast which would meet these requirements. After looking it over, I decided that I could not improve upon it, and then I had several photographic reproductions of it made.

"One of these has been sent to the U.S. patent office, and others have been sent to the Navy Department, Mayor Curley, and former Governor Alfred E. Smith of New York, now president of the Empire State Company, for which the world's tallest building, 1100 feet high, with a dirigible mooring mast rising 300 feet above that, is now being constructed on the site of the old Waldorf Astoria Hotel in New York."

Danger of Wind

"Development of the dirigible has kept pace with that of the airplane in the last few years," he points out, "and we now have ships of the air comparable in size to the largest ships on the seas, but there has been little or no improvement in the design of mooring masts. In fact, all of them are still makeshifts, offering no support or protection at all to a dirigible moored to them.

"Tied up to the ordinary mooring mast, a dirigible as large as the R-101 or Graf Zeppelin is really in greater danger of being badly damaged or wrecked by a violent wind than it would be if free. But the mooring mast which I have designed not only gives the bulk of the ship's gas bag firm support, but minimizes the tremendous stress and strain which its nose is now subjected to when a strong wind is trying to tear it away from its mooring."

The automatic mooring tower for airships which Mr. Griffin has designed for erection on the ground would have a circular skeleton-life framework of steel built around a central skeleton mast rising considerably higher than the structure surrounding it. Mr. Griffin estimates that for an airship 600 feet long between the points where it starts to taper off it would be necessary to have an outer structure 400 feet in diameter.

On top of this there would be either one or two circular tracks, on which trucks could run around the central mast, and each truck would be equipped with a sort of cradle for supporting the airship when moored to the mast.

Resting upon these cradles and lashed to them, a dirigible could swing around the mast with changes in the direction of the wind, and the pull on its nose cap in a strong gale would be greatly reduced, Mr. Griffin claims. There would be no danger of the ship pounding on the cradles if it was properly lashed to them, he explains, and the trucks are provided with an undergaff wheel to prevent the dirigible from lifting them off the tracks.

Around the mast at the top of outer structure there would be a platform for the loading and unloading of passengers and freight, and elevators would be installed in the mast. From the platform it would also be possible to make ordinary emergency repairs on a dirigible quite as easily as they could be made in a hangar, says Mr. Griffin, and the ship could be refueled while tied to the mast.

"With such a dirigible mooring mast available here, Boston wouldn't need to erect any big and expensive hangar to safely accommodate the world's largest airships," declares Mr. Griffin.
MERGER WITH HUB
FIRM!Y OPPOSED

Survey of 38 Cities and Towns Shows
Strong Sentiment Against the
"Greater Boston" Idea

A survey, among the citizens of
38 cities and towns in the Metro-

copolitan district, conducted during the
past week by Post reporters, indi-
cates comparatively little sentiment
toward joining these municipalities
with Boston in any way toward
building up one large metropolitan
city.

BIG MAJORITY AGAINST

Out of the entire district there were
only six cities and towns in which the
majority of the citizens interviewed
favored any form of political affilia-
tion with Boston. And this was because it was
specified that the city or town
should not lose its local representa-
tion by becoming a part of the large
city. Out of 2,000 people who expressed
opinions all over the district, there
were 1,500 against having their munici-
palities connected with Boston in any
way and only 523 who favored some
form of civil merger. In an effort to ascertain the attitude
of the people in the district, the
writer canvassed the existing
sentiment in that particular place.

Indifference Towards Plan

One of the outstanding results of the
survey was the indifference demon-
strated by the average citizen toward
questions. Hundreds frankly ad-
mitted that they had given the project
no consideration whatever. Some said
that they had not even heard about it.

Full one-third of those approached on
the subject were unable to state
whether or not they thought the plans
advanced for a Metropolitan Boston
held any particular advantages for their
own community. Another feature of the
canvass was that among those in favor of a merger
were a large number of young people.
A large percentage of them were de-
sirous of a change of local government
and looked with favor on having their
own community a part of Boston. This
was true also of the more recent resi-
dents in any given community. On the
other hand there were the old residents who took a good
deal of pride in their own municipali-
ties.

Tax Increase Feared

Uppermost in the minds of those who
gave the consideration any serious
thought was the effect a merger would
have on the tax rates. Some saw in
the plan a reduction of their own par-
ticular rate and others were equally
positive that their taxes would be in-
creased if they were tied up with Bos-
ton. In the main, the reasons on which
most of the objectors based their
opinions, followed along the same gen-
eral lines. There were the loss of indi-
viduality as a city or a town; fear of
not receiving as good treatment by a
large city as by a small one; satisfac-
tion in their own police, fire, park and
water departments; the excellent condi-
tion of their streets; the low town debt;
and above all the fear of losing the
history of their own city or town.

Those in favor of the merger were
divided into many groups. Some were
for a census count only, thus helping
the Hub take its place among the fore-
most cities of the country and attrac-
ting new business to their own locali-
ty. Others were for an out and out
annexation of their city or town with
Boston.

Where Merger Was Favored

The cities and towns in which the
majority of the citizens interviewed
were in favor of some form of merger
with Boston were Revere, Somerville,
Winthrop, Saugus, and Hull. The Revere
citizens voted most heavily
for a merger, many of those ex-
pressing opinions in favor of annexa-
tion did so with the hope of securing
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The Winthrop citizens saw in a merger
the hope of better industrial condi-
tions, and the Hull citizens thought
that trade both there and in the rest of Boston. The Somerville
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many qualifications, and the same was
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In several of the residential cities it
was impossible to find any one in favor
of joining their cities and towns
with Boston. This was true in Bel-
mont, Newton, Newtonville, Weston, Co-
netset, and Westwood.

County Jurisdiction Brought Up

The question of county jurisdiction
was brought up in the consideration of the
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sex County, and the county seat, and
Dedham occupying that same status in
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Survey of 38 Cities and Towns Shows Strong Sentiment Against the "Greater Boston" Idea

A survey, among the citizens of 38 cities and towns in the Metropolitan district, conducted during the past week by Post reporters, indicates comparatively little sentiment toward joining those municipalities with Boston in any way towards building up one large metropolitan city.

**BIG MAJORITY AGAINST**

Out of the entire district there were only six cities and towns in favor, the majority of the citizens interviewed favored any form of political affiliation with Boston. And in most cases it was specified that the city or town should not lose its local representation by becoming a part of the large city.

Out of 263 people who expressed opinions all over the district, there were 153 against, having their municipalities connected with Boston in any way and only 53 who favored some form of civic merger.

In an effort to ascertain the attitude of the people in the district who were not personally affected by an annexation of their individual city or town, expressions of opinion were sought from those who held no local offices and were on no municipal pay rolls.

Residents were interviewed on the streets, in stores and in their homes.

Different sections of the same city or town were canvassed by reporters to secure a cross-section of the existing sentiment in that particular place.

**Indifference Towards Plan**

One of the outstanding results of the survey was the indifference demonstrated by the average citizen toward annexations. Hundreds frankly admitted that they had given the project no consideration whatever. Some said that they had not even heard about it.

Fully one-third of those approached in the interest of the Metropolitan Boston plan held no particular advantages for their own community.

Another feature of the canvass was that among those in favor of a merger there were a large number of young people.

A large percentage of them were desirous of a change of local government and looked with favor on having their town annexed to Boston. This was true also of the more recent residents in any given community. On the other hand, those most opposed to joining their towns to Boston were the old residents who felt a good deal of pride in their own municipalities.

**Tax Increase Fears**

Upon most of those who had given the matter any serious thought was the fear a merger would mean a reduction of their tax rates. Several saw in the plan a reduction of their own particular rate and others were equally positive that their taxes would be increased if they were tied up with Boston.

In the main, the reasons on which most of the objections based their opinions, followed along the same general lines. These included loss of individuality as a city or a town; fear of not receiving as good treatment by a large city as by a small one; satisfaction in their own local government, water departments, the excellent condition of their streets; the low town debt; and above all the fear of losing the history of their own city or town.

Those in favor of the merger were divided into many groups. Some came out for the borough system. Some would have no other government than their existing one, whether it was by a board of selectmen or by a mayor and council. Others favored being tied up with Boston for some city or a town; fear of losing business and the hope of securing new business to their own localities. Others were for an out and out merger with Boston.

Where Merger Was Favored

The cities and towns in which the majority of the citizens interviewed were in favor of some form of merger with Boston were Revere, Somerville, Woburn, Winthrop, Saugus and Hull. The Revere citizens voted most heavily for a merger, many of those expressing opinions in favor of annexation did so with the hope of securing better transportation to Boston.

The Woburn citizens saw a merger the hope of better industrial conditions, and the Hull citizens thought that trade would pick up if they were a part of Boston. The Somerville residents who favored the plan did so with many qualifications, and the same was true in Winthrop and Saugus.

In several of the residential cities it was impossible to find any one in favor of joining their cities and towns with Boston.

**County Jurisdiction Brought Up**

The question of county jurisdiction was brought up in the consideration of the merger. With Cambridge in Middlesex County, and the county seat, and Dedham occupying that same status in Norfolk County, many citizens said they were in favor of passing the whole matter as a joke. In some of the communities not so far from Boston the sentiment was more evenly divided.

**RATIODTONE OF NICHOLS HUNG**

Takes Its Place in Gallery of Ex-Mayors

The ratiodtone portrait of former Mayor Nichols was placed in the official gallery of chief executives in the mayoral suite at City Hall yesterday, the past four years by the photograph of Mayor Curley.

As the portraits are arranged in chronological order the Nichols portrait is the last in line, as the present mayor has taken his own out of the gallery and placed it over his desk, according to traditional procedure. All the portraits are of the same material and size, with the Curley picture hanging above the mayor's desk for the third time.
INCREASE THE GASOLENE TAX

When More Money Is Necessary
Just Increase the Motorist’s Burden

BY J. C. KERRISON

As was to be expected, there have already been several suggestions that the gasolene tax, just completing its year of service, be increased 1 cent, equalling 50 per cent, the coming year.

Mayor Curley wants a 1-cent increase, the additional revenue to be used to establish an old-age pension.

Henry I. Harriman would also have the tax increased to 3 cents a gallon, so that more money may be secured for the purpose of paying for improvements on three proposed highways in the Metropolitan district. The cost of construction work under contemplation is estimated at $2,100,000.

Undoubtedly others have, or will have, other suggestions for additional funds that may be secured by increasing the gasolene tax.

The motorists, however, as a whole are decidedly opposed to any additional increase and will unquestionably fight any such measure to the bitter end. As a matter of fact the motorists are not so deadly enthusiastic on the gas tax. But there it is. There it will remain. They pay and grin. Thoughts of an increase are distracting, and objection provoking. They feel that the tax should not be changed until it has been in operation for at least another year.

The motor registrar last year received in gasolene taxes $7,531,189.05, which together with other revenue, not including court fines, made the receipts of his department for 1929 total $13,940,049.39, an increase of $725,809.25 over the receipts of 1928, which might be taken as an average increase. In addition to this there was an approximate increase of $3,500 in revenue from fines for motor violations.

This does not by any means represent the entire amount receivable by the Commonwealth for its highway fund, as there is also the federal aid of $1,016,000, a not insignificant sum, which will bring the total receipts to approximately $14,959,500.

If the gasolene tax was increased to 3 cents per gallon and the consumption this year was on the same basis as last, it is reasonable to suppose that on this account alone there would be an increase of over $3,775,000.

Increasing the gas tax seems to be a most common practice with the States and Commonwealths of the Union.
PLAN BACKED BY PARKER AND ALLEN

Tercentenary Chairman, However, Says His Board Isn't "Wedded" to Project

While enthusiastic over the proposal to erect a World War memorial building for the state supreme court, members of the legislative committee on state administration today looked with disfavor on the suggestion that the site be on the State House grounds at Bowdoin and Derne st.

Herbert Parker, chairman of the special commission created to develop plans for the participation of the state in the celebration of the tercentenary of the founding of the Massachusetts Bay Colony, said the commission was not wedded to recommended location.

He said the commission made its suggestion when it became apparent that the Boston City Council was not going to act on the plans for a new court house under the authority given it by the legislature.

OPPOSED BY LUITWEILER.

Representative Clarence Luitweiler of Newton pointed out that the State House would be extended soon to take care of purely State activities.

"I think some memorial other than a building which we have to provide anyway should be established," he said. "I don't think the State House grounds are large enough for such a memorial."

Senator Warren E. Tarbell of East Brookfield said that such a beautiful memorial building should be pocketed in the rear of the State House.

"We suggested that site," declared Parker, "but we are not insistent. The structure is what we want."

FAVORS JOY ST. SITE.

In answer to another question, Parker said that, while the commission could not at this time suggest another site, he had always deplored the fact that the State had not acquired the land at the west of the Capitol as far as Joy st.

Parker thought that a suitable building could be erected, if placed on State land, at an expense of less than $1,000,000.

Frederic Winthrop, another member of the Tercentenary Commission, suggested that if an alternate memorial plan was to be thought of the Legislature give consideration to a monument in Copley sq. and changing the name of the square to "Square of the Puritans." The State House site for a memorial building for the Supreme Court was recommended by Governor Allen in his annual message to the Legislature.

EXCLUDES LAND COURT.

Parker was not adverse to including the state library and archives in the building, but believed that the inclusion of the land court would distract from the memorial idea.

The building, as suggested by the Tercentenary Commission, would be of impressive architectural character, with a memorial hall in which a statue of Governor John Winthrop and portraits or statues of other founders, and of the magistrates of the Bay Colony and justices of the Supreme and Superior courts would be placed.

Representative Bernard Ginsberg of Boston suggested that the governor and council be authorized to acquire by gift or purchase or to take land adjacent to the State House for the purpose. The governor and council would be further empowered to appoint a commission of three to erect a suitable building.

Chairman Fitzgerald

His Leadership of the Tercentenary Committee Means That Boston's Celebration Will Be Smart But Dignified

CALLING former Mayor Fitzgerald to the chairmanship of Boston's Tercentenary Committee, the present mayor appears to have accomplished a double.

He has, for one thing, given great pleasure to those old friends of Mr. Fitzgerald who trooped after him last November to a place under the Curley standard.

Much MORE important, to the people of city and State, is the fact that Mr. Fitzgerald's leadership, supported as it will be by a friendly and generous mayor, is a guarantee that Boston's part in the celebration of this 300th anniversary of the Bay Colony will be everything it should be, fitting, appropriate, in good taste and with the proper touch of magnificence.

The man who so many years ago prophesied this Bigger, Better and Busier Boston is a born showman, who deeply and sincerely loves his native New England.

OUR part in the Tercentenary, ladies and gentlemen, will be noble.

Curley Orders Budget Cut of 15 Per Cent

A slashing of 15 per cent in the departmental estimates for the 1930 budget was today ordered by Mayor Curley.

The municipal budget as it now stands calls for the expenditure of some $37,700,000, which is $3,900,000 in excess of what was expended in 1929. In a letter to Budget Commissioner Charles J. Fox, the mayor said:

"I would appreciate your communicating with the heads of the various departments and request that they revise their budget rolls, reducing the estimates 15 per cent, without reducing the number of employees, and submit the same to me within 10 days."
URGES WIDENING IN CHARLESTOWN

Green Would Make Rutherford Ave. 100 Feet

The widening of Rutherford avenue, Charlestown, to a width of 100 feet, and the construction of a new traffic thoroughfare from Chelsea and Adams street, Charlestown, to the Prison Point bridge, were recommended to the city council yesterday, in orders presented by Councilman Thomas H. Green.

Nerd of relieving the traffic congestion on the avenue, which is a direct artery between Boston and Somerville and Everett has become so acute that Councilman Green believes that the widening project should be completed this year.

His plan of building a traffic connection between Chelsea street, at a point near the navy yard and the northern artery, has the approval of the metropolitian planning division. The tentative route calls for the utilization of Adams street, Washington street, with the crossing of Main street at Union street and thence to the bridge beyond the state prison. Such a roadway, he maintains, will divert a tremendous amount of traffic from City square where there is a constant congestion. Councilman Green's orders were transmitted by the council to Mayor Curley.

The council committee on finance recommended adoption of an appropriation order of $160,000 for the resurfacing of Bunker Hill street, Charlestown.

Mayor Curley's recommendations for appropriations of $25,000 for the municipal employment bureau, a similar sum for the commercial, industrial and publicity bureau, and $1000 for a historical library in City Hall were approved and the accompanying orders, given their first reading.

The mayor believes that there is need of a historical library in City Hall, for the convenience of visitors, and he suggested that the city clerk should have at his disposal a fund of $1000 for the purchase of books dealing with the history of Boston and Massachusetts.

SEEKS TO LOCATE TERCENTENARY COIN

City Council Curious About $2137 Expended by City's Committee

In spite of the effort of Councilman Ruby to checkmate the move of Councilman Heim of ward 21, the city council yesterday, decided to learn for what purpose the committee on tercentenary celebration appointed by Mayor Nichols expended $2137 of an appropriation of $25,000, intended to be used to advertise the Boston celebration throughout the country.

A. G. Ratshesky, who was chairman of the committee, and whose resignation was accepted by Mayor Curley last week, is credited with having prevented the committee from turning the entire fund over to a Boston advertising agency which proposed to expend it for advertising in newspapers and periodicals.

Councilman Heim, believing that a far greater sum than was actually expended had been used, sponsored the order calling upon Mayor Curley to explain how the money had been spent and who got it.

WOULD RAISE PAY OF CORPORATION COUNSEL

Curley Says Assistant Gets More Money Than Chief

To assure the corporation counsel a salary in excess of the compensation paid his principal assistant, Mayor Curley recommended to the city council yesterday, an increase of $1000 to the fixed salary of $9000.

In his explanation he pointed out that Joseph P. Lyons, assistant to Counsel Samuel Silverman, receives a salary of $7500 as well as $2500 for his services to the transit department, thereby giving him total compensation of $9500, which is $500 more than his superior is paid. The council sent the order for a change in ordinance to the committee on ordinances.

SEEK LAND TRANSFER NEAR NORTH STATION

State-Owned Property Likely to Be Taken Over for Park

As the result of a conference of representatives of the state and the city of Boston yesterday it was predicted that a satisfactory arrangement will be made whereby the state will obtain a tract of state-owned land near the North Station to be used for park purposes.

Confering with Gov. Allen on the subject were Frank E. Lyman, Richard K. Hale and Herman A. MacDonald of the public works commission. Mayor Curley, Park Commissioner Thomas Long, Joseph P. Lyons, an assistant corporation counsel, and Rupert Carven, budget commissioner of Boston.

Legislation has been passed authorizing the transfer of the land, but question of the price to be paid has been raised. Gov. Allen desired to enter the details of the transaction, but he expressed the belief that a mutual arrangement will be reached.

ROOM RANSacked AT CITY HOSPITAL

House Officers' Recreation Quarters Looted of $423

In Furniture

House officers at the City Hospital entered their comparatively new quarters yesterday to discover that their recreation room had been stripped by thieves who broke in over the weekend. More than $423 worth of furniture, including four rugs, two card tables, five chairs, three lamps and seven cuspidors were stolen, according to the South end police.

Dr. James McNary, who reported the theft, said that he did not believe that it was the work of employees.

NEGOO CLERGY LAUD CURLEY

Mayor Curley was commended at a meeting of the National Ministers Evangelistic Alliance today for appointing two negroes, Atty. Julian D. Rainey and Atty. James Wolf, assistant corporation counsels for the city of Boston.

The mayor, it was announced by Dr. Simon P. W. Drew, who presided at the meeting, will be among the speakers at the birthday celebration of Abraham Lincoln and Frederick Douglass on Wednesday, Feb. 12, at the Ebenzer Baptist Church, proceeds of which will go to the Boydon Institute of Boydon, Va., for application to the dormitory drive.

Other speakers will be Julian D. Rainey, Prof. Julius P. Martin and Dr. Drew, who was the first of his race to be nominated for Vice-President of the United States and who is presidential nominee for 1932 on the national inter-racial ticket.

Dr. Drew said at the meeting that Mayor Curley's appointment would serve to greatly encourage the negroes of this country, and particularly of Boston, and that his act had attained national recognition.

Curley Praises St. Helena's House

In a recent communication to Sister Superior of St. Helena's House, 89 Union Park St., Mayor Curley said: "For a number of years I have been particularly interested in the activities of St. Helena's House and have been gratified beyond measure to note from year to year the progress it has been making in providing much needed accommodations for the young women who come to our city.

"Its conduct by the Grey Nuns is in itself a powerful endorsement of its great work, but I am prompted to write you and tell you that the work you are conducting is of an invaluable aid to this city."
Two appointments were made by Mayor Curley today to the board of overseers of the public welfare. Anders T. Tellstrom, vice-president of the Industrial Bank & Trust Company, has replaced George H. Johnson, who has been an acting overseer, and James P. Maloney of 624 Cambridge street, Allston, has taken the place of James Moyihan, who resigned after three years of service.

CURLEY NAMES TWO ASSESSORS

Arthur B. Corbett, secretary to Mayor Curley, has entered Suffolk law school, registering at the opening of the second semester as a member of the class of 1933. He was a student at Suffolk in 1913-16 but left to join the American punitive expedition to Mexico at the time of the Villa trouble.

CURLEY SECRETARY IS LAW STUDENT

City Hall telephone operators worked by candle light for nearly an hour today. Trouble with the electric circuit which furnishes current in the switchboard room in City Hall Annex forced the operators to send out a call for candles.

There was but little delay in the service, but by the time electricians had remedied the trouble, the supply of candles was near exhaustion.

Use Candles in City Hall as Lights Fade
SEEK FINANCIAL AID FOR MANSFIELD

Friends Ask Lawyers to Assist in Paying $12,000 Political Debt

Members of the bar are asked to contribute to the $12,000 of outstanding bills from the campaign of Frederick W. Mansfield for Mayor. In a communication dated Jan 25, 1930, and signed by Robert Homans, Richard J. Lane, Henry S. McPherson, Frank J. McEvoy and George R. Nutter, it is said that Mr Mansfield "now finds himself with political creditors pressing him and without funds with which to pay them. It has occurred to the signers that friends of his at the bar would be willing under the circumstances to contribute toward the payment of the outstanding bills which are to him a source of constant anxiety. If you agree it is fair for us to ask for help for Mr Mansfield under these circumstances, will you not send a check for all you can spare to Robert Homans, 55 State st. Boston? We are sending this appeal to a considerable number of lawyers who know Mr Mansfield and we sincerely hope they will help in this emergency."

The appeal to lawyers is as follows:

"Dear Sir:

"At the close of the campaign for Mayor, Frederick W. Mansfield found that there had been incurred on his behalf political expenses, mainly for advertising, printing and mailing, to an amount of approximately $12,000 in excess of the contributions which had been made to his political committee. Of course it may be said that no such deficit should have been incurred, but in the heat of a political campaign it is absolutely impossible for a candidate to keep track of all the expenditures that necessarily arise and limit them to the money actually in hand. "While the circumstances of this campaign were no different from those of previous similar elections, nevertheless Mr Mansfield now finds himself with political creditors pressing him and without funds with which to pay them. It has occurred to the signers that friends of his at the bar would be willing under the circumstances to contribute toward the payment of the outstanding bills which are to him a source of constant anxiety. If you agree it is fair for us to ask for help for Mr Mansfield under these circumstances, will you not send a check for all you can spare to Robert Homans, 55 State st. Boston? We are sending this appeal to a considerable number of lawyers who know Mr Mansfield and we sincerely hope they will help in this emergency."

CURLEY WANTS 15 PERCENT CUT

Notifies Heads on Budget Estimates

Heads of various departments of the city of Boston who have prepared their budget estimates today were faced with the problem of reducing the estimates for their departments 15 percent and yet not reduce the number of employees.

Mayor Curley today communicated with Budget Commissioner Charles J. Fox. After he had examined the budget list submitted by Mr Fox, he found that the departmental estimates are $3,900,000 in excess of what was expended in 1929.

"I would appreciate your communicating with the heads of the various departments," said the Mayor, "and request that they revise their budget rolls, reducing the estimates 15 percent without reducing the number of employees, and submit the same within 10 days to me."

Budget estimates for 1930 amounted to $37,700,000.

TELLSTROM AND MALONEY NAMED FOR OVERSEES

Anders Tellstrom, vice president of the Industrial Bank, and James F. Maloney of 624 Cambridge st, Allston, today were appointed to the Board of Overseers of Public Welfare by Mayor Curley.

Mr Tellstrom succeeds George H. Johnson, who was an active member of the board and Mr Maloney replaces James Moyhan, who resigned after three years' service.

STATE LAND FOR BOSTON PARK

Conference on Price for Tract Near North Station

After a conference today with State and Boston officials, Gov Allen expressed the opinion that an arrangement satisfactory to all parties concerned will be reached in connection with the passing over by the State to the city of Boston of a tract of land near the North Station, which is to be used for park purposes.

Those sitting in with the Governor were Frank E. Lyman, State Commissioner of Public Works, and his associates, Richard K. Hale and Herman A. MacDonald, and Mayor Curley. Thomas Long, Park Commissioner; Joseph P. Lyons, assistant corporation counsel and Supt Carven, Budget Commissioner.

After the Legislature has passed the bill authorizing the transfer of the land to the city, some question arose as to the price. Inasmuch as the land is owned by the State, it is understood that Gov Allen felt the matter was one which should be given adequate consideration.

The Governor declined to go into details of the subject at this time, but stated that as a result of the conference representatives of the State and the city will get together, and he expressed the belief that a satisfactory arrangement to both the State and the city would be reached.

BIRTHDAY CANDLES COME IN HANDY

Light Switchboard at City Hall Today

Candle stubs left over from a recent birthday party held by the telephone operators came in handy the morning and kept Hubard 3100 on the map. The dark morning resulted in illumination in all offices of the City Hall Annex, with the result that the stock of juice became low and elevators barely crawled to the upper floors.

The telephone switchboard room located on the eighth floor was almost in darkness and the operators were having a difficult time with the plugs, when Miss Agnes Daly, chief operator remembered the birthday party and the candles. She declined to sell the number of canuies for the girl's birthday.

However, there were more than enough candles and the bottle of plugs went on for almost an hour by the flicker of candlelight, while other departments were in darkness.
Ten Days More of the Hangar

Cambridge Contest Winner Suggests Removal to Country as Old Planes Home

By Franklin Jordan

FOR at least ten days more the old Boston Airport Corporation hangar will continue to disgrace the airport. Then, if all has gone as scheduled, it will be no more. This afternoon, as tender for $15,000 comes up for its second final reading in the City Council, to be passed we hope. City Corporation Counsel Silverman has promised to have all necessary papers ready to be signed and Fred Ames, who will sign for the old Boston Airport Corporation, has stated that he will be in town—ready to sign. Then the papers will be ready for Mayor Curley's signature and the deal will be completed. And that is the interval being only while Wreckers Long of the Park Commission says he is ready to sign the hangar, which Colonel Lindbergh married to France with him. The souvenir hunters will do the rest.

Old Planes Home

Most of the replies to the Transcript's Immediate Removal Contest were in effect that the persons concerned in the principal should be made to come to immediate terms. Unfortunately, no one had a practical suggestion as to just how this could be done, beyond what has already been done and duly reported in these columns. Of the more immediate suggestions for removal, the suggestion of Howard and Magnuson of 66 Coolidge street, Cambridge, was chosen by the Immediate Removal Editor as winner of the free airplane ride to be given by Curtis Wright.

Howard Magnuson's winning suggestion was as follows: "Move it out to the country as an Old Planes Home. Surely no better suggestion could be offered to touch the hearts of those involved in the sale. The old hangar with all its sentimental values would be preserved. And there in the quiet of a well-deserved peace, the tired and worn planes could sun themselves, resting their weary wings contentedly or winking an aged peace on retired work-horses on a neighboring hill. Mr. Magnuson, who, in the transit department of the Atlantic National Bank, has never been up in plane and tomorrow morning, Harry Copeland will take Mr. Magnuson out for a spin. Mr. Magnuson will have the flight which he so clearly earned.

Other Suggestions

Another suggestion to bring results if members of the City Council delayed passage of the loan order, was made by Kenneth M. Weak of 5 Berkeley street, Milton, who wrote, and then invited the owners of the hangar and the City Council for a ride. "Tenting on the old shed, Mr. Magnuson will have the flight which he so clearly earned.

Gasoline Tax High Enough

The General Court will do an unpopular and unnecessary thing if it increases the gasoline tax this year for any purpose whatever. Such action, in fact, might even stimulate a more or less formidable movement for repeal—certainly it would if the additional money were to be used for other than highway purposes, as Mayor Curley suggests for old-age pensions. The 1929 highway program contemplates the expenditure of almost $19,000,000, which reaches into the poorest of the towns for the benefit of their roads. The gasoline tax brought in more than $9,000,000 last year and licenses almost $5,500,000, to which is to be added $1,000,000 of Federal aid money, and the program is already so elaborated that the authorities would not augment it if they had more money in hand.

The only objection to the gasoline tax is the temptation it creates to make it larger from year to year, and many States outside Massachusetts have yielded to it, until the motorist finds himself heavily taxed for instrumentalities that have nothing to do with motor cars or highways. Increase of the present tax is unnecessary, even for highway purposes, while any attempt to measurably raise the money so raised might jeopardize the whole program. We doubt if the Legislature will think it wise to disturb the gasoline tax, notwithstanding the plausibility of some of the arguments in favor of making it higher.
Presents Plea for Court House Memorial

Fervently and eloquently former Attorney General Herbert Parker argued before the legislative Committee on State Administration this afternoon the urgency and propriety of speedy action on a proposed to erect a permanent memorial to the Puritans whose tercentenary is being observed in Massachusetts this year. He was a commissioner of the special Commission on Plans for the Participation of the Commonwealth in the Celebration of the Tercentenary and in support of that commission's recommendation that a Supreme Judicial Court building be erected on the State House grounds to include such characteristic features as a Memorial Hall where should be placed the statue of Governor Winthrop and portraits or statues of other founders of the Commonwealth, the library and the State archives for which more adequate space is needed.

Mr. Parker declared that his commission may be presumed to be unanimous in its recommendation of a project, as outlined, that shall combine the utilitarian with the aesthetic, although its report was signed by only six of the members. It was signed, he said, only by those who happened to be in Boston at the time the report was made and that the members are essentially unanimous on the great principle and project recommended.

The exact location for the memorial Court House is not determined in the commission report as being the State House grounds, near where the Banks statue now stands, but yet Parker said that there was no insistence upon that spot and other conspicuous sites might well be considered so long as the memorial is given due prominence.

It is contemplated to combine the utilitarian with the purely aesthetic and architectural feature of a memorial in view of the historic connection of the Supreme Judicial Court with the Bay Colony charter. He said that the Supreme Court is the direct inheritor of the Superior Court of Judicature established under the Charter of 1629 from King Charles, so that the proposed Court House "one and in the presence of the very majesty and authority and dignity of the Supreme Court that comes to us from the Charter provisions."

Further Mr. Parker submitted as the views of the Commission that it is appropriate that the Commonwealth should pay the cost of erecting a house for the Supreme Judicial Court inasmuch as it is predominantly the Commonwealth's business that is transacted there as distinct from the court business of the superior courts and the district courts of the country. The Supreme Court has State-wide authority, and it is fitting both as to environment and perspective that it should stand on the State House grounds. By segregating the Supreme Court from the Superior Court, he said, the question of supplying additional court house space for Boston is simplified.

Frederic Winthrop, a member of the commission told the committee that he approved and signed the Commission's report; but that he harbored a preference that the Commonwealth should pay the cost of erecting a house for the Supreme Judicial Court inasmuch as it is predominantly the Commonwealth's business that is transacted there as distinct from the court business of the superior courts and the district courts of the country. The Supreme Court has State-wide authority, and it is fitting both as to environment and perspective that it should stand on the State House grounds. By segregating the Supreme Court from the Superior Court, he said, the question of supplying additional court house space for Boston is simplified.

Charles S. Rackemann reported for the Bar Association that it did not object to the segregation of the Supreme Court from the Superior Court, and there are two bills in the Legislature covering that subject.

Curley to Call Hal on Those Official Cars

Too Many Autos and Chauffeurs Now, He Tells Office Holder

It is going to be a tough year for department heads at city hall who think they can run about the city in new automobiles with a chauffeur at the wheel.

At least that is what Mayor Curley said today and when he says just that, you may rest assured he means it. It all came about in this way.

Chairman Frank Seiberlich of the election department made a request of the mayor that an automobile be assigned to the board of election commissioners. Mayor Curley disposed of the idea:

My Dear Mr. Seiberlich:

"I beg to acknowledge receipt of your communication this day in which you suggest the advisability of assigning automobile, with chauffeur, for use of the board of election commissioners.

"It would be advisable for you to confer with the Commissioner of Public Works and arrange for a loan of a car wherever the necessities of your department require the use of one."

CURLEY TO CALL HAL ON THOSE OFFICIAL CARS

MAYOR CURLEY TO TALK AT CLUB LUNCHEON

South Boston Plot for River Basin Area

Mayor Would Exchange

A conference, attended by representatives of the state and city, was held in the office of Gov. Allen today, to discuss the proposed exchange of certain lands in the Charles River basin and South Boston by state and city.

The conference was called by the Governor at the request of Mayor Curley who is urging the exchange of a strip of land in South Boston, owned by the city, for a portion of newly-filled land in the basin, owned by the state.

Mayor Curley is anxious to get the land in the basin, in order that various improvements and waterworks there may start immediately.

At the end of the conference, Gov. Allen assigned Engineer John Ferguson, at the state water department, to talk with city officials and find out just what is proposed. It is understood that, among other things, Mayor Curley would like to build a swimming pool in the basin.

At the conference besides the governor and mayor were, City Auditor Garvin, Park Commissioner Long, Assistant Corporation Counsel Lyons, Martin Lomasney, Frank Lyman, Herman MacDonald and Richard K. Hale. The last three are members of the State Public works commission.
Nichols' Photo Placed in Ex-Mayors' Gallery

Frank Pedonti shown yesterday at City Hall as he prepared to place the radiotone photo of ex-Mayor Malcolm E. Nichols in its chronological order in the gallery of photos in Mayor James M. Curley's private office.

Seek Court Aid to Oust Mayor O'Neill

Seven Everett voters sought to bring legal action in Suffolk Superior court yesterday to have the election of Michael C. O'Neill as mayor of Everett declared void because of alleged violations of the corrupt practices act.

They said he spent $5,000, when the legal limit is $1360. They also claimed that a partisan committee was organized in violation of the Everett city charter and some of this committee dictated appointments of the mayor or secured appointments for themselves.

Judge Bishop took the petition under advisement. The seven voters are Peter Cameron, Daniel McLeod Duncan C. Robertson, Cornelius M Warner, John G. Davis, Albert F Cooper and Arthur D Parsons.

Negroes Praise Curley's Choice

Mayor James M. Curley's appointment of two negroes, Atty. Julian D. Rainey and Atty. James Wolf, to be assistant corporation counsels for the city of Boston was highly praised at a meeting yesterday of the National Ministers' Evangelistic Alliance.

Dr. Simon P. W. Drew, presiding, said the mayor's action would greatly encourage the negroes of this country and particularly of Boston.

It was announced that Mayor Curley would be one of the speakers at the Lincoln's birthday celebration Feb. 12 in Ebenezer Baptist Church.

CITY VOTES $25,000 TO AID THE JOBLESS

Approval for the transfer of $25,000 from the reserve fund to the Municipal Employment Bureau as an emergency measure to remedy the present grave crisis in unemployment throughout the city was yesterday voted by the city council.

The council also approved the transfer of $25,000 for the use of the Commercial, Industrial and Publicity Bureau as an aid to propaganda and publicity work conducted by the department in behalf of commerce.

A third transfer which was approved was for $1000, this sum to be applied to installing a historic library in City Hall for the use of delegations and individuals attending the Tercentenary celebrations and who may be in need of data concerning the city.

Rutherford Ave. to Be Widened

Declaring that traffic conditions on Rutherford ave., Charlestown, are steadily growing worse, City Councillor Thomas H. Green presented an order to the City Council yesterday asking that Rutherford ave. be widened to 100 feet and that this new traffic thoroughfare be created from Chelsea st. at Charlestown to Prison Point bridge.

The Council passed the order.

An order for $100,000 to resurface Bunker Hill st., Charlestown, was also passed by the Council.

MAYOR ORDERS 15 P. C. SLASH IN BUDGET TOTAL

A slashing of 15 per cent in the departmental estimates for the 1930 budget was yesterday ordered by Mayor Curley.

The municipal budget as it now stands calls for the expenditure of some $37,700,000, which is $3,900,000 in excess of what was expended in 1929. In a letter to Budget Commissioner Charles J. Fox the mayor said:

"I would appreciate your communicating with the heads of the various departments and request that they revise their budget rolls, reducing the estimates 15 per cent, without reducing the number of employees, and submit the same to me within 10 days."
Silverman to Get $1000 Salary Raise

Corporation Counsel Will Receive $10,000

First Assistant Was Receiving More Than His Superior

The City Council yesterday called upon to correct affairs concerning the salary of the Corporation Counsel, which appears less than the remuneration of his First Assistant. Corporation Counsel Samuel Silverman has a fixed salary of $9000, while First Assistant Corporation Counsel Joseph P. Lyons receives $7500 salary, as well as $200 for his services to the Transit Commission.

Mayor Curley recommended to the City Council an increase of $1000, making Mr. Silverman's salary $10,000 a year. The Council sent along the order for a change in the ordinance to the committee on ordinances.

An order presented to the Council by Councillor Thomas H. Green recommended the widening of Rutherford Ave, Charlestown, 100 feet and the construction of a new traffic thoroughfare from Chelsea and Adams st, Charlestown, to the Prison Point Bridge.

The relief of traffic congestion is so urgent, in the opinion of Councillor Green, that the project should be completed this year.

Plan Approved

The Metropolitan Planning Division has approved the plan which calls for a 100-foot wide thoroughfare route of Adams st, Winthrop st, crossing of Main at Union st and thence to the bridge beyond the State Prison. City engineers are expected to get considerable traffic relief by such a roadway. Mayor Curley believes Mr. Green's order to the Council.

An application for a license to play professional baseball and football games, as a field Sunday afternoons until Nov 15 was granted by the Council to the Boston National League Club. After being pigeonholed since last November, the application was brought forth by the executive committee, and Mayor Curley, to the order of the Council.

The Council committee on finances recommended adonation of an appropriation order of $50,000, 000 for resurfacing the Park Hill area, at Charlestown.

Orders recommended by Mayor Curley calling for appropriations for the municipal employment bureau, $25,000 for the commercial, industrial and publicity bureau, and $6000 for the start of a historical library, to be housed at City Hall, were given a first reading.

Mayor Curley believes that in City Hall there should be a historical library easy of access to city authorities, as well as public. His suggestion was that the city clerk have at his disposal a fund of $1000 to be used for the purchase of books pertaining to historical Boston and Massachusetts.

WILL AGREE ON SELLING CITY PARK LAND, SAYS ALLEN

An arrangement satisfactory to all parties will be reached in connection with the passing over by the State to the city of Boston of a tract of land near the North Station, which has been used for park purposes. Gov. Allen said after a conference between State and city officials yesterday.

With Gov. Allen were Frank E. Lyman, State Commissioner of Public Works, and Commissioner Richard K. Hall and Herman A. MacDonald, for the State, and Mayor Curley, Thomas Long, Park Commissioner; Joseph P. Lyons, assistant corporation counsel, and Supt. Carven Nudget for the city. The Legislature passed the bill authorizing the transfer of the land to the city and some question arose as to the price.

SMOKE COMMISSIONER PROPOSED FOR BOSTON

A two-hour hearing was held yesterday at the State House before the Legislative Committee on Public Health on four bills pertaining to the smoke nuisance in the State.

The speakers discussed alleged laxity of the Public Utilities Commission in enforcing the smoke abatement law. They expressed the state of emission of smoke and the need for an appointment by the Governor of a special commissioner to investigate smoke conditions in Metropolitan Boston.

Representative Lewis R. Sullivan of Boston and Chairman Henry C. Atwill of the committee had favored the recommendation of the commissioner made to a special report which was before the committee.

Sheldon E., Wardwell, counsel for the Massachusetts Electric and Gas Association, and H. Ware Barrows, attorney for the Boston Elevated, opposed the recommendations of the commission, although they the resolve to appoint a special commission to investigate smoke conditions.

CITY HALL NOTES

A cut of $65,000 in the $77,700 estimated expenses of the city departments this year was ordered yesterday by Mayor Curley in a communication to the Budget Commissioner Charles J. Fox, putting warning against any reduction in the number of municipal employees.

An appropriation of $25,000 to carry on the municipal Free Employment Bureau during the current year was approved yesterday by the City Council, on recommendation of Mayor Curley.

For the relief of traffic congestion at Charlestown, the City Council yesterday approved the widening of Rutherford avenue and the construction of a cross artery from the navy yard to Prison Point bridge.

The orders, presented by Councillor Thomas H. Green, who announced that they met with the approval of the Metropolitan Planning Division, were referred to Mayor Curley.

A fund of $2500 was made available yesterday by the City Council for the Commercial, Industrial and Publicity Bureau, which has been recreated by Mayor Curley in a communication to Commissioner John Scully of the Massachusetts Real Estate Exchange, which has been made director of the Industrial Commission, and Thomas A. Mullen of South Boston, director of the Publicity Commission.

Increase in the salary of the corporation counsel to $10,000 a year was recommended yesterday by Mayor Curley in an order to the City Council, pointing out that under existing conditions the first assistant corporation counsel receives $7500 more than his chief.

The order, which was referred to the committee on ordinances by President Lynch, would raise the pay of Corporation Counsel Samuel Silverman $1000, for he now receives $9000.

EVERETT COUNCIL BACKS CURLEY PLAN

The Everett Common Council last night showed symptoms of siding with Mayor Curley of Boston for a Greater Hub to include the cities and towns in the larger area, by killing an order sent down by the Board of Aldermen in opposition to the Curley plan. The measure died on a voice vote.

Curley Sends Telegram Wishing Taft Happiness

The following telegram was sent today by Mayor Curley to William Howard Taft, chief justice of the United States Supreme Court:

"My dear Mr President, "May every happiness attend you in your retirement to a well-deserved rest."
**HUB AIDS TO CELEBRATE 7 MONTHS OBSERVANCE OF THE TERCENTENARY TO BE UNIQUE**

A continuous celebration lasting seven months will be staged here by the Boston tercentenary committee, in observance of the founding of the settlement 300 years ago, according to plans outlined by former Mayor John F. Fitzgerald, serving as chairman of the committee of 350 appointed by Mayor Curley.

**SEPT. 17 BOSTON DAY**

At the suggestion of Thomas F. Lockney of the committee, he said, "it was decided to limit the period of celebration from April 1 until Nov. 1, with something going on all the time, so that visitors to the city may have a good time.

Both Boy and Girl Scouts will be assigned to the duty of escorting the guests to the important points of historical interest and recalling the deeds and events that made Boston famous in the march of history. Saturdays will be reserved for the chief observances, for on each Saturday there will be a unveiling of a monumental tablet or a festival of some sort, in addition to the big celebrations which will be held on the holidays with Sept. 17 as Boston Day, topping the programme.

**WILL ADVERTISE OVER RADIO**

To outline a programme of events for the entire celebration, Judge Frank Lavron of the Juvenile Court recommended the appointment of a committee of nine by Chairman Fitzgerald. This recommendation was adopted by the commission and the members will be assigned to their task without delay.

Dean Gleson L. Archer of Suffolk Law School has been assigned to cooperate with the head of the radio broadcast committee to obtain their cooperation in advertising the celebration by the air.

The commission voted to cooperate with the Massachusetts Tercentenary Corporation, in which John Johnson Walsh has been active for many months. Both groups will hold a conference soon with Mayor Curley for the purpose of adopting plans to raise a fund to defray the expenses of the celebration.

**PLAN FOR MUSIC**

Music Committee of State Tercentenary Commission Holds First Meeting, Formulates Policy for Selection of Programmes for Official Celebrations

The newly organized music committee of the State Tercentenary Commission had its first meeting yesterday, under Professor Leo A. Rich Lewis, chairman, and formulated a policy for the selection of music for the various official celebrations of the Commonwealth during the year.

A statement of the nature of this policy will be transmitted to the State Commission itself tomorrow at the State House, it was announced.

The roster of the music committee shows a notable list of men and women, and includes, besides Professor Lewis: Mrs. Alan T. Fuller, wife of former Governor Fuller; George F. Chasewick, A.C., conductor of the Boston Symphony Orchestra; Wallace Goodrich of the New England Conservatory of Music; Professor Edward B. Hill of Harvard, and Dean John, P. Marshall of Boston University College of Music.


**PROBE ORDERED**

City Council to Investigate Expenditures Made Last Year by Mayor Nichols' Tercentenary Committee

Investigation of the expenditures made last year by Mayor Nichols' tercentenary committee was ordered yesterday by the City Council on the demand of Councillor James F. Mclntosh of Hyde Park. The report was available on the $25,000 fund provided for the committee.

He protested that the money had been appropriated to advertise Boston throughout the country, but had been squandered. The city treasurer and Mrs. F. Curley had complimented Chairman A. Ratrakesky for saving the money from being squandered.

But Councillors Wilson and Bush went out of the city council. The increase in expenditures was not the direct result of increased appropriations, the increase was due to the normal growth and expansion of the city. The committee ordered the sale of the Pierpont school on Hudson street, South end, and the land, as it is no longer required for school purposes.

**SPENT $68,000 ABOVE LIMIT**

Old Schoolhouse Board Overdraw Appropriation, Says Sullivan

$560,118 INCREASE FOR MAINTENANCE

The old schoolhouse commission incurred between $68,000 and $75,000 in liabilities above its regular appropriation limit and "this bad financial situation is now under consideration by the city auditor." Business Manager Alexander M. Sullivan reported in his financial statement for the year 1929 at the meeting of the school committee last night.

He said that the old board had overdrawn the appropriations made by the school committee and approved by former Mayor Nichols up to Dec. 31 last.

Just what procedure the city will take in the situation is conjectural, though the business manager pointed out that such action on the part of the old commission was illegal. The total expenditures for the maintenance of the public schools for 1929 was $16,785,955.76. This was an increase of $566,118.99 over 1928.

The school committee expended $13,117,422.80 of the total through the office of the business manager and the city comptroller spent the balance for alterations, repairs, furniture and fixtures of school buildings.

In addition, $2,650,259.55 was spent for land, while the construction of school buildings. This made a grand total of $15,436,215.31.

Chairman Joseph J. Hurley said that the increase in expenditures was not the direct result of increased appropriations, but the result of the normal growth and expansion of the school system and, secondly, the increase in salaries of teachers from the annual pay increment.

Mrs. Elizabeth W. Pigeon was named to the committee on naming school buildings for 1930.
INCREASE IN COST OF SCHOOLS

Schoolhouse Commission Overdrew Budget by $70,000

The cost of maintaining the public schools of Boston last year exceeded by $560,118 that of the financial year 1928, according to a report made public at last night's meeting of the school committee by Business Manager Alexander M. Sullivan.

EXCEEDED APPROPRIATION

The report, likewise, officially recognized a "bad financial situation" in that the old Schoolhouse Commission overdrew the appropriations made by the school committee by over $50,000. Chairman Joseph J. Hurley declared that this matter is now in the hands of the city auditor.

The financial statement shows the expenditures for the year for all purposes to be $16,785,955. Of these expenditures for maintenance of the public schools the sum of $16,117,422 was expended by the school committee through the office of the business manager and the balance of $668,533 for alterations, repairs, furniture and fixtures of school buildings was expended by the old Schoolhouse Commission.

Reasons for Increased Expenses

Chairman Hurley declared that the increase for the year 1929 above that of 1928 of more than half a million dollars is not directly the result of increased appropriations or expenditures authorized by the committee during 1929 but for the greater part are caused by two things.

"One is the normal growth and expansion of the school system, he said, and secondly, the increase in the salaries of teachers, by which each year the teacher receives a fixed increase until they receive the maximum."

The school committee did not decide to take action against members of the old Schoolhouse Commission for the shortage of over $70,000, taking the stand that this was solely in the hands of the city auditor for the present.

The business manager reported that there was expended during the financial year 1929 for lands, plans and construction of school buildings the sum of $3,630,259. Expenditures for the preceding year for lands, plans and construction of school buildings amounted to $2,492,677. At the end of the year the balance remaining unexpended from appropriations previously made for lands, plans and construction of school buildings was $1,543,600.88. This balance of $1,543,600.88 is largely reserved for contracts that are now in operation cover-

LICENSE GRANTED

SUNDAY BASEBALL

Professional Sports at Braves Field Sanctioned

A license to play professional baseball and football games at Braves field on Sunday afternoon until Nov. 15, was granted by city commission yesterday to the Board National league, Jr. The application, which was filed last November, was withdrawn from storage by the executive committee of the council and following Robert Gardner Wilson, Jr., had obtained assurances that everything in connection with the application was in strict accord with legal requirements, the committee reported to the council that the license should be granted.

Prior to formal action, Councilman Wilson insisted that specific insurance must be given by City Clerk Doyle that the liability bond of $100,000 filed by the club fulfilled all the provisions of the city ordinance.

"These are the same people who were in here a year ago," said Wilson, "and about whom we heard quite a little talk."

His colleagues were disinclined to reopen the sensational controversy of last year and they showed a disposition to speed along the issuance of the license.

TUBERCULOSIS FUNDS NEEDED

Local Association Faces Curtailment of Its Preventive Work

WILL APPEAL TO CITY TO ASSIST IN TASK

The Boston Tuberculosis Association must either have more money or cut down on some of its activities which are more strictly the obligations of the city's health department than those of the association, President John B. Hawes told members at their annual meeting in the University Club yesterday afternoon.

Dr. Hawes made specific reference to the association's preventorium, maintained for the care and building up of tuberculosis patients who otherwise would inevitably succumb to the disease. A reduction of from 40 to 60 permanent beds has already been made, he said, yet the association showed a deficit of more than $3,000 for the year past. Last year it showed a deficit of $5500 for the year past. Last year it showed a deficit of $5,108,017.

The preventorium, as described by Dr. Benjamin Goldberg, director of the Municipal Tuberculosis Sanitarium of Chicago, the largest of its kind in the world, which has been instrumental in curing the disease in that community, where mortality has been exceedingly high.

OFFICERS CHOSEN

The following officers were named for 1930: President, Dr. Hawes; vice-president, George S. Mumford; treasurer, Dr. James J. Minot; clerk, Miss Isabel Hyams; new members of the council, James M. Curley, Dr. James M. Faulkner, Rabbi Harry Levy, Dr. W. Russell McAnally, Everett Mors; Jr., and Alexander Wheeler.

For the executive committee: chairman, Dr. Hawes; Dr. Cleveland Floyd, Dr. James M. Faulkner, Dr. George S. Hill, Miss Isabel F. Hyams, Everett Mors, Jr., Henry C. McKenna, Dr. James J. Minot, George S. Mumford, Dr. Edward O. Otis, Miss Julia C. Prendergast; Alexander Wheeler, Mrs. Reginald Heber White and Dr. Charles F. Willinsky.
Lexington, Canton, Milton
Frown on Merger Schedule

Chairman of Selectmen Voice Objections—One Warns Against Boston “Camouflage” in Plan

The Everett common council, after a lengthy session last night, became the first governing body in Greater Boston to go on record as favoring the plan for a metropolitan Boston, advocated by Mayor Curley of this city.

Although Counsellor Robert Morris of ward 4 sought to have the question tabled, the council finally took a ballot in which it failed to concur with the board of aldermen, which last week voted to oppose the metropolitan plan.

TO CONSIDER CONSEQUENCES

By EDWARD D. DRAN

Milton, Canton and Lexington, speaking through their boards of selectmen, have joined the widening circle of municipalities recorded as unfavorably disposed toward the metropolitan Boston, or borough, plan southbound residential growth, as suggested by Mayor Curley. Like most of the towns in the metropolitan area—and particularly the towns of a predominantly residential type—these communities see little if any gain, and a probable loss, in linking their destinies with the “mother” city of the metropolitan area.

In the case of Lexington and Canton, however, the town officials interviewed did not reject the plan in its entirety but suggested that its idea of inter-community co-operation might possibly be acceptable in limited form, as in the case of fire and police protection.

Albert H. Burnham, chairman of the Lexington board of selectmen, said: “Personally, I do not want to see Lexington become a part of Boston. However, while I do not feel justified in saying more about it or until something more definite has been developed, I am inclined to think that possibly something might be worked out for a federation on the lines of the metropolitan district commission, wherein the town keeps its identity but is linked with other communities by some organization working for the common good of all.”

CANTON OBJECTIONS

Joseph F. Stattler, chairman of the board of selectmen of Canton, thus expressed his views on the subject: “There is no question that this town would be almost unanimous against annexation to Boston or any other of the various plans for linking up the towns with Boston, and to each other.

There is but a small portion in the northeast part of the town within 10 miles of the State House, and in addition to this the northwestern part seems to come no further south than Paul’s bridge at the Milton-Boston line near Readville.

In addition we have a barrier or buffer territory formed by the Blue Hills reservation, under the jurisdiction of the metropolitan district commission, which added to the estates of all of the many wealthy residents in the Ponkapoag section, many of which are large in area, practically clutters us from the city, and we see many miles away, more in mind than in fact.

I further believe that with its wonderful financial condition, as evidenced by the fact that we are the only town in the commonwealth virtually free from debt, and that with a valuation of $9,000,000, representing real property assessed at reasonable figures, Canton has no incentive to lose its identity in a metropolitan area or Greater Boston.

There is but one phase of town activity by which we might profit or such a union, and that is the department of public safety as represented by our fire and police departments. These departments, if hooked up with other departments of similar character in the metropolitan area and with Boston, might profit to a slight degree in better methods of protection, but this advantage is far outweighed by other factors not so favorable.

THE VOICE OF MILTON

Kenneth D. Johnson, chairman of the Milton board of selectmen, said:

The current business policy of “mergers” naturally leads certain individualistic individuals to recommend similar policy in respect to municipal government. Beware of counterfeits!

Boston believes that it is paying too much for the cost of the various metropolitan activities. There has been no specific suggestion that the total cost of these activities can be reduced by the establishment of a metropolitan Boston. Clearly the result desired by Boston is to reduce her share of the cost and to increase that borne by the suburban municipalities.

Bear in mind that Boston’s business property—the property that produces the greatest amount of revenue per square foot—yields an enormous revenue for Boston chiefly because it is supported by the non-residents, who live in the suburbs and spend their money in Boston. Every dollar spent is a direct contribution to the city of Boston, and without the accumulation of those dollars Boston’s plight would be more acute.

Surely, Boston, you owe more to your good friends and neighbors in the suburbs, than to invite them to join with you in a scheme that will increase their burden the while you decrease your own. And please do not camouflage your purpose by citing the example of London, which is far enough away from us so as to provide scant opportunity for close observation.

Attend to your own domestic business and be sure that you have that in order. By doing that you will enjoy the benefits of friendship and co-operation with your neighbors.

TERCENTENARY MUSIC COMMITTEE CONFER

Plans Laid for Part Songs Will Play In State-Wide Celebration

Plans for the part that music and song will play in the state-wide celebration of the tercentennary anniversary were discussed at a meeting of the tercentennary music committee at 22 Beacon street yesterday afternoon. Prof. Leo Rich Lewis presided. Various proposals were discussed and it was the unanimous opinion of the members that the tercentennary must be glorified in song and music.

Final action was not taken on the proposals. It was agreed to submit a report to the tercentennary state commission. Professor Lewis said that it is expected that announcement of the plans will be made public within the next several days.
Transcript 7/28 11:30 A.M.

Curley Hopes for Taft’s Happiness

Mayor Curley today sent the following telegram to William Howard Taft, retiring chief justice of the United States Supreme Court:

My dear Mr. President—May every happiness attend you in your retirement to a well-deserved rest.

James M. Curley
Mayor of Boston

Curley Plans Luncheon for Michigan Governor

Gov. Fred Warren Green of Michigan will be the guest of honor at a luncheon to be given by Mayor James M. Curley at the Hotel Statler, Friday, Feb. 14, at 1:15 p.m.

Gov. Green is commander-in-chief of the United Spanish War Veterans.

Senator Michael Ward at Boston City Hospital

Senator Michael J. Ward of Boston is under observation at the Boston City Hospital where he was taken yesterday afternoon following his collapse in the office of the Civil Service Commission at the State House.

Dr. Sumner C. Andrews, department examining physician, gave first aid treatment and ordered him taken to the hospital. No arrangements were made last night for his removal and he is being held for further observation.

Ward has been very active in public affairs and last year had the distinction of being a member of both the State Senate and the Boston City Council from the Roxbury district. He was an ardent advocate of Al Smith and a loyal lieutenant of Mayor Curley.

He is 31 years of age and a resident of Roxbury. Before running for public office, he was attached to the secretarial force of Mayor Curley.

Mayor to Cut Down City’s Automobile Fleet

A request for an automobile and chauffeur for the Board of Election Commissioners yesterday brought forth the caustic comment from Mayor Curley that the fleet of automobiles now in use is larger than that used by the Federal Government. The Mayor also said that instead of increasing it was his plan to decrease the fleet.

He also appears that department employees with the exception of the heads of departments will do their own driving of cars assigned to them.

Mayor Curley in a communication to Chairman Frank Seiberlich of the Election Department advised Mr. Seiberlich to confer with the commissioner of public works and arrange for the loan of a car when his department needed it.

City Fire Report Fails to Become Best Seller

The printed report of Mayor Nichols’ Committee on Fire Insurance Rates has not been a best seller, and the City Council Committee on Printing may decide to advertise for customers at $5 a copy. The volume cost $4.50 a copy to print.

The municipal printing department turned over 300 copies to the Fire Department at $5 a copy and has 500 copies left, which only about 75 copies have been applied for.

Fire Department copies were distributed to supervising officers for study.

Zoning Law Aid to Home Owner

W. Franklin Burnham, Lectures on Real Estate

“There is a wonderful future for honest and reliable real estate appraisers,” declared W. Franklin Burnham, chairman of the State Federation of Planning Board and member of the Boston Zoning Adjustment Board, in an address last evening in the real estate course, State Department of Education University Extension Division, at the State House.

The speaker followed that statement with another that there have been various instances of excessive overvaluation in real estate appraisement in this State of late years.

He urged his hearers to resist all efforts of self-seekers to get them to overvalue real estate by offering a gratuity or by any other form of temptation, and he assured them if they succumbed to such temptation they would surely live to rue it.

Mr. Burnham's address was in the main explanatory of the zoning system in Boston and other communities throughout the State and of the desirability of such a system for the protection of property owners, particularly owners of very moderate means, whose residential property might otherwise undergo serious deterioration in value by the intrusion of objectionable industries or places of business.

He cited instances to show certain communities had been slow in adopting a zoning system, under the impression that it would deprive property owners of some of their rights, yet had later been glad enough to adopt zoning to avoid introduction of some unwelcome industrial interloper in a superior residential district.

Mr. Burnham said high tribute to Mayor Curley, to certain public-spirited citizens and the Boston newspapers, who, he said, had collectively published 200 columns of material in favor of the zoning system before it was authorized by the Legislature less than 10 years ago.

Michigan Governor to Be Curley’s Guest

Gov. Fred Warren Green of Michigan will arrive in Boston Friday, Feb. 14, and will be the guest of the city at a luncheon tendered by Mayor Curley at the Copley Plaza Hotel on that day.

Hultman Sees Building Boom

Nearly $1,000,000 More Construction Last Month Than In January, 1929

The estimated cost of building construction in Boston for which permits were issued in January is $915,529 more than in January, 1928, according to the first monthly report of Building Commissioner Eugene C. Hultman.

Permits this year were 407 and the total estimated cost of construction is $2,836,853. In 1928 the number of permits was 405 but the estimated cost was $1,921,324.

The largest project which was started in January is the new telephone building at Cambridge and Chardon streets adjoining the present Haymarket exchange.

Commissioner Hultman, because of his knowledge of many more big construction projects for which permits were issued this month, or which will be issued later, predicts that 1930 will be a prosperous year for the building trades.

Sen. Ward in Hospital Following Collapse

Reported Comfortable—Stricken in State House

Senator Michael J. Ward of Boston, who was taken to the Boston City Hospital yesterday following a collapse in the office of the civil service commission in the State House yesterday shortly before 1 P.M., was resting fairly comfortably last night. It was ordered to the hospital by Dr. Sumner C. Andrews, examining surgeon for the civil service department. His name is not on the danger list. Senator Ward has been taking a particularly active part in legislative debate and committee hearings during the past few weeks.
HUB SENATOR IN COLLAPSE

Michael J. Ward Taken to City Hospital

NO CHAUFFEUR FOR ELECTION BOARD

A request for an automobile and chauffeur to ruse of the Board of Election Commissioners today brought forth from Mayor Curley the caustic comment that the fleet of automobiles now in use is greater than that in use by the Federal Government and instead of increasing it, it is his purpose during the coming year to reduce it.

It also appears that department employees, with the exception of the head of the department, will hereafter do the chauffeuring of cars assigned to the particular department, rather than have chauffeurs drive them around.

Mayor Curley in his communication to Chairman Frank Seiberlich.

Mayor Curley in his communication to Chairman Frank Seiberlich of the Election Department said it would be advisable for Mr. Seiberlich to confer with the Commissioner of Public Works and arrange for the loan of a car whenever the necessities of his department required the use of one.

Mayor Denies Request of Department for Car and Chauffeur

City officials were sentenced by Mayor Curley today to do more walking and far less motoring in city-owned automobiles. He not only denied the request of the election department for the assignment of an automobile, with a chauffeur, but bluntly told the commissioners to borrow a machine from the department of public works whenever needed.

Mayor declared that it is his purpose to reduce materially the number of 60 passenger cars maintained up to the city. It has been rumored also that he proposes to initiate a new policy in the purchase of automobiles for the use of department offices, who will henceforth do their riding in moderate priced cars instead of expensive limousines.

In denying the request of the election commissioners, the mayor wrote to Chairman Frank Seiberlich:

"I beg to state that from what I have been able to observe of the fleet of city automobiles now in use is greater than that in use by the Federal Government and rather than increase the number it is my purpose during the coming year to materially reduce it.

"In addition I intend to provide that all individuals connected with any department, with the exception of the head of the department, shall operate the car which is assigned to that department.

"It would be advisable for you to confer with the commissioner of public works and arrange for a loan of a car whenever the necessities of your department require the use of one."

American 2/4/30

Sen. Ward Stricken at State House

Senator Michael J. Ward, former city councilor and at present chief lieutenant for Mayor Corley on Beacon Hill, collapsed today in the State House.

He was taken ill in the office of the civil service commission as he was about to start for the Senate chamber. Dr. Sumner C. Andrews, medical surgeon attached to the civil service department, gave first aid and then he was sent to City Hospital, where physicians said his condition was serious.

Sen. Ward has been in ill health for some time, but had remained at his post.

TRAVELER 2/4/30

SPENT $68,000 ABOVE LIMIT

Old Schoolhouse Board Overdraft Appropriation, Says Sullivan

The old schoolhouse commission incurred between $68,000 and $75,000 in liabilities above its regular appropriation limit and "this bad financial situation is now under consideration by the city auditor," Business Manager Alexander M. Sullivan reported in his financial statement for the year 1929 at the meeting of the school committee last night.

He said that the old board had overdrawn the appropriations made by the school committee and approved by former Mayor Nichols up to Dec. 31 last.

Just what procedure the city will take in the situation is conjectural, though the business manager pointed out that such action on the part of the old commission was illegal. The total expenditures for the maintenance of the public schools for 1929 was $1,678,998.76. This was an increase of $590,113.99 over 1928.

The school committee expended $15,117,422.00 of the total through the office of the business manager and the old commission spent the balance for alterations, repairs, furniture and fixtures of school buildings.

In addition, $2,650,259.55 was spent for lands, plans and construction of school buildings. This made a grand total of $18,767,681.55.

Chairman Joseph J. Hurley said that the increase in expenditures was not the direct result of increased appropriations but was due to two reasons, first, the normal growth and expansion of the school system and secondly, the normal increase in salaries of teachers from the annual pay increment.

Mrs. Elizabeth W. Pigeon was named to the committee on naming school buildings for 1930.
Like Father: Edward W. Foye of Dorchester, appointed yesterday by Mayor Curley as city auctioneer, an office held for many years by his late father. (Daily Record Photo)

CURLEY PUTS BAN ON PLEASURE CARS

Borrow One, He Tells Seiberlich—Plans Expense Cut

Boston taxpayers will be relieved by Mayor Curley of the support of chauffeur-driven automobiles used by subordinate officials of municipal departments when he enforces the rule which he announced yesterday, in declining to assign an automobile and a chauffeur to the election commissioners.

If the mayor follows his plan to a conclusion, he will not only materially reduce the number of automobiles operated by departments, but when replacements are necessary, he will insist upon the adoption of a low-priced car as the standard for departmental officials.

He bluntly told Chairman Seiberlich of the election commission that whenever the commissioners have need of a car, they can arrange to borrow one from the department of public works.

MÄLDEN FOR NO GREATER HUB

Aldermen Vote Against Plan, 4 to 3

The Malden Aldermen, by a vote of 4 to 3, last night went on record as opposing the joining of Malden with the Greater Boston, proposed by Mayor Curley of Boston.

The vote of the Aldermen was to concur with a similar resolve passed by the Common Council of the city. The vote of the Alderman was tied at 3 to 3 and the tie was broken by President Fred A. Gass, who cast his ballot against the so-called annexation proposal.

The gist of the resolve now passed by both branches of the city government was to the effect that the city fathers do not favor any annexation of Malden to a Greater Boston, in line with the plan proposed by Mayor Curley.

URGING HONOR TO GALLIVAN

Petition for Renaming of Southern Artery

A new petition asking for the change of the name of the so-called Southern Artery in Dorchester to the Gallivan boulevard has been filed with the Boston street commissioners, and a hearing on the matter was held, after the hearing the commissioners voted to take action on the proposal. The original proposal was supported by many prominent citizens who favored the naming of the artery for the late Congressman James A. Gallivan, who had just died.

The matter was proposed a year ago and a public hearing was held, but after the hearing the commissioners voted to take no action on the proposal. The original proposal was supported by many prominent citizens who favored the naming of the artery for the late Congressman James A. Gallivan, who had just died.

The new petition was filed by Eugene T. Kinney, former secretary to Congressman Gallivan, and William H. Carey, president of Suffolk County Council, V. F. W., representing various veterans' organizations.

SOUTH BOSTON DISTRICT

Plans are under way for a testimonial banquet in honor of Pres William G. Lynch of the Boston City Council, Councilor from Ward 7 of this district. The event will be held in the Elks Hotel, Feb 11. Men and women are privileged to attend. Executive Representative Michael J. Reddy will be the toastmaster. Albert J. Hines is chairman of the committee and William J. Santry, secretary-treasurer, William J. Wallace has charge of the entertainment and Edward J. Carroll is in charge of publicity. From the returns made so far the banquet promises to be a great success. The speakers will include Mayor Curley, Judge Edward J. Logan and William H. McDonnell.

CURLEY WILL GIVE LUNCHEON TO GREEN

Mayor Curley will give a luncheon at the Statler Friday noon, Feb. 14, to Gov. Fred W. Green of Michigan, who will pay an official visit to Boston, in his capacity as commander-in-chief of the United Spanish War Veterans.

PENNSYLVANIA TO PROPOSE KEPPEL FOR MAJOR GENERAL

The New England Committee of the Pennsylvania Republican State Convention has proposed the name of Maj. Gen. E. C. Keppele, commander of the Massachusetts Reserves, as a candidate for the office of governor of Massachusetts.

The committee, in its report to the state convention, said that Maj. Gen. Keppele was the one who had been chosen as the successor to Gov. John D. Long, who was killed in the recent explosion at the Navy Yard.
Four Curley Men Rejected; Names Go Back

Mayor Astounded by Civil Service Action on Rourke, Conry, Maguire, McLaughlin

By Forrest P. Hull

Long-delayed news from the Civil Service Commission on the six appointments by Mayor Curley before that body, came as a shock to City Hall today, when the official communication revealed that only two of the appointees, former Congressmen Peter F. Tague, as principal assessor, and J. Lydon, as traffic commissioner, had been confirmed, leaving in the discard, Joseph A. Rourke, in the position of public works commissioner; Joseph A. Conry, as traffic commissioner; Edward E. McLaughlin, as fire commissioner, and James E. Maguire, as institutions commissioner.

Mayor Curley could hardly credit his official notification, but as rejection of appointments by the Civil Service Commission was no unusual experience for him, he took the matter calmly and announced that, as apparently the commission had held the necessary time for its deliberations, he would send back the names of all four men rejected. The mayor said:

"The last report of the Department of Civil Service and Registration to confirm the appointments of Joseph A. Rourke as Commissioner of Public Works and James E. Maguire as Institutions Commissioner, coupled with the request that the names of these two men be resubmitted for further consideration, is an unusual procedure, but similar action has been taken in several cases during past administrations. In one case, Dr. Frederick L. Bogan, chairman of the School Committee, had been employed in the street-laying-out department since 1889. He was then closest to Mr. Curley in the campaign. Another appointment of Mayor Curley's today was that of James E. Maguire of Somerville said, and without criticism of individuals, Boston must show better conditions within itself, "streets, for the mere size bring about better government? It does not appear so when we think of New York and Philadelphia."

To the Editor of the Transcript:

The suggestion for a Greater Boston shows the same effect which has followed every like suggestion in the past thirty years. The ninety and nine of the people living in the cities and towns in the State of Massachusetts are opposed to any union, or annexation, whether by a borough system or any other plan proposed. A study of the benefits and the practical objections, both of which are now well known. The mayors may be obtained in large measure without destroying the autonomy of any city or town, thus overcoming most of the objections raised. This may be done by a brief statute providing that the cities and towns within the Metropolitan Parks District as defined by the General Laws of the commonwealth, shall hereafter be known as Boston. They shall continue to hold the autonomy they now possess in every particular under general and special laws relating to fire, police and health departments.

The Metropolitan District Commission shall form a department of Public Safety for said cities and towns which shall create a unified fire and police division and a health division. All general and special laws relative to fire, police and health departments shall apply to said Department.

The expense of said Department shall be apportioned and assessed as provided by Chapter 32 of the General Laws.

As Mayor Murphy of Somerville said, and without criticism of individuals, Boston must show better conditions within itself, "streets, for the mere size bring about better government? It does not appear so when we think of New York and Philadelphia."

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Rogue Had Four Years

Joseph A. Rourke served as public works commissioner under the previous Curley administration and was regarded by the mayor and other city officials as remarkably well fitted for the position, a man who held the department up to a high standard of discipline, who ruled with an iron hand, kept the contractors at bay and accomplished things quickly and efficiently. Mr. Rourke, after having aptitude for the engineering foundation which he received at Worcester Polytechnic Institute, was supposed to give him the necessary training, education and experience.

Joseph A. Conry was another appointee who seemed, at least in the eyes of City Hall, as specially well qualified for the position of traffic commissioner, considering the fact that he had been a meteoric politician for many years, actively engaged in political and public affairs and director of the mayor of Boston many years ago, at which time he was engaged in solving the traffic situation of Boston, with reference to the locating of freight traffic between the railroad terminals and the express offices.

Edward E. McLaughlin, one of the most active men in promoting the candidacy of Mayor Curley in the last election, had no experience in the fire department, or in the management of large bodies of men, but as member of the Legislative and as member of the City Council, he had displayed general ability of no mean order.

Bogan to Street Commission

Mayor Curley, besides paying tribute to the efforts of the appointees rejected by failure on the part of the Civil Service Commission to act upon them in the time allotted by law, made several other announcements of interest.

The first was that of the appointment of Charles F. Bogan of 1500 Commonwealth Avenue, who, in the time花钱, was the position division of the Street Laying-Out Department, has been slated for a position on the board since election. Mr. Bogan, who is a brother of Judge L. Bogan, chairman of the School Committee, had been employed in the street-laying-out department since 1889. He was then closest to Mr. Curley in the campaign.

AS TO GREATER BOSTON
For Sale—By the City of Boston to the Lowest Bidder

Boston Airport Corporation Hangar

With the approval of an order to purchase this building signed by Mayor Curley yesterday, Chairman Long of the City Park Department has announced that an advertisement for bids on its removal will appear in the City Record tomorrow. The advertisement will specify that the building must be removed within ten days of the signing of the agreement. Incidentally, aside from its outward appearance and unfortunate location there is a lot of good material in the building—bricks, metals and a number of heavy wooden arched beams. If you are in the market for a good building cheap, get in touch with Chairman Long at once. No one at the airport will miss it.
GOODWIN ASKS $10,000 MORE
Finance Commission Needs
It, Chairman Asserts

Chairman Frank A. Goodwin of the Boston Finance Commission told the Legislative Committee on Municipal Finance today that the commission cannot do the work that should be done unless it obtains an increased appropriation. He was urging a $10,000 addition to his bill for the commission's work.

Mr. Goodwin pointed out that investigations by the commission in the past have been made on complaints and confined to specific cases. He said, for example, a checkup has been made of the organizations of the various city institutions.

"I found that the Finance Commission has done practically nothing except where specific complaints have been made," he said.

Mr. Goodwin said the Hyde Park High School investigation last year cost $6000 and that the whole appropriation of the commission was cleaned up in 1929.

Referring to the East Boston tunnel case, Mr. Goodwin said his idea was to go into the whole matter before anything happened so they can engage inspectors to check up on snow removal and other work. Apparently, he wants the commission to have an inspection force to watch the inspection work.

"We can't do the work that ought to be done unless we get the increase," Mr. Goodwin declared.

Satisfied, Goodwin Admits

Acting Chairman George P. Anderson asked, "Are you satisfied with the $5000?"

Mr. Goodwin replied, "Yes, good enough for me."

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with the request that the names of these two men be resubmitted for further examination and reconsideration, and the failure to approve the nomination of Hon Joseph A. Corry as Traffic Commissioner and Edward F. McLaughlin as Fire Commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of the further fact that by education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand, and accordingly I am this day resubmitting the names to the Civil Service Commission as sufficiently sufficient time for investigation and consideration has not been given in any one of these four cases."

Rourke Served Before

Joseph A. Rourke was Commissioner of Public Works through the second Curley Mayoral administration, which began in 1923.

He is a graduate of Worcester Polytechnic Institute, and had been in the employ of the Edison Electric Illuminating Company, Boston Elevated System, Boston Transit Commission and the General Electric Company at Lynn. Rourke first entered the city service in 1901, and held several positions on the engineering staff of the Public Works Department. He was a captain in the World War.

Failure to confirm Ex-Senator McLaughlin caused much surprise when it became known at the State House and City Hall. Popular and well thought of, McLaughlin served in the Massachusetts Legislature, and his nomination for Fire Commissioner was his first to appointive office.

James E. Maguire is the editor of the East Boston Free Press, a weekly newspaper.

Corry is an ex-Congressman, a former post office director here and at one time president of the old Common Council and later of the Board of Aldermen. In 1908 he was appointed consul of the Russian Empire, serving until the overthrow of the Government in Russia.

HARDING GETS ELECTION POST

Bogan Named to Succeed Him on Street Board

Following his resignation as a member of the Boston Board of Street Commissioners, Maj Charles T. Harding of Dorchester was this afternoon nominated by Mayor Curley for the Election Commission, and Charles F. Bogan of 1200 Commonwealth was named for Harding's place on the Street Commission.

Maj Harding was first appointed by Mayor Curley in 1923, during his second term as Chief Executive of the city. Bogan has been in the employ of the city since 1899 and has held his present position, chief of the assessment division of the Street Layoung Department, since May, 1922.

Mayor Curley today also announced the acceptance of the resignations of Institutions Commissioner William S. Kinney, Traffic Commissioner William A. Fisher, Supt of Supplies Herbert Frost and Mrs Nina M. Gevalt, a member of the Election Board.

Maj Harding's place on the Commission was his first to appointive office.

James F. Gaffney of 51 Adams st was nominated by Mayor Curley for the Elevated System, to act as superintendent of supplies. He is a past commander of Col Fred B. Bogen Camp, U. S. W. V.
CURLEY WILL RESUBMIT THEM

CIVIL SERVICE APPROVES TWO

Rourke, Conry, McLaughlin and Maguire Get Rebuffs

The State Civil Service Commission today failed to approve Mayor Curley's appointment of Joseph A. Rourke as Commissioner of Public Works, James E. Maguire of East Boston as Institutions Commissioner, Joseph A. Conry as Traffic Commissioner, and Edward F. McLaughlin as Fire Commissioner.

To all appearances, consideration of these four appointments passes out of the hands of the Civil Service Commission automatically. When the commission adjourned today it was announced that it would not meet until next Tuesday. Under the law, approval of nominations must be made within 30 days, and the fact that the time limit will have expired before the next meeting of the commission means that the commission has declined to act, and this is equivalent to rejection.

The 30-day limit as regards Rourke and Maguire ends tomorrow, for Conry on Friday, and for McLaughlin on Saturday.

At its meeting today, however, the commission approved the nomination of Capt. John J. Lydon of South Boston as Soldiers' Relief Commissioner, and Ex-Congressman Peter F. Tague of Charlestown as principal assessor.

Curley to Try Again

Mayor Curley told the City Hall newspapermen early this afternoon that he would resubmit the names of Messrs Rourke, Conry, McLaughlin and Maguire to the Civil Service Commission. The Mayor added that he was of the belief that the Civil Service Commission had not given his nominees proper consideration,
FIN. COM. KEEPING HANDS OFF IN CURLEY TAX LIMIT FIGHT

OTHER CITIES FREE, SAYS GOODWIN

Seeks Larger Appropriation
So He Can "Put Teeth" Into Inspections

A "hands off" policy on Mayor Curley's appeal to the Legislature to remove the Boston tax limit has been adopted by the Boston finance commission.

Frank A. Goodwin, chairman of the commission, revealed the attitude of that body today while speaking before the legislative committee on municipal finance, urging that the commission's appropriation be increased from $50,000 to $55,000.

"Personally," said Goodwin, "I don't see any reason for a tax limit for Boston when there is none for any other city or town."

He informed the committee that the annual appropriation for the commission amounts to $50,000, that $50,000 goes for the chairman's salary, $37,000 for salaries of the working force, leaving only $1600 for commission activities, including investigations.

NO CHECK-UP FUND.

He revealed that Mayor Curley recently asked the commission to assign inspectors to check up on snow removal work. He said he would like to be able to check the millions of dollars spent in contracts, in the institutions and for supplies.

"But we haven't any money for such work," he stated. "That's why we want an additional $10,000."

"Are you satisfied with your present $50,000 salary?" asked the House chairman of the committee, Representative George P. Anderson of Boston.

"Yes, it's good enough for me," replied Goodwin.

Goodwin then said that he has discovered that the finance commission has been doing nothing except on complaints in specific cases, that no attempt has been made on the organization of institutions, supplies and contracts.

In the Hyde Park high school investigation, he continued, the commission spent $3000.

"They cleaned up the whole appropriation last year," he added.

"TEETH" IN WORK

"On the East Boston tunnel case my idea was to go into it before anything happened. We hired a real estate expert and get a fair valuation on the property. All we had left to pay him with was $2900, which he accepted.

The city expert, I think, will get $15,000. It is a big job with an $8,000,000 appraisal.

"Your idea is to put some teeth into this department isn't it?" asked Rep. Anderson.

"I'd like to be able to investigate the matters I have outlined," said Goodwin.

A question being raised as to opposition to the finance commission's appropriations by mayors in the past, Goodwin said that the last mayor favored changing the city charter which included a finance commission.

"It makes a difference whether you are a catcher or a pitcher," said Goodwin.

Curley Favors Test for City Laborers

Mayor Curley does not feel that withdrawal of the physical examination requirement for city laborers under civil service would relieve the unemployment situation.

This was made clear today before the legislative committee on civil service by Thomas H. Bilodeau, legislative counsel for Boston, who voiced official opposition to several measures which would dispense with the requirement.

The mayor believes if such a change were made it might work out as a detriment to both workers and the city, Bilodeau explained.

MOOSE WILL HONOR ARTHUR W. HAYDEN

N. E. Supervisor to Be Given Banquet Feb. 12

A testimonial to its New England district supervisor, Arthur W. Hayden, of Boston, will be tendered by the Loyal Order of Moose of New England at a banquet at the Elks ballroom Feb. 12. The guests will include Secretary of Labor James J. Davis, Gov. Allen, Atty.-Gen. Walter Congressmen McCormack, Underhill, Martin, Douglas of Massachusetts, Mayor Curley and Dist.-Atty. Foley.

Hayden was appointed by Secretary of Labor Davis, founder of the order, as organizer of the Loyal Order of Moose in New England more than 20 years ago. Through his efforts the order now has more than 75,000 members in New England.

Secretary of Labor Davis will be introduced on the radio from the ballroom by Mayor Curley, the broadcast coming from station WNAC from 10:30 to 11 P.M. The tercentenary orchestra will play a concert and dancing will follow until 2 A.M.

Supreme officers of the order will attend the testimonial in a body. Fifteen hundred persons will be seated at the banquet tables, coming from all parts of New England.

The committee consists of Guy H. Rogers, director, of Haverhill; James L. Hughes, chairman, South Boston; Henry Ritter, secretary, Cambridge; Dr. James E. Breslin, treasurer, Watertown; James T. Callahan, Somerville; Daniel Quinn, Reading; Leon Mayer, Waltham; Frank J. LaBelle, Waltham; John Ryder, Boston, and William H. Hatch, Chelsea.

BUILDING PERMITS REFUSED BY CITY

The board of appeal of the city building department today dismissed the application of the Parkway Corporation to erect two buildings, each housing 20 families, at Centre and Central streets, West Roxbury. The application had been refused by the building commissioner and an appeal was taken. It was stated that the proposed buildings would violate the zoning ordinance.
Mayor Raps Board

It also failed to confirm Joseph A. Rourke as commissioner of public works and James E. Maguire as institutions commissioner. The board told Mayor Curley it was unable to certify these two men within the 30 days fixed by law but would reconsider them if he would reappoint them, giving the board 30 days more for a decision.

In sending back all four names, the Mayor cited the education, experience and qualifications of McLaughlin and Conry, and stated that the board had apparently not had time to give them due consideration either.

The clean-out of Nichols appointees, which leaves but one of that regime still in office, in an important city position, followed swiftly.

The Mayor announced he had accepted the resignation of William S. Kinney as institutions commissioner at $5000 a year, and as his own appointee remains unconfirmed, he put John J. Lydon, soldiers relief commissioner, in Kinney's place temporarily as acting institutions commissioner.

Mayor Curley next accepted the resignation of Traffic Commissioner William A. Fisher, and made Chairman Thomas F. Sullivan of the transit board acting commissioner. This was confirmed today by the civil service board as soldiers relief commissioner.

The commission by failure to confirm, flatly rejected former

Congressman Joseph A. Conry as traffic commissioner and Edward F. McLaughlin as fire commissioner.

Mayor Curley named Charles F. Bogan, brother of Dr. Fred Bogan, former chairman of the Boston School Committee, Charles F. Bogan, at 1500 Commonwealth ave. and has been in the city service since 1899, having been in the street laying-out department for years. He is a past commander of Bogan Camp. U. S. W. V.

James F. Gaffney, architect and builder, of 51 Adams st., Dorchester, was appointed to the board of appeals for real estate cases, replacing John D. Markes. The salary is $10 a day while actually engaged in city work, with a limit of $1000 annually.

The mayor's message to the civil service board, accompanying his re-submission of the names of McLaughlin, Conry, Maguire and Rourke, was as follows:

"Failure of the department of civil service and registration to confirm the appointments of Joseph A. Rourke as commissioner of public works and James E. Maguire as institutions commissioner, coupled with the request that the names of these two men be re-submitted for further examination and consideration, and failure to approve the nomination of Joseph A. Conry as traffic commissioner and Edward F. McLaughlin as fire commissioner, in view of their exceptional qualifications for the positions which they seek, and in view of the further fact that by education, training and experience all are qualified for the positions that they have been designated to fill, it is difficult to understand; and accordingly I am this day re-submitting the names to the civil service Committee, as apparently sufficient time for investigation and consideration has not been given in any of these four cases.
In place of Street Commissioner Harding, resigned, the mayor appointed Charles F. Bogan of 1500 Commonwealth avenue.

James P. Gaffney of 51 Adams street, Dorchester, was appointed a member of the board of appeals in place of Marks.

George H. Johnson, city collector, a Republican, was not disturbed in his position.

With the holding up of the appointments of Rourke and Maguire for re-submission, and the turning down of Curley and McLaughlin, the civil service commissioner, today approved the appointments of John J. Lydon as soldiers' relief commissioner, and Peter F. Quigley as principal assistant. Elliot H. Goodwin, civil service commissioner, would make no statement concerning the confirmation of the men chosen by Curley to head important city posts.

The 30-day period following the appointments of the mayor, during which the civil service commission considers the appointees, expires on Saturday for McLaughlin; Friday for Conroy; tomorrow for Maguire and Rourke.

Unless the commission approves an appointment within the 30-day period it is equivalent to a final rejection of the appointee unless the mayor is asked to resubmit the name for further consideration.

The action of the commission in making no decision in the McLaughlin and Rourke instances is taken as final proof that the two men were turned down, and that Mayor Curley will be forced to resubmit their names for the positions of fire and traffic commissioners.

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The civil service commission meets again on Tuesday.

HAD NO CITY POST
Ex-Senator McLaughlin held no city post before his appointment by Curley. Conroy is well known throughout the city, having been an alderman, and was for years Boston counsel for the imperial government of the old Russia. However, if his appointment is favorably reconsidered by the commission, he will succeed James H. Sullivan as commissioner of public works, while Maguire, if he finds himself in a favorable light upon another consideration by the civil service, will assume the institutions commissionership that he formerly filled by William S. Kinney.

Fin. Com. Asks $60,000 a Year
Can't Do its Work on $50,000

Goodwin receives $5000 and after other city salaries are paid, the commission has but $18,000 left for routine work and investigations.

Unless it obtains a larger appropriation the Boston finance commission cannot do the work which should be done by it. Frank, chairman of the commission, today told the legislative committee on municipal finance, "We seek to increase the appropriation from $50,000 to $60,000 a year."

$32,000 for Salaries

Goodwin pointed out that investigations by the commission in the past have been made on complaints and not to specific, but for example, no check up has been made of the organizations of the various city institutions. "I found that the finance commission has done practically nothing except where specific complaint has been made," is the story told by Goodwin.

Goodwin said that he has not disposed of the $32,000 appropriation that was given him by the legislature last year.

WILL BROADEN FIELD

Goodwin said that he has not disposed of the $32,000 appropriation that was given him by the legislature last year.

"We can't do the work that ought to be done unless we get an increase," said the commissioner.

Acting Chairman George P. Anderson asked: "Are you satisfied with the $3000?"

"Good—yes, it is enough for me."

A Bigger Boston

People's Editor:
In the past few days the annexation of the cities and towns around Boston has been aired in the papers. Revere, Winthrop and Saugus are in full accord with the idea, while Chelsea, Revere's and Winthrop's next neighbors are opposed to it.

I think the people of the committee of trying to make the heads of these cities and town governments see it would be to their own advantage to merge with Boston, is a wonderful idea of Mayor Curley's.

This merger would place Boston among the principal cities of the United States. Of course there are other cities and towns besides those that I have mentioned that are opposed to the merger. The representatives who are at the head think that these cities would lose their prestige. I think it will be to the advantage of these cities and towns to be annexed to Boston, and make Boston a large and great city.

FREDERICK J. SULLIVAN.
Ashmont.
Mayor Retaliates by Firing All Republicans Holding City Offices Save One—Acts in Less Than Hour
—Resubmits Names of Traffic and Fire Commissioner Appointees—Lydon and Tague Are Approved—Rourke and Maguire Still in Doubt

The civil service commission today refused to confirm two appointments of Mayor Curley and held up two others.

Within an hour of the commission's action the mayor accepted the resignations of all but one of the Republican office holders in the city administration and named their successors.

The Curley appointments turned down by the civil service commission were ex-Senator Edward F. McLaughlin as fire commissioner, and Joseph A. Conry as traffic commissioner. Those held up for resubmission were Joseph A. Rourke as commissioner of public works and James E. Maguire as institutions commissioner.

VICTIMS OF AXE

The victims of the Curley axe at City Hall are:

MRS. NINA V. GEVALT, election commissioner.
WILLIAM S. KINNEY, institutions commissioner.
WILLIAM A. FISHER, traffic commissioner.
HERBERT S. FROST, superintendent of supplies.
JOHN D. MARSH, member of the board of appeal.

With the announcement of the mayor that he had accepted the resignations offered at the inauguration of the new administration he issued a list of new appointments.

Maj. Charles T. Harding, resigned as street commissioner, was appointed election commissioner, replacing Mrs. Gevalt, whose resignation is effective Feb. 24.

LYDON REPLACES KINNEY

John J. Lydon, soldiers' relief commissioner, was named acting institutions commissioner in place of Kinney. Col. Thomas F. Sullivan, chairman of the transit department, was appointed acting traffic commissioner.

Philip A. Chapman was appointed acting superintendent of supplies.
PATRIOTIC BODIES HONOR G. A. R. CHIEF SATURDAY

National Commander E. J. Foster of Worcester
To Be Guest of Honor at Concert and Ball

EDWIN J. FOSTER
National Commander-in-Chief of the G. A. R.

Mayor Curley, Mayors of Greater Boston cities and Worcester and city, State and Federal officials are expected to attend the concert and ball at the Hotel Statler Saturday evening in honor of Edwin J. Foster of Worcester, commander-in-chief of the Grand Army of the Republic.

The concert and ball are being tendered by all the patriotic organizations allied with the Massachusetts Department of the G. A. R. An energetic committee, comprising members of the Woman's Relief Corps, Ladies of the G. A. R., Sons and Daughters of Union Veterans and the auxiliary to the Sons of Union Veterans, under the leadership of Mrs Marion Bleiler, is making every effort to have the event the outstanding occasion in the term of the commander-in-chief.

Mr Foster also is Son of a Veteran. This helps make it an occasion for double rejoicing and honor for Massachusetts, because there probably will not be another commander-in-chief for years to come, if ever, from this State.

O'NEIL HEADS PUBLIC CELEBRATIONS GROUP

Citizens' Association to Aid City Events

Joseph A. F. O'Neill, master of the Prescott School District, Charlestown, has been elected president of the Citizens' Public Celebrations Association, an organization which helps conduct celebrations sponsored by the city of Boston.

Other officers elected are Louis Watson, vice president; Henry D. J. Small, treasurer, and E. B. Moro, secre-

JOSEPH A. F. O'NEIL
retary. The organization has been in existence since 1912, but during the last administration it was dormant.

With the advent of Mayor Curley, the association has sprung to life again, and will work with J. Philip O'Connell, director of public celebrations, who is appointed by the Mayor.

The new president is a member of the Boston Council of Boy Scouts and chairman of the committee on the training of scoutmasters; a member of the executive committee of the Boston Tercentenary Committee appointed by Mayor Curley, and of the board of directors of the Catholic Union of Boston.

He is a past president of the Charitable Irish Society and the Catholic Alumni Sodality.

Mr O'Neill has already appointed a committee, under the chairmanship of Judge Frank Leveroni, to perfect plans for joint George Washington-Abraham Lincoln exercises, to be presented in cooperation with the city, at Symphony Hall, Sunday evening, Feb 16.

LOMASNEY VICTOR IN FILLING STATION FIGHT

Martin M. Lomasney won his fight yesterday against the establishment of a filling station at Nashua and Minot streets, West end. The street commissioners officially revoked a permit granted Gladys P. Besarick, a stenographer in the office of William L. Schell, a former assistant district attorney for Suffolk county, to erect a filling station at the location named.
GOOD MEN REJECTED

Just what tests the Civil Service Commission relies upon in reaching a decision on whether or not an appointee of the Mayor of Boston is qualified for office remain a mystery. No explanation of the reasons for rejection is ever given out by the commission and men who are rejected are usually unable to find out the reason therefor.

Apparently, the Civil Service Commission is not satisfied that former Congressman Joseph A. Conry is qualified for the position of Traffic Commissioner. While the commission has not rejected Mr. Conry, it has given out a large and definite hint that he will be rejected.

Mr. Conry is a man of wide interests. He is a man of force and ability. He bears the highest of reputations. He isn't the sort of a man who "needs a job," but the type of citizen who is financially able to devote a good part of his time to public service.

Mayor Curley yesterday served notice on John T. Myron, a law partner of Charles H. Innes, David A. Marshall and Harold E. Field of Boston, constituting the commission appointed by former Mayor Nichols to codify the laws of the Commonwealth as relating to the city, to produce the codification, or return the nearly $20,000 which he said they received collectively, or be sued in the civil courts for it.

$18,397 PAID OUT

The Mayor said that he had failed to see that the commission had done anything and that unless he was shown that noticeable progress had been made in return for the money paid, he would instruct the corporation counsel to start suit against the return of the funds.

Myron had received $6,397.63, he said, Marshall $9,058.01, and Field $9,187.00, making a total of $18,397.64 out of a special appropriation of $20,000 for the work.

The same commission which former Corporation Counsel Frederick E. Dowling of Allston assailed in the City Council last year, declaring that he had been unable to find that any work had been done or any results procured for the money spent by the Nichols administration.

Mayor Curley made plain last night that he was intent on getting results in this matter. He said that in 1892 John A. Sullivan, then corporation counsel, had consolidated and codified the laws and that if it had been deemed necessary to codify them again in 1898, there ought to be some results by now, especially with three men at work and with Sullivan's codification at hand to assist them.

A SPLENDID RECORD

Building Commissioner Hultman tells us that over 200,000 passengers have ridden in elevators in the city of Boston during the past year without a single fatal accident, when those modern methods of going up and down stairs have been run by properly licensed operators. It is a splendid record.

Mr. Hultman made this announcement in the course of remarks in praise of the inspectors of the department. They deserve his encomiums.

But there is not something to say of the carelessness and efficiency of the men and women who operate the elevators? The best of inspection would not account for such a lack of fatal accidents if the operators were not keen to their responsibilities.

UNDERPASSE TO WAIT FOR LAW

Legislature Must Pass Enabling Act First

Mayor Curley's plan for an underpass on Commonwealth Avenue, under Massachusetts Avenue, to relieve the congestion of cross-traffic at that important street intersection, is held up by the apparent necessity of first procuring enabling legislation at the State House, it was announced at City Hall last night.

Investigation of the matter by the city law department, at Mr. Curley's direction, yesterday resulted in a report to the Mayor, that by reason of certain rights reserved for the original owners of streets - which ownership the Commonwealth Avenue mall was constructed, the proper course for the city to pursue would be to obtain legislative permission for the contemplated underpass.

Mayor Curley, in giving out the report of the corporation counsel, admitted that "we are apparently held up on this."
Dr. Lyons' Announcement of School Board Decision Angers Masters; Political Graft Charged

Dr. Joseph V. Lyons of the Boston school committee exploded a verbal bombshell at a meeting of the Schoolmen's Economic Association at the Club City last night when he informed them that the school committee had decided to grant no salary increase this year to teachers, masters or anyone connected with the Boston school system.

The announcement of Dr. Lyons threw the group of 125 teachers and masters into an uproar. After he left indignation grew and charges of "graft" and "playing politics" were made by speakers.

It culminated in a motion being unanimously adopted to carry on a fight before the Legislature without the aid of the school committee to gain a salary increase. The aid of more than 400 teachers in the city schools will be sought by the men teachers to gain the salary increase.

Mr. Winston declared the action of the school committee to be due to a financial condition which might be termed "bad." He further declared that with the formation of the new school building committee it is hoped that "grafting and grafting" can be effectively halted and that the promise of Schoolhouse Commissioner Rourke might be realized to the extent that a saving of $500,000 in appropriations might be made and this result in the school committee deciding to grant an increase later.

The announcement of Dr. Lyons is the first intimation Boston's 4000 and more school teachers have of the referendum of the school committee to grant their requests. A circular is about to be mailed to the teachers and masters advising them of this action.

Cites Sprinkling of Strandway

Mr. Thomas E. Winston, chairman of the salary committee of the association and head of the history department at Hyde Park High School, framed a resolution which was unanimously adopted to carry on the salary increase fight and demand an increase from the Legislature.

"$300,000 can be taken from the funds of the School Committee and later be used to buy rugs which are stolen, and to sprinkle sand on the Strandway in South Boston. It is high time money be taken from some branch of the city's budget to pay the school teachers at least what they were paid before the war," Mr. Winston declared.

"If money can be taken from educational funds for such things as sprinkling sand on highways, then there ought to be a valve opened in the city treasury leading to the school department. The flow should not be all in one direction.""Propaganda Against Raise"

He charged there is a definite propaganda being launched against a salary increase for school teachers in Boston.

He charged that in back of the Legislature's "committee of 30" leading real estate men of the city, the Chamber of Commerce and banking firms, fighting for a salary increase.

"These men live out of the city of Boston. They gain their living here but pay no share of the taxation. Why should the saving be made only at the expense of men who are giving honest service to the most important branch of the city government?"

Time to Explode Myth

"More than $300,000 was turned into Mayor Nichols and taken from the school fund, not for political purposes. It belonged to the men and women who are teaching your boys and girls what they ought to know. Don't let the school committee go before the Legislature and ask for money for 'teaching purposes' instead of filling the ranks with substitute teachers 'handicapped'?

He charged that too many wealthy men of the city do not care about the teaching systems in Boston schools because they do not send their children to private schools, and are blocking a salary increase.

The speaker declared it is high time to explode the myth that Boston is too poverty-stricken to pay its school teachers a living wage, and stop the flow of "graft" which is ruining the "bigger men of the city."

"Should Reassess City!"

He charged that if the city government wants more money they should "reassess the city honestly. They have been monkeying with this for years, foolishly."

Dr. Lyons sharply rapped the idea of a survey committee of the Boston public school system, although he declared he appeared to be working out satisfactorily to date. He declared "it is not worth the paper it is written on."

He declared the intention of fighting any proposal to have the school committee take over the Boston School Building Commission, declaring "it would do nothing else but transfer the abominable conditions which existed and the temptations that went with it into the laps of the school committee, whose duty it is to look after the education of your children."

Will Appeal for $300,000

Dr. Lyons disclosed for the first time that the school committee is faced with taking drastic action and is preparing to go before the Legislature with an appeal for $300,000 a year, and an appeal for funds to build from three to five new high schools, which he declared to be "a sore necessity."

He declared the present intention is to float a bond issue for the sum.

Dr. Lyons brought one ray of hope to the schoolmasters in session. He declared that the new School Building Commissioner Rourke has promised to effect a saving in the appropriation of $1,750,000 of at least $500,000. He said he felt the commissioner was capable of making this saving, and the proper man for the position, and advocated that a portion of this sum be used to grant the teachers a salary increase.

Not Given Proper Care

In closing he declared the teachers should not have "cold feet" in going before the Legislature for their salary increase and pointed to the progressive campaign outlined by Mayor Curley for the next four years, declaring that the city government would probably go before the Legislature for funds for other city departments.

He gave it as his personal opinion, despite the fact he is a member of the school committee, that the teachers of Boston are not being given proper care as regards salaries, and that they should fight for increased wages. He said he stands ready to aid them in their fight in any legitimate fashion.

Blames Cut in Roxbury

Business to High Rents

The 20 per cent decrease in business in Roxbury during the past five years has been blamed by Mayor Lyons is being charged by Roxbury real estate owners, it was stated by City Councillor John F. Dowd last night, speaking before the members of the Roxbury Board of Trade at their annual banquet.

City Councillor Dowd charged that owners of stores and blocks have increased rents at least 150 per cent and the valuations have not been raised even half that amount. He stated that store owners were unfair to business men and stores would remain unlet as long as the rents remained high. City Councilor Dowd further stated that Roxbury was losing money while lighting system costing $100,000, either this year or next by the city council.

President of the Senate, Gaspar U. Bacon also spoke at the banquet.
ONLY ONE NICHOLS MAN NOW ON JOB

City Collector Johnson Likely to Stay
--- Curley Sends Four Rejected Names Back for Confirmation

NEW SOLDIERS' RELIEF COMMISSIONER
Captain John J. Lydon, South Boston, shown at his new task in City Hall, just after he had been sworn in.

George H. Johnson, city collector, at an annual salary of $7500, remained last night as the sole appointee of former Mayor Nichols to survive the axe of Mayor Curley.

For, in the forenoon, following receipt of word that the State Civil Service Commission had failed to confirm four of his appointments, Mr. Curley announced that he had accepted the resignations of five of the remaining six Nichols appointees.

FIVE ARE OUT
These were Mrs. Nina M. Gevall, election commissioner; William G. Kinney, institutions commissioner; William A. Fisher, traffic commissioner; Herbert S. Freis, superintendent of supplies, and John D. Marks, member of the Board of Appeal.

The two Curley appointees whom the Civil Service Commission confirmed, John J. Lydon, as soldiers' relief commissioner, at a salary of $6000 a year, and former Congressman Peter F. Tags, as principal assessor, at $6000, were immediately sworn in and began their new duties.

The Mayor sent back to the commission the names of the four which it had failed to confirm. These were former Senator Edward F. McLaughlin, to be fire commissioner; Joseph A. Rourke, to be public works commissioner; former Congressman Joseph A. Conry to be traffic commissioner, and James E. Maguire, to be institutions commissioner.

The Civil Service Commission, in failing to confirm these appointments, asked that the names of Rourke and Maguire be resubmitted, as the commission had not had time properly to examine and consider them, as the 30 day limit for their action will expire today, before adequate opportunity to do so, In the cases of Conry and McLaughlin the commission simply turned them down.

Names Sent Back
Mayor Curley, however, in sending back all four names, declared that evidently, in view of the exceptional qualifications, and records or reasons which his rejected appointments were to fill, Major Charles T. Harling, who resigned as street commissioner, was appointed to the Election Commission to replace Mrs. Gevall, effective Feb. 24. John J. Lydon, soldiers' relief commissioner, was designated to Conry's place as acting institutions' commissioner, Colonel Thomas F. Sullivan, chairman of the Transit Commission, was designated to act as traffic commissioner, Philip A. Chapman, penal commissioner, was designated to act as superintendent of supplies. James F. Gaffney of St. Adams street, Dorchester, was appointed a member of the Board of Appeal, vice Marks. He has had 15 years' experience as an architect and builder. Charles F. Begon of 120 Commonwealth avenue, Boston, was appointed street commissioner, replacing Major Harding. He has been employed in the city service since 1896, in the street laying out department, and he is a past commander of Bogan Camp, United Spanish War Veterans.

The outlook for George H. Johnson, the last of the Nichols appointees to retain his job, was considered good at City Hall last night. Johnson has always been of the same political party as Mr. Curley, and is known as a "Curley Democrat." Reports in usually reliable circles have it that he is slated to remain as city collector.

More than 1200 men and women attended a testimonial banquet to Mayor Andrew J. Casassa of Revere last night upon completion of the first year of his three-year term as head of the City of Revere.

The affair, held in the Crescent Gardens, Revere, was attended by a score of Mayors of nearby cities.

The State was represented by Lieutenant-Governor Youngman, who complimented the Mayor for his work in building up Revere and promised that later when he has "more power," he will tender to assist the city in every way possible. The reference, taken to mean Youngman's expectation of being Governor in the future, was received with applause.

A speech that created considerable interest was given by Mayor Whalen of Chelsea, who, after soliciting Mayor Casassa on his record, advised the cities in the metropolitan district to retain their individuality and avoid any connection with Mayor Curley's Greater Boston plan.

Among the Mayors present were Bates of Salem, Murphy of Somerville, Manning of Lynn, O'Connell of Everett, and Hastings of Malden. Hon. Woodyard, chairman of the Saugus Board of Selectmen, and Henry J. Barry, chairman of the Winthrop Selectmen, spoke on behalf of their communities.

Presiding officer was Frank P. Morse, State superintendent of secondary education, who was principal of the Revere High School when Mayor Casassa was a student in that institution. The presentation of a baby grand piano to Mayor and Mrs. Casassa was made by President Charles Gilfix of the Chamber of Commerce in behalf of those at the banquet. There were also floral presents for Mayor and Mrs. Casassa.
MAYOR TO PROBE
LAW CODE BOARD

Mayor Curley yesterday announced that he intends to investigate the work of a commission of prominent lawyers appointed more than two years ago by ex-Mayor Nichols to codify the city laws and for whose services $20,000 was paid by the city of Boston.

If the work has not been completed to the satisfaction of the corporation counsel of the city; the Mayor added, he will take proceedings to have the money returned.

The Mayor made this announcement after he had made public a letter received by him from Corporation Counsel Samuel Silverman.

In this letter, Atty. Silverman stated he had assigned an assistant to investigate the work already accomplished by the commission.

"I have advised these men," his letter stated, "that if I receive a report from my assistant that they have not made sufficient progress, I will institute proceedings to compel the return of the money paid to them."

The three prominent attorneys who comprise the commission are John F. Myron, a partner in the law firm of Charles Innes; David A. Marshall and Harold J. Field.

Mayor Curley stated the three attorneys have been at work on the recodification of the city laws for two and a half years, and that he is informed the work is not yet completed.

The $20,000, he said, had been paid out as follows: John F. Myron, $6,632.61; David A. Marshall, $6,632.01; Harold J. Field, $6,602.90.

A balance of $133.68 had been devoted to expenses, the mayor said the city records showed.
GIVE ROURKE AND MAGUIRE CHANCE

Board May Renew Inquiry
—Mayor to Renominate

Lydon and Tague Win, Conry and McLaughlin Fall

Mayor Makes Further Appointments

Civil Service Commissioner Elliot H. Goodwin announced yesterday afternoon that further consideration may be given Joseph A. Rourke and Mayor Curley by Commissioner of Public Works, and James E. Maguire, East Boston editor, whom the Mayor selected for the position of Institutions Commissioner, but he made no mention of Joseph A. Conry, nominated as Traffic Commissioner, and Edward F. McLaughlin, scheduled by the Mayor to be Fire Commissioner.

Apparently the Civil Service Commission has decided definitely not to approve the appointments of Mr. Maguire and Mr. Conry.

The commission did approve the appointment of Capt. John J. Lydon as Soldiers’ Relief Institution commissioner and of former Congressman, John D. Marks, as the principal Boston assessor.

Five Resignations Accepted

After announcement of the decision of Commissioner Goodwin on his appointees Mayor Curley sent word to several Republican officeholders that he had accepted their resignations.

Those who are to go are:

Mrs. Nina V. Gavell, Election Commissioner.
Herbert S. Frost, superintendent of supplies.
John D. Marks, member of the Board of Appeal.

The announcement was made after Mayor Curley had accepted their resignations.

Mayor to Resubmit Names

Mayor Curley says that he will re submit the names of the appointees who have been rejected or held up and he will demand that all the facts be placed before the commission in their cases.

He does not believe, he told reporters, that the Civil Service Commission has given its nominees proper consideration. In his opinion they are eminently qualified to hold the positions for which they have been nominated.

In a statement which he gave to the newspapers yesterday, Mayor Curley said:

The failure of the Department of Civil Service and Registration to con form the appointments of Joseph A. Rourke as Commissioner of Public Works and James E. Maguire as Institutions Commissioner, coupled with the request of the Municipal Board for the appointment of two men be resubmitted for further examination and reconsideration, and the failure to approve the nominations of Hon. Joseph A. Conry as Traffic Commissioner and Edward F. McLaughlin as Fire Commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of their further fact that by the education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand, and accordingly I am of the opinion that the Civil Service Commission has not had sufficient time for investigation and consideration has not been given in any one of these four cases."

McLaughlin Ruling Surprise

Joseph A. Rourke was Commissioner of Public Works through the second Curley Mayoralty administration, which began in 1922. He is a graduate of the Worcester Polytechnic Institute, and had also been in the employ of the Edison Electric Illuminating Company, Boston Electric System, Boston Transit Commission and the General Electric Company at the time he first entered the employ of the Commission in 1901, and held several positions on the engineering staff of the Public Works Department. He was a captain in the World War.

Failure to confirm Ex-Senator McLaughlin caused such surprise at the State House and City Hall.

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Those who are to go are:

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Herbert S. Frost, superintendent of supplies.
John D. Marks, member of the Board of Appeal.
Capt. John J. Lydon was assigned to the Board of Street Commissioners and was immediately nominated to fill a vacancy in the Board by the Mayor. He was a captain in the World War.

At the same time Mayor Curley designated Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, to act as Traffic Commissioner, and Penal Commissioner of the Massachusetts Legislature, and his nomination for Fire Commissioner was reported to the first appointive office.

James E. Maguire is the editor of the Boston Transcript.

Mayor to Renominate

Mayor Curley, former post director here, and at one time president of the old Common Council and later of the Board of Aldermen, in 1908 was appointed consul of the Russian Empire, serving during the overthrow of the Government in Russia.

Bogan, the new prospective Street Commissioner, has been a transit man, conceiver and chief in charge of assessments in the Street Department. He is a past commander of Col. Fred R. Bogan Camp, G. S. W. V.

Alyson was the first appointed by Mayor Curley in 1923, during his second term as an officer.
MORE THAN 500 AT BANQUET OF THE BOSTON JEWELERS' CLUB

The 42d annual banquet of the Boston Jewelers' Club was attended by more than 500 members and guests last night at the Copley-Plaza.

Representatives of State and city, Army and Navy joined with the members in observing the occasion in gala style, more elaborate than ever because of the significance of 1930 as the tercentenary year in Massachusetts.

Lieut Gov William S. Youngman, representing Gov Allen, brought the official greetings of the Commonwealth. He was the only speaker and made his remarks brief in welcoming the jewelers and their friends.

Vice Carl F. Lawson, acting as chairman in the absence of Pres William J. Stone, who is ill, introduced Harley J. Doyle, president of the Keystone Publishing Company, of Philadelphia, as toastmaster. Mr. Doyle introduced the invited guests to the gathering before the program of entertainment was started. The guests included, besides Lieut-Gov Youngman, Peter F. Tague, principal assessor for Boston, representing Gov Allen, brought the official greetings of the Commonwealth. He was the only speaker and made his remarks brief in welcoming the jewelers and their friends.

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An elaborate program of entertainment was given by professional talent. A big step forward was made at the end of the big ballroom and the program was thoroughly enjoyed. Each member and guests received a silk umbrella as a souvenir.

Albert R. Kerr, secretary-treasurer of the organization, was general master of ceremonies last night. The directors are Edward A. Bigelow, Edward D. Cole, Frank T. Crain, James Kingman, James H. Parks and J. Charles Stever.


NEW SUBWAY PLANS INCLUDE B. U. STATION

Extended Kenmore Line to Run to Proposed Campus

Plans have been drawn up by the Boston Transit Commission for a subway under Commonwealth ave. with provisions for a subway station at or near the proposed Boston University campus on the Charles River shore at Farm Bridge.

The first inking of the consideration of a Boston University terminus by the city of Boston was received a short time ago, when Mayor Curley filed a bill in the Massachusetts Legislature seeking approval of the extension of the Boylston-st Subway beyond Governor sq.

The following is the official statement of the City of Boston Transit Department regarding the proposed extension of the Boylston-st Subway beyond Governor sq.:

"While no authority has been granted by the Legislature to extend the Boylston-st Subway west of Governor sq., plans for a subway have been prepared and they provide for a station in the vicinity of the future campus of the Boston University Building, between Charlesmark and St Mary's sq. No provisions have been made for an underpass to the university buildings, but a request from the university authorities might well be considered in formulating the details of a rapid transit line."

The statement is signed by Thomas F. Sullivan, chairman of the Boston Transit Commission.

City Opposes Dropping Examination for Laborers

The question of physical examinations for applicants for labor service was discussed by a number of persons at a hearing on measures designed to prohibit their requirement before the Legislative Committee on Civil Service yesterday.

There were three measures before the committee, all embodying the same principle. Representative Edward J. Kelley of Worcester held that favorable action on the measures would be a step in the right direction towards the measures would be a step in the right direction towards the establishment of a public policy for the admission of persons to the labor field.

Representative Daniel J. Moriarty, Charles H. Lawrey, Patrick Destre of Lowell, Arthur Court, John Halliwell, Emilie Gravel and Lawrence T. Woolfenden of New Bedford were recorded in favor of the principle, as were Representative Joseph W. Legden, Anthony H. Doyle and C. A. Kelly of Worcester.

Thomas H. Bilodeau, Legislative counsel of the Massachusetts Commission for the city of Boston, opposed the bills. He said that although Mayor Curley is in sympathy with the move to the reduction of unemployment, he was quite sure that these measures will not help the situation.

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"Sooner or later it may be brought about, but we want to retain our city, our school system and other departments, for we're getting along fine without Boston."

The ball was held at Mayor Curley's: saying: "If we are annexed to Boston, Chelsea will then be a dump for Boston. This is brought about forcibly during Curley's campaign for election. It is a speech at East Boston, when the Mayor of Boston said that East Boston had enough oil tanks and henceforth the oil companies would have to go to Chelsea or Revere if they wanted to erect more tanks."

New Bridge Schedule

The Chelsea Mayor then told of having taken up with the War Department the schedule of opening and closing the drawbridges which has been in force since 1901. He said he was endeavoring to get a new schedule adopted which would provide better traffic conditions for those living north of Boston.

Other Mayors present included George J. Bates of Salem, John J. Murphy of Somerville, J. Frederick Manning of Lynn, M. Hastings of Malden, and Michael C. O'Neill of Everett. They together with Chairman Henry J. Woodworth of the Saugus Board of Selectmen and Chairman Henry J. Barry of the Winthrop Board of Directors, joined in praising Mayor Casassa's administration.
WINNERS AMONG MAYOR CURLEY'S APPOINTEES AFTER TAKING OFFICE

LEFT TO RIGHT—JOHN J. LYDON, SOLDIERS' RELIEF COMMISSIONER; PETER F. TAGUE, PRINCIPAL BOSTON ASSESSOR

CURLEY SCRUTINIZES SPENDING OF $19,866

Silverman Has Aid Check Recodification Work

Three Lawyers Named by Nichols Ordered to Show What They Did

Attorneys John F. Myron, David A. Marshall and Harold J. Field, members of a commission appointed by ex-Mayor Nichols to recodify the laws relating to the city of Boston, have been asked through Corporation Counsel Samuel Silverman to produce the consolidated statutes, for labor on which they collectively drew $19,866.82 from the city treasury.

Proof of service commensurate for compensation is asked by Mayor Curley. The latter declared yesterday that he had been unable to learn from the Corporation Counsel that the work had been completed.

Corporation Counsel Silverman, in a communication to the Mayor, said that one of his assistants is checking up the matter and that if a report is received that sufficient progress has not been made, he will institute proceedings to compel a return of the money paid them.

Ex-Mayor Nichols set aside $20,000 to meet the cost of recodification of the statutes. Mayor Curley said that in 1922 similar work was done by the law department. Municipal records state that Mr. Myron was paid $6,256.91, Mr. Marshall the same amount and Mr. Field $5,900.90.

A fierce attack upon the recodification commission was made by Ex-Councilor Frederick E. Dowling Jr of Ward 21, in his closing term. He demanded information about service performed and it is said that the information was not forthcoming.

Mayor Curley wrote the Corporation Counsel on Monday and yesterday received the following communication from Mr. Silverman: "I have assigned one of my assistants to make a thorough investigation of just what work has been accomplished by the counsel who are recodifying the laws."

"I have advised these men that if I receive a report from my assistant that they have not made sufficient progress that I will institute proceedings to compel a return of the money paid them."

OPPOSES NEWTON JOINING BOSTON

Mayor Weeks Praises City's Finances

NEWTON, Feb 5—Mayor Sinclair Weeks of this city was the guest and speaker at a meeting of the Newton Centre Church Men's Club, attended by 100 at the church tonight.

In an address the Mayor discussed city affairs, pointing out that Newton is in better condition financially than any other community of its size in the country.

He declared himself against any scheme to incorporate Newton with Boston.

Mayor Weeks was introduced by the pastor of the church, Dr. John C. Winnett.
TEACHERS' PAY RAISE REFUSED

School Board's Action to Be Appealed by Petition To Legislature

POLITICAL GRAFT IS BLAMED BY SPEAKER

The Boston school committee has decided against any salary increases in 1930 for either teachers or masters, the Schoolmen's Economic Association was told last night at the City Club by Dr. Joseph V. Lyons, a member of the committee.

An audience of more than 100 heard the disclosure with great indignation and then voted to organize the Boston public school teachers and ask the Legislature to pay the new salaries over the heads of the school committee.

INDICATES DISAPPROVAL

Dr. Lyons indicated his disapproval of the action of the committee by saying it is his personal opinion that Boston teachers are not paid enough. He advised the teachers to go ahead with their plans to appeal to the Legislature and urged them not to be discouraged, pointing out that the Boston city government would doubtless act during 1930 for authority greatly to increase its expenditures.

The school committee, faced with the necessity of building more high schools on the one hand, and many salary increases on the other, apparently decided the new buildings the more necessary. It was inferred from the explanation given by Dr. Lyons that the new school building department, he suggested, will be able to effect many economies, and the money thus saved should well be devoted toward salary increases for teachers.

Thomas E. Winston, chairman of the salary committee of the association, and head of the history department at Hyde Park high school, charged that there is a definite propaganda being launched against a salary increase for Boston school teachers. He charged that real estate men are among those fighting the increase.

LIVE OUTSIDE CITY

"These men live out of the city of Boston," he said. "They gain their living here but pay no share of the taxation. Why should the saving be made in the funds of the school committee and later voted to organize the Boston school teachers. Mr. Winston declared.

A resolution was unanimously adopted to carry on the salary increase fight and demand an increase from the Legislature.

Women Ask Curley If Big City Plan Includes Ban on Return of Saloon

A group of women active in behalf of prohibition want to know from Mayor Curley whether his conception of a Greater Boston includes "a constructive plan to prevent the return of the saloon." A letter seeking his position on this point has been addressed to the mayor by Mrs. Howard Briggs of Malden, representing a speaker's bureau of 20 women prominently identified with various organizations, and pledged to work against the repeal of the state dry enforcement act. The letter follows:

At a luncheon representing various women's organizations interested in preventing the return of the saloon it was voted to ask you if your plan for a Greater Boston includes a constructive plan to prevent the return of the saloon.

In short, is it your idea that a Greater Boston should endeavor to build up better enforcement of the present law or to return to the old legalized liquor traffic?

It was pointed out at the luncheon that the speakeasy of today is a far lesser evil than the old saloon of the past, and the new saloon of Canada under government control. Witness as proof of better conditions today the 72 per cent. drop in Boston of female arrests for drunkenness since 1916.

We recognize that while the police commissioner of Boston is under the Governor, any successful plan to prevent the return of the saloon needs the co-operation of the mayor of Boston. We should be glad to hear from you.

OUR BUILDING PROSPECTS

Building Commissioner Eugene C. Hultman forecasts a prosperous building year for the city. The somewhat gloomy prospects of a month or two ago have changed materially, and the information in the possession of the Department justifies the opinion that in 1930 building activity will equal that of the last few years. The big constructions now in hand include the new telephone building in Bowdoin Square at the corner of Chardon Street, the new structure for the Atlantic National Bank, which will cover the block bounded by Postoffice Square, Water and Kilby Streets, and a brick pavilion for the Herald-Traveller plant at Mason and Avery Streets.

The actual construction of the last four years has fluctuated but little. The figures for 1925 are largest, running to almost $71,000,000. In the four years following they did not fall below $51,000,000, or quite reached $71,000,000. The total for 1929 was $52,232,171.

The permits issued for last month when compared with those for January last year tend to support confidence in the building future. These permits last month ran about $3,119,000, and a year ago they fell below $8,400,000. Of course, March is the big month for the opening of the building year. The permits issued in March, 1929, were about $6,200,000, and in each of the four Marches preceding were between six and seven millions.

Electric lights for Orchardfield are assured as a result of a conference between City Councilor Francis E. Kelly of Ward 15 and the Street Commissioners yesterday. The street, running from Dorchester Ave. to Freeport St., has many property owners who have petitioned for electricity on several occasions without result. Councilor Kelly petitioned for a new hearing after a talk with Mayor Curley and, despite objections of a minority, it is planned to provide electricity for the residents, and small poles will be erected.
CURLEY WARNS
NICHOLS BOARD
TO PROVE WORK

Three Attorneys Hired to
Recodify Laws Told to
"Come Across"

MAYOR DEMANDS
RESULTS OR CASH

Threatens Court Action to
Recover $19,866 Unless
Labors Are Fruitful

Mayor Curley yesterday demanded
John F. Myron, David A. Marshall and
Harold J. Field, members of the com-
mmission employed by former Mayor
Nichols to recodify the statutes of
Massachusetts pertaining to the city of
Boston, either to produce consolidated
laws or return $19,866.97 which they
drew from the city treasury.

The expenditure of $2137 by the Bos-
ton tercentenary committee appointed
by former Mayor Nichols and the plans
for tercentenary celebration advertising
recommended by the former mayor's
advisory committee, are explained in a statement issued yester-
day by the secretary of the latter com-
mittee, Frank W. Prescott, for the
purpose of clearing up any misapprehension
that might result from recent state-
ments in the city council.

On Tuesday the council in passing
Councilman Heim's order called on
Mayor Curley for an explanation of the
$2137 expenditure by the tercentenary
committee, and cited that A. C.
Ratheisky, whose resignation as chair-
man of the committee was accepted by
Mayor Curley last week, "is credited
with having prevented the committee
from turning the entire fund the re-
mainder of $25,000 appropriated by the
city council over to a Boston advertis-
ing agency which proposed to expend
it for advertising in newspapers and
periodicals."

Secretary Prescott made public two
letters to Mayor Curley, one from him-
self, dated Nov. 22, and the other from
E. J. Goulston, chairman of the ad-
vertising advisory committee, dated Jan.
22. In his own letter, the secretary ex-
plained to the new mayor the appoint-
ment of the committee, comprised of
representatives of most of the promi-
 tangent agencies in Boston, and what the
committee had been doing in the way of
preparing for publicity.

Mr. Goulston included his resignation
in his letter. He told of the prepara-
tion for an intensive newspaper campaign
and that the only money of the $25,000
appropriated that the tercentenary
committee had expended for the ad-
vertising committee was for composi-
tion and drawings incident to this
preparation. He also pointed out that
the committee had planned that the
proposed advertising be placed among
all the agents so that there would be
no partisanship and prejudice in its
distribution.
May Ask Charter Amendment to Curb Civil Service Power

FAILURE TO APPROVE CAUSES CONFUSION

The unexpected action of the state civil service commission yesterday in withholding confirmation from four of Mayor Curley's major appointments has caused great consternation at City Hall.

It has left Boston partly a "government of acting heads," as one city official expressed it, obliged the mayor to defer other important appointments and frustrated several who have offers of appointments but are reluctant to run the gauntlet of the commission.

MAY SEEK REPEAL

Mayor Curley is giving serious thought to the advisability of appealing to the Legislature to strike out the provision in Boston's city charter, dating from 1909, which gives the state commission the power to examine the training, fitness and experience of most appointees made by the mayor.

Boston is the only city to which such a check is applied and Mr. Curley believes that as the charter saddles the mayor with full responsibility the mayor should be allowed to select his subordinates without the interference either of the state commission or even of the city council. In other Massachusetts cities the council or board of aldermen passes on appointments from the city's executive.

The impression that the mayor will go to the Legislature on this issue became pronounced at City Hall yesterday when city officials had recovered from their astonishment at learning that the civil service commission had confirmed only two of a group of six major appointments made by the mayor.

The commission's failure to approve appointments of Edward P. McLaughlin to be fire commissioner, and Joseph A. Conry to be traffic commissioner, thus will not ask the mayor to restate them and under its procedure this showed that the commission had decided not to approve them.

This so angered the mayor that he swept City Hall of every remaining holdover from the Nichols administration holding important office, except City Collector Edward H. Johnson, civil service commissioner, whom the appointment disclosed as a Democrat and Al Smith enthusiast, made several appointments to meet the situation, and announced he would send the appointments of Conry and McLaughlin as well as those of Rourke and Maguire back to the commission.

The mayor was in fighting mood, but his formal announcement was tempered by these words: "The failure of the department of civil service and registration to confirm the appointments of Joseph A. Rourke as commissioner of public works, and James K. Maguire as institutions commissioner, coupled with the request that the names be resubmitted for further examination and reconsideration, and the failure to approve the nomination of the Hon. Joseph A. Conry as traffic commissioner and Edward P. McLaughlin as fire commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of the fact that by education, training and experience all are qualified for the positions they have been designated for, is difficult to understand and, accordingly, I am this day re-submitting the names to the civil service commission as apparently sufficient time for investigation and consideration has not been given in any one of these four cases."  

TWO SWORN IN

Tague and Lydon were immediately sworn in and assumed their new post. Rourke, who is a trained engineer and a noted public works commissioner in the last Curley administration, and Maguire, a Harvard graduate, lawyer and editor of the Boston Post paper, may be confirmed after all.

The odds are more in favor of Rourke, however, as was pointed out at the State House that the civil service commission prefers for institutions commissioner one with more experience in welfare work than Mr. Maguire.

The civil service commission is required to make an explanation of its action regarding the mayor's appointments and none was forthcoming regarding McLaughlin and Conry. The former served in the Legislature and as city collector in the legislative and Boston city council and has had standing in Cong.: The commission was said to have frowned on his lack of experience in handling large numbers of men. Why Conry, who is a lawyer, and has served in Cong.: in the legislature and in the city government, was rejected for traffic commissioner unless on the ground he had not had not experience along this line, remained a mystery.

Mayor Curley, proceeding with his reorganization of the city departments notwithstanding, accepted the resignations of William S. Kimsey, institutions commissioner, William E. Fisher, traffic commissioner; Herbert S. Froel, superintendent of supplies, Nina V. Gevalt, election commissioner, and John Marks, member of the board of appeal.

Maj. Harding Named

Maj. Charles T. Harding, a member of the street commission since the last Curley administration, was named election commissioner to succeed Mrs. Geralt, and Charles P. Bogan of 1909 Commonwealth avenue, in the city service since 1899 in several offices in the street laying-out department, was named to the street commission to succeed Harding. Bogan is a prominent Spanish-American war veteran.

James P. Gaffney of 51 Adams street, Dorchester, was made a member of the board of appeal to succeed Marks.

The mayor then made several temporary appointments, as a result of the civil service commission's action.

Soldiers' Relief Commissioner Lydon was named acting institutions commissioner; Chairman Sullivan of the transit commission, acting traffic commissioner, and Penal Commissioner Chapman, acting police-supervisor. This makes four city officials who are now running two departments each, as building commissioner. A third is acting fire commissioner. The public works department and the city registry are being run more or less successfully by their office forces.

City Hall officials think that Elliot H. Goodwin, civil service commissioner, is applying unusually rigid tests to the Curley appointments. This was denied by the State House, where it was pointed out that of 14 appointments by the mayor considered by the commission, 10 were approved, two—Rourke and Maguire—held in abeyance and two rejected. There are four concerning which no decision has been made. There is still opportunity to prevent additional evidence on behalf of Conry and McLaughlin, one of whom is a holdover from the Nichols administration, was named to the commission, according to City Hall information, is going into complaints made by enemies of those appointed. Peter F. Tague, obtaining information that some information adverse to him was placed before the commission, went twice before the commission to meet it successfully.

Mr. Conry, whose rejection probably caused the most contentions, said last night he could offer no explanation.

"Two or three weeks ago," he said, "I received the usual questionnaire from the civil service commission, which I filled out. At the bottom I appended a note which said that I would apply for any position before the commission, gladly, if they wished any further explanation. A week ago last Monday I did appear before the commission. The interview lasted four or five minutes. It was delightful, unexpectedly pleasant, and I never received more courteous treatment. I haven't the remotest idea why my appointment was not sanctioned."

City Collector Only

Nichols Appointee to Escape Curley's Ax

George H. Johnson, city collector, at an annual salary of $7,500, is the sole appointee of Ex-Mayor Nichols to survive the ax of Mayor Curley.
PLANS FOR VISIT OF S. W. V. COMMANDER

GOVERNOR AND MAYOR TO GREET GOV GREEN

For the reception of Gov Fred Warren Green of Michigan, national commander-in-chief of the U. S. W. V., who will come to Boston next Thursday for a two-days' visit, full plans were made this morning at the department headquarters of the Spanish War veterans, room 158, State House.

Of the visitor they say:

GOV FRED W. GREEN

He is a well-known figure in public life, particularly as a banker, lawyer and manufacturer. He was a lieutenant in the Michigan Volunteer Infantry during the Spanish War, and today is a brigadier general in the Michigan National Guard. He has been Mayor of Tonis, Mich., for 12 terms.

"He will be met upon arrival at 10:45 a.m. by a committee representing this department, which will be his personal escort during his stay. Department Commander Charles F. McCarthy, Past County Commander Edward J. Gilson, Past Department Commander Peter O. Sawa and Past Commander Daniel J. Murphy. He will be escorted from train to temporary headquarters in the Hotel Bellevue.

"At 11:30 a.m. he will be received at the State House by the Governor, then by the Mayor at City Hall.

"At 1 p.m. he will be given a luncheon at the Parker House by Gov. Allen, after which he will be escorted to the State House and visit the House of Representatives and the Senate.

"At 3:30 he will be the guest of honor at the annual department banquet in the memory of the Ancient and Honorable Artillery Company in Faneuil Hall.

"As the seating capacity is limited, the municipal council of the U. S. W. V., has advanced the date of the annual memorial exercises in commemoration of the destruction of the battleship Maine (Feb. 15), and will hold an overflow meeting in the same building at the same time. This will permit a still larger number to hear from our commander-in-chief later in the evening.

"On Friday, Feb. 14, at 1:15 p.m. Mayor James M. Curley will tender Gov. Green a luncheon at the Hotel Staller.

"Much to our regret, our guest will be forced to leave Boston on the evening of the 14th for Washington because of other appointments.

"His visit is an item of interest to so many on matters not purely of a

U. S. W. V. tenor that it will be the aim of the department officials to curtail business sessions as far as possible consistent with requirements of our guest.

COFFEE MAYO ASS'N

COUNTY MAYO ASSN

25 YEARS OLD

Banquet Marks Silver Anniversary

THE County Mayo Men's Association observed the silver anniversary of its institution with a banquet and joint installation of officers and those of the County Mayo Women's Association, the members of which were guests, in O'Connell Hall, Hibernian Building, Roxbury, last evening, which was attended by about 300 natives of the county in Ireland after which the association is named and their descendants.

The affair was one of the outstanding social successes of the organization and the diversified program was enjoyed by those in attendance. In the assemblage were a number of members of the other county associations.

Patrick F. Finnegan, one of the charter members of the organization, was toastmaster. Addresses were delivered by Patrick Finnegan, retiring president; Edward Turpny, new president; Mrs. Caroline Murray, retiring president of the women's association; Miss Nora McGlinchey, incoming president; Miss Anna J. Coll, president of the Central Council of Irish County Associations, representing Major Curley; Dist. Atty. William J. Foley and Thomas F. Murray, organiser of the County Mayo Council.

Miss Coll previous to the banquet installed the following officers of both associations:


Women's Association—Miss Nora McGlinchey, president; Miss Della Flanagan, vice president; Mrs. Mary Gordon, recording secretary; Miss Margaret Waldron, financial secretary; Miss Anna M. Gill, treasurer; Miss Maureen Culkin, sergeant-at-arms; Mrs. Mary T. Hastings, sentinel.

HUB MAN'S WILL GIVES $50,000 TO CHARITY

The Long Island Hospital is beneficiary of $50,000 under the will of Samuel Herschberg, former Boston jeweler who died on Sept. 27, 1927. Mr. Herschberg was born in Russia, and came here when a youth. He distributed $50,000 under this will to charity without retaining a surviving interest.

Mayor Curley today prepared an order to be sent to the City Council recommending that the gift be accepted. Action by the Council is necessary before the gift can be accepted.

CURLEY MAY GO TO LEGISLATURE

Aroused by Rejection of Appointees by Civil Service Commission

Aroused by the rejection of his appointees by the civil service commission, Mayor Curley may appeal to the Legislature to revise the city charter, striking out provision giving the state commission power to examine the training, fitness and experience of most appointments by the mayor.

Curley believes that a mayor should be allowed to select his subordinates without approval of the state commission or city council, as the charter places the full responsibility upon the mayor.

The possibility that Mayor Curley may go to the Legislature arose as a result of the civil service commission's action in confirming only two of a group of six appointments made by him. The commission failed to approve appointments of Edward F. McGrath to be fire commissioner; Joseph A. Cony to be traffic commissioner; and took no action on appointments of Joseph A. Rourke to be public works commissioner and James E. Maguire to be institutions commissioner.

The commission asked the mayor to resubmit the appointments of Rourke and Maguire. It approved the selection of former Congressman Peter F. Tague of Charlestown to be principal assessor and Capt. John J. Lydon of South Boston to be soldiers' relief commissioner.

The act of the commission so aroused the mayor that a movement of office every remaining holdover from the Nichols administration holding important posts except City Collector George F. Johnson.

Several appointments were made, and the appointments of Rourke and Maguiare will be sent back to the commission. Tague and Lydon have been sworn in and assumed their new duties.

Mayor and Margotti

Confer About Oct. 12

Pilot Margotti, Italian consul-general in Boston, conferred with Mayor Curley today with reference to the appointment of Giacomo De-Martino, Italian ambassador at Washington, as orator for the Columbus Day exercises in Boston, Oct. 12.

Mayor Curley desires the presence of Mr. De-Martino here for that purpose.
Heckling the Mayor?
Something Inconsistent in Attitude of Civil Service Commission

WHY does the Civil Service Commission reject four appointments made by Mayor Curley?
The Mayor doesn't know. Nor do the appointees. Nor, for that matter, do the people of Boston whom these men were named to serve.

All four seem ably fitted to assume the work laid out for them by the Mayor and Mr. Curley will doubtlessly force the issue of their confirmation. He should. When men are well suited to the positions for which they have been named it is not the function of the Civil Service Commission to deprive the public of their service.

In this particular instance, the Commission may be suspected of wishing to embarrass Mayor Curley's administration. Surely, it is not consistent. One recalls that the Civil Service body quickly confirmed Mayor Nichols' appointee to the post of traffic commissioner. Yet he was a man without previous experience in that line and with considerably less experience in public service than former Congressman Joseph A. Conry, Mr. Curley's rejected choice.

There is apparent no excuse, nor explanation of this inconsistency.

Mansfield's Campaign
Left a Debt of $12,000 Which Should Not Be Regarded as Personal

ROBERT HOMANS, Richard J. Lane, Henry S. McPherson, Francis J. Murray and George H. Nutter sign an appeal to other members of the Bar to join them in wiping out the debt of $12,000 which survives the recent mayoralty campaign of Frederick W. Mansfield.

This is an unusual petition, just as the president of the Bar association was an unusual candidate.

There are seasoned political warriors who, after a losing campaign, would not give its debts a second thought. THESE bills, for printing, advertising and mailing, to Mr. Mansfield are a “source of constant anxiety.”

He polled nearly 100,000 votes. In some respects his campaign may have been ill-advised, but on the whole it was as clean and energetic, as frank and honest, as the former treasurer of the Commonwealth. Those for whom he waged so spirited a fight should be prompt to ease him of the consequent burden. They MAY have need of him another time.

Traffic Chief Honored

Members of the office staff of the Boston traffic commission tendered William A. Fisher, retiring chairman of the board, a traveling bag. A presentation speech was made by Philip Desmond, one of Fisher’s aides.

MARKS DID NOT RESIGN YESTERDAY
Allston Man Off Appeal Board Since December

John D. Marks of 44 Quint av, Allston, read his morning newspaper a little more closely today when he discovered that reporters had him listed among the half-dozen municipal officeholders whose resignations were accepted yesterday by Mayor Curley.

First Mr. Marks got a “kick” out of the announcement, but when he reached his State-at law office some of his more intimate friends thought it a good joke, and began to “kick” him a bit. So attorney Marks proclaimed that he was not only a Democrat in politics, but that he had been a loyal supporter of James M. Curley for the last 20 years.

At any rate, Marks had not been a member of the Board of Appeal of the City Building Department since late December of last year. In June, 1936, he was appointed a member and secretary of the Board of Appeal, and in December of last year he forwarded his resignation to Mayor Malcolm E. Nichols, who received it reluctantly, and sent him a note in which the then Chief Executive took occasion to commend the high character and excellence of his public service as a member of the Board of Appeal.

On Dec 29 of last year attorney Marks was sworn in as a member of the Board of Election Commissioners, taking the place of Ex-Senator Patrick H. O’Connor, Democrat, resigned. The Election Board of four is composed of two Republicans and two Democrats and when O'Connor, Democrat, stepped out, it was necessary to appoint another Democrat. Marks got the place, and by virtue of being an Election Commissioner he was named an acting member of the Board of Appeal pending the appointment of his successor.

Marks remained Election Commissioner until soon after Mayor Curley took office and then forwarded his resignation to the new Mayor, passing out of office automatically when Mrs. Colin McDonald was named an Election Commissioner.

It was generally believed that Marks would go back as a member of the Board of Appeal, but he did not.

Curley Secretaries Get No-Salary Jobs

Mayor James M. Curley today accepted the resignations of Oliver C. Elliot and Judge Joseph T. Zottoli as members of the Overseers of Public Welfare. He appointed in their stead Arthur B. Curlett and Frank B. Howland, two of his secretaries. No salary is attached to the jobs.
MAYOR CURLEY MAY MAKE POLICE DEPARTMENT CHANGES

Receives From Commissioner Names of Those Above Age Limit

That Mayor Curley may make some important changes in the Police Department, by singling the pension order affecting 32 members who are over the age of 65, became known, today, when the Mayor received from Police Commissioner Herbert A. Wilson the names of all officers above that age who do not come under the retirement system.

This list includes at least one captain, two inspectors and several lieutenants, sergeants and patrolmen. The men under the retirement system are allowed to remain in the department until they are 72.

The action of the Mayor comes at a time when a bill is about to be reached in the Legislature, allowing all "loyal" police officers who were on duty during the Boston police strike, to remain in service until they are 70 years old, regardless of whether they subscribed to the contributory pension system.

If the changes are made it will mean the removal of some of the best-known police officers from service, including Capt. Grant of the Hyde Park Station and Inspectors Edward Conway and Michael Morrissey of the Bureau of Criminal Investigation. Inspector Morrissey is now detailed to the office of Dist. Atty.
Vetoing Boston's Home Rule

Today one plank of the Boston City Charter cracks and groans under a heavy weight. Upon it has been placed the burden of resisting, as regards the public of Boston, two tendencies of conviction strongly held by the American people.

The first of these views is that the responsibility of executive office should be vested in the hands of the public, who, as for the office to which he has been elected, restrained only by law, and standing or falling at last upon the totality of his record. Secondly, when any other authority interferes with such executive power, the American people expect that the reasons for such interference shall be clearly and openly stated.

We refer, of course, to the act of the Civil Service Commission in rejecting two appointments of the Civil Service Commission exceeded its legal power. On the contrary, whereas the commission has only a general duty of confirmation regarding executive appointments in municipalities throughout the State, in this city, by virtue of section ten of the amended charter, the commission must certify regarding such choices by the mayor of Boston that "they have not merely to conduct their office to which he has been elected, restrained only by law, and standing or falling at last upon the total of his record. Secondly, when any other authority interferes with such executive power, the American people expect that the reasons for such interference shall be clearly and openly stated.

We refer, of course, to the act of the Civil Service Commission in rejecting two appointments of Mayor Curley's appointments of department chiefs for the city of Boston, and of so delaying acceptance of two others that the course thus far followed by the commission constitutes a rebuff to the mayor, even though we by no means assume that it will lead, in the end, to a rejection.

Regarding these vetoes of Boston's home rule, we are not of the view that the State Civil Service Commission exceeded its legal power. On the contrary, whereas the commission has only a general duty of confirmation regarding executive appointments in municipalities throughout the State, in this city, by virtue of section ten of the amended charter, the commission must certify regarding such choices by the mayor of Boston that "they have not merely to conduct their office to which he has been elected, restrained only by law, and standing or falling at last upon the total of his record. Secondly, when any other authority interferes with such executive power, the American people expect that the reasons for such interference shall be clearly and openly stated.

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NEW RETIREMENT PAPERS FOR POLICE

List of 32 Officers Sent

NICHOLS DISAPPEARED

At Least One Captain and Several Lieutenants Included

Dr. Wilinsky Speaks at Beth Israel Hospital

raises Mayor Curley for Boston's Outstanding Effort

The intelligent participation of every individual in a program for community health is the solution of serious disease problems, Dr. Charles Wilinsky, director of the Beth Israel Hospital, said in an address on "Our Health." The address was the first of a series of educational addresses. Dr. Wilinsky said in part:

"Preventive medicine is the real romance of the great art and science which concerns itself with the health of the people. Man has made so much advancement in his march upward since the earliest evolution of man but no accomplishment stands out so vividly as the conquest of disease.

GREAT GAIN IN 30 YEARS

"In Boston 30 years ago approximately 140 babies out of every 1000 born were doomed to die before one year of age. Today we save more than half that number. In 1929 enjoying the lowest infant mortality rate in its history. For many years Boston had one of the lowest typhoid fever death rates in the United States.

Thirty years ago in Boston practically 300,000 of our population died from tuberculosis annually. In 1929 our rate was 78 per 100,000, the lowest rate in our history - an enormous reduction. It would appear that we have much to be grateful for, and yet we must still be dissatisfied when 100,000 in the United States die unnecessarily every year from tuberculosis and when 100,000 children who now die from preventable diseases could be saved by application of our knowledge and skill.

There is no license for the death of one child from diphtheria. What is the answer? The intelligent participation of every individual in a program for community health, a real appreciation of health as a community asset, loyal and earnest support of the Mayor and health commissioner in his plan for developing adequate public health services on satisfactory standards.

BOSTON LEADS IN HEALTH WORK

"Much praise and credit is due Mayor Curley for his wholesome support of all that is best in public health and for his generous support for the expenditure of money for the conservation of life. It was during his last administration that a survey made by the American Public Health Association resulted in Boston leading in health work for the United States because of correlated and intensive effort of the city and private agencies.

The late Dr. Higgins, one of the great sanitarians in history, aptly qualified the possibilities in this field by saying that "within reasonable limitations communities may determine their own death rate" and that "public health is purchasable." In few words this means that Boston and other communities may obtain the kind of health they are willing to pay for.

"It is possible to reduce much disease and many deaths in Boston, first, by the promotion of public health knowledge and, secondly, by the acceptance of this information and the carrying out of its advice and suggestions by an intelligent public through the medium of an organized medical profession and clinics developed for those who cannot afford to pay for proper health service."
CITY SCHOOLS SHORT $400,000

May Go to Legislature to Raise Funds for Deficit And Raises

DR. LYONS SAYS HE HAS BEEN MISQUOTED

Boston schools are faced with an operating deficit that pays exceed $400,000, and there is a strong possibility that the Legislature will be asked to provide additional money to take care of the reported deficit and raise teachers' salaries.

This situation was revealed in official discussions following an address by Dr. Joseph V. Lyons, a member of the school committee, before the Schoolmen's Economic Association Wednesday night. Dr. Lyons, in a statement, explained that portions of his address had been misunderstood.

The amount to take care of the deficit and the pay raises would be in addition to the millions of dollars the school committee will ask for a special building program to catch up with schoolhouse needs; or the millions needed to construct four new high schools in this city.

Joseph J. Hurley, chairman of the school committee, for his part, had opposed the survey committee, but he denied he had criticized the survey committee, of which Judge Michael H. Sullivan is chairman, and instead praised every member of the committee individually for the fine unselfish work done by them.

Dr. Lyons, in his address, declared that the teachers were to receive circulars from the committee telling them that no pay raises would be granted this year, but that he had held up the mailing of these.

The school system has a staggering operating deficit. The school committee has not been able to get the Legislature for money since 1925 and the deficit is considered normal in that the Boston system is constantly growing and expanding. It is believed that the Legislature may be asked for the money to give certain groups of teachers the salary raise they anticipated.

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Conservation of health and the expansion of life through the field of preventive medicine was strongly stressed by the commissioner during his lecture.

In Boston 30 years ago approximately 140 babies out of every thousand were doomed to die before one year of age today we save more than half that number, while in 1929 enjoying the lowest infant mortality rate in its history. For many years Boston had one of the lowest typhoid fever death rates in the United States.

Thirty years ago in Boston practically 300 out of every 100,000 of our population died from tuberculosis annually. In 1929, our rate was 78 per 100,000—the lowest in our history. It would appear that we have much to be grateful for and yet we must still be dissatisfied with the status of the United States die unnecessarily every year from tuberculosis and when 150,000 children die from preventable diseases could be saved by application of knowledge we possess.

While the progress we have made, the United States is one of the highest maternal mortality rates in the civilized world. There is no license for the death of one child from diphtheria.

CURLEY WILL GET PROOF OF LABORS

Recodification Board to Answer Mayor's Threat with Finished Job

Mayor Curley will not be compelled to resort to court action to force the return of $19,866 collected by John F. Myron, David A. Marshall and Harold J. Field, between July, 1926, and Feb. 1929, for recodifying the statutes relating to the city of Boston.

Tangible proof of the completion of the work is expected to be presented to the mayor within two months. The three attorneys, who agreed last February, when the appropriation of $200,000 was made to complete their work without further compensation, reassured their clients a few days ago and unofficial but authoritative information indicates that about eight weeks will elapse before they complete their finished product of consolidated laws.

Whether there has been any progress made since February last has not been accurately determined.
TEACHERS TO FIGHT FOR RAISE

Plan Great Campaign for Increase in Salaries

WOMEN PRESIDENTS OF CLUBS INDIGNANT

Men Instructors Will Carry Battle to Capitol

Miss Allard declared a meeting was to be held by members of the elementary group next week, called for social purposes, at which time the matter of salary increases would be discussed, in view of the refusal of the school committee. It was stated from other sources last night that the meeting will be jammed with members and will be converted into a big indignation meeting to protest the action of the committee.

Miss Mary McDonough, president of the Intermediate Teachers' Club of Boston, declared last night that a conference will be held by members of the club at once, when the information of the refusal of the school committee will be discussed.

Members of the Schoolmen's Economic Association, representing the bulk of the men teachers in the city's schools strengthened their forces yesterday preparatory to carrying their fight before the Legislature for a salary increase, irrespective of the action of the school committee.

Making his position in the matter of a salary increase and the survey board clear yesterday, Dr. Joseph V. Lyons of the school committee declared that he was in favor of the beginning of the formation of the survey board.

Supported Survey Board

"When we of the Boston school committee learned that the Finance Commission was about to investigate the rising costs of education in Boston, we decided that if any investigation was to be done that we, as representatives of the people of Boston and guardians of their school system, would do our own investigating."

"I am afraid there is a misunderstanding when it is stated I rapped the idea of a survey committee of the Boston public school system. As a matter of fact, I went out of my way to state at the Boston Schoolmen's Economic Association that I was an active party in the formation of said board and praised its membership and complimented it on its wonderful work."

"The only matter in which I disagreed with the survey board was in the appointment by the Governor of one of the three schoolhouse commissioners, as I did not feel it was in the interest of home rule that the State had any right to interfere in the affairs of Boston."

"I feel that the only real fight brought about by the survey board has been the abolition of the schoolhouse board. The creation of the board and the entailed expense was well worth while."

Dr. Lyons declared he was in perfect accord with the other members of the school committee that they were in a position at the present time to grant salary increases without going to the Legislature, and that, on account of the fact that I had about to approach the Legislature with an appeal for sufficient funds to carry on an intensive programme, it was considered inadvisable to ask the Legislature for additional funds to provide for salary increases for the teachers at this time.

BILL FILED TO CHANGE TUNNEL ACT

Amendment by Curley Would Allow Building of Bridge

Mayor Curley's bill to amend the East Boston tunnel act so that the Boston Transit Department may build either a bridge or a tunnel from the city proper to East Boston, was filed with the clerk of the House yesterday.

GOES TO RULES BOARD

The measure was filed by Thomas H. Bilodeau, in charge of the legislative work for the city law department, and it will be referred to the committee on rules on the question of suspending the rules to admit the measure for consideration at this session of the legislature, the time for filing new business under the rules having expired on the second Saturday in January.

The bill amends the tunnel act, which said that the city "shall" construct a bridge or a tunnel, investigation and determination of which is to be by the Boston transit department, and that approval of the Mayor. The new act provides also that it shall become effective only after it has been accepted by the Mayor and city council.

Location Up to Transit Board

Upon acceptance of the act by the Mayor and city council, the transit board would be authorized to make investigations, prepare plans and maps, and do such other work as is necessary. Upon approval of the plans by the Mayor, the transit board would do the work of constructing either a bridge or a tunnel.

Location of the terminals of either bridge or tunnel would be left to the transit board under the bill filed yesterday. The amount of money necessary for the work is left in the bill at $16,000,000, although it is expected that the ultimate cost would be somewhat higher, perhaps as high as $20,000,000.

The bridge or tunnel would be paid for by tolls, fixed by the city department of public works, at a rate sufficient to meet the bonds and pay for operation.

Nothing in the bill filed yesterday attempts to fix the height of a bridge, but there is provision that all plans shall be subject to the approval of the State department of public works and the United States navy department.
LOSS OF PAPERS PUZZLES MAYOR

No Intention of Retiring 32 Policemen, but Wants Some Facts

MEN NOT ENROLLED IN PENSION SYSTEM

Mayor Curley has no intention of compelling 32 policemen who have reached the age of 65 years to retire on pensions.

His interest is the moment in the police department is to learn why the pension papers of the 32 retired men were removed from the mayor’s office a day or two ago to the completion of the administration of ex-Mayor Nichols.

An official request to Police Commissioner Corbett was made for information about the 32 pension papers which had been removed by the mayor’s order. On the present day, no one has the slightest authority to provide his official action now.

"My attention was directed," said the mayor, "to the fact that in the last four years 455 men on police were added to the department at an increase of approximately $1,000,000 annually in the cost of maintaining the department. I was interested in learning how many officers had been retired in the last four years.

"I learned that the retirement plans of 32 officers were sent to the mayor to retire according to the recommendation of the pension board.

"He was supporting a bill which provides that no member of the department to continue in active service after the age of 65 years, unless he was automatically retired under pension regulations.

"In amplification of his statement that any police officer," said the mayor, "I am not going to take any unfair advantage of any police officer, and I have now acted in the manner of any other officer in the department.

PRACTICE FOR YEARS

To accomplish his statement that he has no intention of compelling 32 policemen who have reached the age of 65 years to retire on pensions.

Mayor Curley seeks to keep the department at a high level of efficiency and service.

CURLY REORGANIZES WELFARE OVERSEERS

Seeks to Keep Department’s Expenditures at Low Level

Mayor Curley has undertaken reorganization of the overseers of the public welfare in order to keep the expenditures of the department within reasonable limits.

He has made four appointments to the board and has announced yesterday that he would sign the board’s appointment of a new secretary to the personal service of the department.

Through his reorganization, the department’s expenditure is expected to be reduced to a level lower than that of the former mayor’s private papers.

He has decided to replace the former mayor’s private papers with a new secretary as overseers.

"No one knew the names of the men in the department," said the mayor, "and I have now acted in the manner of other men in the department.

CODIFYING OF LAWS NEAR END

Report Will Be Made in Two Months

Codifying of laws near end.

The Department of the city of Boston was to make an appropriation for a code of laws affecting the city of Boston of the sum of $10,000.

The appropriation was to be made for the codification of the laws affecting the city of Boston in the form of a single book.

The codification of the laws affecting the city of Boston was to be completed in two two months.

TAGUE MAY GET OTHER BIG JOB

Curley’s Plan to Win Post for McLaughlin

If the Civil Service Commission presents in failing to make appointments of former Secretary Edward F. McLaughlin as fire commissioner, Mayor Curley will replace Building Commissioner Eugene C. Sullivan of his duties as acting fire commissioner, and will call upon former Congressmen Peter F. Tague to fill that office until the time as the commission seeks to give the former Senator its sanction according to reports current at fire headquarters yesterday.

Tague, who was approved by the commission Wednesday as principal assessor at the salary of $5000, would be retained by the Mayor as an acting commissioner at a salary of $7000, it is said, and the name of McLaughlin would be continually returned to the Civil Service Board until the approval of that body was obtained.

If necessary, it is said, Tague will be retained as acting fire commissioner and principal assessor for the entire four years of the Curley administration.

At the present time Hulman has been filling the office of building commissioner and continuing to act as fire commissioner since the Civil Service Commission’s approval of his appointment last week.

TWO SECRETARIES OF MAYOR FOR WELFARE BOARD

Two appointments to the Board of Overseers of the Public Welfare were made by Mayor Curley yesterday when he named two of his secretaries to the unsalaried positions of Arthur B. Corbett, Acton, and Charles T. Zottoll, Dorchester, to succeed Oliver C. Elliot, resigned, and Frank B. Howland, vice-gravity, Roxbury, succeeds Joseph T. Zottoll, resigned.

Two appointments to the Board of Overseers of the Public Welfare were made by Mayor Curley yesterday when he named two of his secretaries to the unsalaried positions of Arthur B. Corbett, Acton, and Charles T. Zottoll, Dorchester, to succeed Oliver C. Elliot, resigned, and Frank B. Howland, vice-gravity, Roxbury, succeeds Joseph T. Zottoll, resigned.

Frank's Lobob Company, 36 Dudley and Roxbury, the lowest bidder in a field of 12, yesterday was awarded the contract for erecting and completing the addition to the Thomas J. Kenny School in Dorchester. Bids were submitted to the Schoolhouse Commission.
1,029,225 Bostonians

A Report—Premature, Perhaps—That 1,018,933 of Them Have NO Pride in the “Fourth City of America”

“T. J. LYONS, Boston,” suggests in a letter to the Transcript, a method by which, he believes, the Boston of 2,000,000 inhabitants may take its proper place as the Fourth City of America.

“This may be done,” we read, “by a brief statute providing that the cities and towns within the Metropolitan Park District shall hereafter be known as Boston. They shall continue to hold the autonomy they now possess . . . save and except such as apply and relate to existing fire, police and health departments.”

Interesting and not altogether unlike the proposal which has been urged from time to time by those who have at heart the best interests of the Metropolitan District.

But what engages our interest is the paragraph with which Mr. Lyons begins his communication:

“The suggestion for a Greater Boston shows the same reaction which has followed every like suggestion in the past thirty years. THE NINETY AND NINE OF THE PEOPLE LIVING IN THE CITIES AND TOWNS IN THE METROPOLITAN AREA OUTSIDE OF BOSTON ARE OPPOSED TO ANY UNION OR ANNEXATION, WHETHER BY A BOROUGH SYSTEM OR ANY OTHER PROPOSED PLAN.”

This seems to have the ring of omniscience. There are 39 cities and towns in the “area outside of Boston,” with a total population of 1,029,225, and here is a gentleman who knows where 99 out of every 100 of them stand on the subject of a borough plan WHICH HAS YET TO BE REVEALED.

HOW does he know?

SAVES $900,000 ON SURVEY PLAN

A survey of property values under a unit system, a plan conceived by former Mayor Nichols, and destined to cost Boston $1,000,000, was “tossed out the window” at city hall by Mayor Curley today.

With it went two college professors and five other special employees who have been working on the plans for nearly a year.

And in its stead came Mayor Curley’s own plan for a similar survey to be conducted by city employees at a cost of $100,000—or a saving of $900,000 to the city.

Charles H. Bullock, professor of economics at Harvard; Prof. Charles M. Spofford of Technology and Kenneth C. Newhall, $15-a-day expert, were hired by Mayor Nichols to do the work.

They in turn employed four others in minor capacities. It was estimated that their work would require 2 1/2 years and they had already been paid a total of about $10,000.

Mayor Curley conferred with the principal assessors and deputies on the question of continuing or discontinuing their services and reached the opinion that the department itself could apportion property into similar units by using five engineers and draftsmen on the work.

Under the new plan, the survey is expected to take three years or a little longer.

Under the system street-fronting properties are divided into 100-foot lots and apporportioned values on a unit basis.

The mayor has decided to carry on the work of mapping Boston from the air, which was begun during the Nichols administration.

The Curtiss Flying Service will complete the work under a contract which will cost the city about $18,000.

OLD HANGAR TO BE REMOVED AT LAST

By GEORGE HAMBLIN

The battle is won!

The Old Boston Airport Corp. hangar is on its way to its happy hunting grounds!

No longer will this menace to safe commercial flying sit out in the middle of the Boston Municipal Airport and laugh at the attempts of everybody to get it removed.

Our slogan “Remove that hangar” will go down into history for centering the attention of the boys at the airport, the officials in City Hall and the Ames estate trustees on the hangar and the reason why the hangar will be out of there before the first of March.

But, on the other hand, our more or less humorous suggestion that the hangar be made a memorial or those who come after us to see is violently thrown in the discard. But what care we, when the good of all the commercial boys, and the safety of the passengers using the airport is considered.

Yep, when it comes down to cases, our original suggestion to “Remove that hangar” was the better of the two, and we are glad to be of this much service to the flying public of Boston.

Bids were published in the City Record for the removal of the hangar, with the stipulation that the building be completely out of existence, and only a memory when the tenth day following the signing of the contract by the winning bidder rolls around. Ten days are all that are allowed to the successful bidder, but, in a way, we think it is ten days too long.

But, there you are, and the hangar is on its way elsewhere, and no one cares just where. Those of us who saw the hangar being started, and saw Boston's first commercial air enterprise, had better get over to the airport and make their final pictures of the old relic because its days are numbered.

No more narrow escapes from colliding airplanes, boys; no more halted propellers and delayed leading edges of wings caused by bumping into the hangar; when the wind takes the tail of the ship out of your control when your taxing. That's all rapidly fading into memories, along with the other bugs that have faced the flyers during the years past.

And a great and grand celebration is in order when the last brick, last window frame, and last stick of wood is removed from the center of the Boston municipal airport.
CURLEY HALTS NICHOLS PLAN

Changes Installation of Tax Values System

Five deputy assessors, with five draftsmen and engineers, have been called upon to install a unit system for the determination of Boston real estate values. Mayor Curley believes the work can be done for about $100,000. The last administration, headed by Mayor Nichols, contracted with Charles L. Bullock for a system. The contract will be abrogated.

Mayor Curley today said that the Bullock system would cost $1,000,000 and take from two and one-half to three years, while the system recommended by Mayor Curley will take three and possibly five years.

The plan calls for the services of two deputy assessors to work on abatement, one on personal property and two others to work with the deputy assessors and engineers.

The Mayor instructed the Board of Assessors to go ahead with the plan to make an aerial map of the city.

The cost is estimated at $14,000.

The service of a unit system, Bullock received $12,000, a tuff of Delaware, $3000 and Kenneth Newhall, for expert services, $15 a day, a total of $3300. There were other minor payments amounting in all to about $13,000 last year.

CENTRE-ST WORK NEAR,
SENATOR BACON THINKS

That definite action on the widening and construction of Center at might be looked for in the near future was promised by President Gaspar G. Bacon of the State Senate last night, and construction of Center at might was promised by President Gaspar G.

Mrs Mary F. Saunders, chairman of the banquet committee, was toastmistress.

The Senator paid a warm tribute to Rev. William P. McNamara, chaplain of the L. C. B. A., as well as to the financial and administrative heads of families and in accordance with the number of their dependents.

H. Murray Pakulski of the City Law Department, arguing the admission of the bill, explained that it provides that where an emergency exists it would be possible to give preference to heads of families of five or more children. This method, he said, would assuage demands upon the public service and not make them objects of charity.

Commissioner Goodwin when called, said that the bill would greatly increase his discretion, something that he did not want. He said that there was a much deeper question involved.

They are looking more and more to the public service for relief from destitution," he said. "The time will come when the State will have to decide whether or not the public service is to be used for the relief of destitution. That's a very big question. At the present time we are filling positions on merit and fitness."

The commissioner explained that any such proposition as that advanced would place the public service on a basis of poor relief. The plan has been tried in the labor service in past and evidently was considered lacking in merit, because it was abolished, he explained.

The commissioner explained that it was an economic problem, and made it plain that he was expressing only his own views.

TRAVELER 2/7/30

CONTRACT FOR CITY BOAT TO LAWLEY

By order of Mayor Curley, a contract was awarded by Police Commissioner Wilson today to the George Lawley Corporation for the construction of a police patrol and auxiliary fireboat at a cost of $184,250.

The original of the contract has been to recognize the lowest bidder, but Mayor Curley declared that the Lawley Corporation is doing a good job in Boston and employs Boston workmen and that the difference of $4250 between the Lawley bid and that of the Crowninshield Company of Fall River, when the State will have to decide whether or not the public service is to be used for the relief of destitution.

It is a very big question. At present we are filling positions on merit and fitness," he explained.

The commissioner explained that it was an economic problem, and made it plain that he was expressing only his own views.

Curley Against Curley Petition

Says Aim Public Service as Poor Relief

Elliot V. Goodwin, State Commissioner of Public Service, today, before the Rules Committee of the Massachusetts House of Representatives, that Civil Service positions are filled on merit and fitness and that the time is coming when the State must decide whether or not the public service is to be used for the relief of destitution.

Mr. Goodwin came before the committee to give his views on the petition of Mayor James M. Curley of Boston that preference in temporary municipal employment be given to persons who are heads of families in accordance with the number of their dependents.

H. Murray Pakulski of the City Law Department, arguing the admission of the bill, explained that it provides that where an emergency exists it would be possible to give preference to heads of families of five or more children. This method, he said, would assuage demands upon the public service and not make them objects of charity.

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The commissioner explained that it was an economic problem, and made it plain that he was expressing only his own views.

GOODWIN RAPS CURLEY 'JOB TO FATHER' PLAN

Civil Service Chief Says Day Is Coming When the State Must Work Destitute

Civil Service Commissioner Elliot H. Goodwin, after asserting today that civil service positions are filled on merit and fitness, declared the time is coming when the state must decide whether or not the public service is to be used for the relief of destitution.

Goodwin's observations were made to the House committee on rules. He was called in to give his views on Mayor Curley's bill that preference in temporary municipal employment be given to persons who are heads of families in accordance with the number of their dependents.

H. Murray Pakulski, city law department staff, representing the mayor, in urging the petition, explained that it was intended to give relief to those needing it most in times of emergency.

"It would substitute employment for charity," he argued.

Goodwin said the bill would greatly increase his discretionary powers, something he did not want. Aside from this, there is a deeper question involved, he pointed out.

"They are looking more and more to the public service for relief from destitution," he explained.

The time will come when the State will have to decide whether or not the public service is to be used for the relief of destitution. That's a very big question. At present we are filling positions on merit and fitness," he explained.

TRAVELER 2/7/30

GOODWIN TO KEEP HULTMAN ON JOB

The report that Assessor Peter F. Tague today was designated as acting fire commissioner was heard by Mayor Curley today with the definite statement that Building Commissioner Hultman will continue to perform the duties of fire commissioner.

He remarked that Hultman is "somewhat familiar" with the work of the fire commissioner and that he will continue to perform the duties until a permanent commissioner is approved by the civil service commissioner. "I have named Peter F. McLaughlin as fire commissioner," said the mayor.

The commissioner explained that it was an economic problem, and made it plain that he was expressing only his own views.
Wilinsky Urges Health Education

There can be no sound economic development which does not think in terms of health conservation, Dr. Charles F. Wilinsky, director of Beth Israel Hospital and of Child Hygiene and Work and Health Units of the City of Boston, said in the first of a series of educational addresses at the hospital yesterday.

Reviewing the advances in preventive medicine, Dr. Wilinsky said, "In Boston thirty years ago approximately 140 babies out of every thousand born were doomed to die before one year of age. Today we save more than half that number, our city in 1925 enjoying the lowest infant mortality rate in its history. For many years Boston had one of the lowest typhoid fever death rates in the United States."

"Thirty years ago in Boston practically 30% of our population died from tuberculosis annually. In 1929 our rate was 75 per 100,000 the lowest in our history—an enormous reduction. It would appear that we have much to be proud of, and yet we must still be dissatisfied when 100,000 in the United States die unnecessarily every year from tuberculosis and when 150,000 children who might be saved from preventable diseases could be saved by application of knowledge we possess. With all the progress we have made, the United States has one of the highest maternal mortality rates of any civilized country. There is no license to improve the death of one child from diphteria. What is the answer? The intelligent participation of every individual in a program for community health, a real appreciation of health as a community asset, loyal and constant support of the mayor and health commissioner in his plan for developing adequate public health services on satisfactory standards.

"Much praise and credit is due Mayor Curley for his wholesome support of all that is best in public health and for his generous support of the expenditure of money for the conservation of life. It was during his last administration that a survey made by the American Public Health Association resulted in Boston leading in health work in the United States because of correlated and intense effort of the city and private agencies. The late Dr. Bigs, one of the greatest sanitarians in history, aptly qualified the possibilities in this field by saying that within reasonable limitations, communities may determine their own death rate and that 'public health is purchasable.' In few words this means that Boston and other communities may obtain that kind of health they are willing to pay for. It is possible to reduce much disease and many deaths in Boston: first, by the promotion of public health knowledge, and second, by the acceptance of this information and the carrying out of its advice and suggestions by an intelligent public through its organized medical profession and clinics developed for those who cannot afford to pay for proper medical service; second, to the intelligence of our community, which can no longer afford to ignore. Boston's progress is linked up intimately with its health and there is sound economic development only as it does not think in terms of health conservation."

Warns Civil Services May Be Used as Relief Means

"The time is coming when the State will have to decide the question whether the public service is to be used for the relief of destitution," declared Dr. Goodwin of the State Civil Service Commission, before the Rules Committee of the House of Representatives on a petition of Mayor James M. Curley of Boston that preferences in the State Civil Service Commission be given to persons who are heads of families in accordance with the number of their dependents. Mr. Goodwin said that the committee that the positions are now filled according to the merits and fitness of the applicants.

H. Murray Pakulski, a member of the Boston law department, representing the mayor at the hearing, explained that the bill provides that where an emergency exists it would be possible to suspend the rules and give preference to heads of families of five or more children dependent on their support. This method would give these individuals employment and would not make them objects of charity, he said.

The need for legislation, at this time, he continued, is necessary to alleviate the present labor situation.

Commissioner Goodwin said that the bill would greatly increase his discretion, something he did not want, but added that there was a much deeper question involved. "They are looking more and more to the public service for relief from destitution," he said. "The time will come when the State will have to decide whether the public service is going to be used for the relief of destitution. That's a big question. At the present time we are filling positions upon the merit and fitness."

Pass on Airport as Port of Entry

In anticipation of the Boston Airport being designated by the Secretary of Labor as a port of entry for immigrants arriving by airplane from foreign ports, Dr. Carroll Ramus, and other United States Public Health Service officials have been in conference with the officer in charge of the airport, and have reported the accommodations provided for Federal inspectors to be very satisfactory. A room has been provided for immigrants and another for customs officers and still another for public health surgeons.

A large number of passengers using the air route from Canada and the shipping services, inaugurated by several steamship lines, are expected to take advantage of the facilities afforded by the Boston Airport.

CURLEY CANCELS BULLOCK PLAN

Orders Assessing Dept. to Do Work Instead of Harvard Professor

Mayor Curley today ordered the abrogation of the contract signed by ex-Mayor Nichols with Prof. Charles L. Bullock of Harvard for the establishment of the unit system of assessing property in Boston and instructed the assessing department to employ the necessary engineers and draftsmen to do the work.

The estimated cost of the Bullock survey was $1,000,000 and it was figured that about three years would be needed for completion of the work. Under the new plan, which will not entail an expense of more than $100,000, according to the mayor's office, the same work will be completed in from three to five years.

The decision to terminate the employment of Prof. Bullock was reached at a conference held this morning with the principal and deputy assessors. The wisdom of continuing the work of the unit system for the determination of property valuation was the only topic of discussion.

Mayor Curley suggested that two deputy assessors be assigned to minor abatements, one to personal abatements and that one other be delegated to work with five draftsmen and engineers in installing the unit system.

The mayor also decided to have the contract for the aerial map of the city completed. The cost will be $14,000.
HITS AT CIVIL SERVICE BODY

Would Repeal Law Affecting Mayor's Choices

As a result of the Civil Service Commission's failure to act on certain of Mayor Curley's appointments, Representative Lewis R. Sullivan, Jr., of Dorchester, yesterday filed with the clerk of the House a bill calling for repeal of the law requiring the commission to act upon appointees of the Mayor of Boston, such as department heads, commissioners and the like.

CITY HALL NOTES

Mayor Curley last night approved the award of a contract of $5,000 to the vacancies without salary. The Frank Imhof company of Roxbury for Mayor named Secretary Arthur R. Corrigan to replace Oliver C. Elliot, superintendents of the Boston Industrial Home, which has been hanging fire, and he selected Secretary Frank B. Dorchester, which has been hanging fire, and he selected Secretary Frank B. Dorchester, which has been hanging fire, and he selected Secretary Frank B.

Carrying out his plans for the reorganization of the municipal welfare department with its proposed $2,000,000 budget for this year, Mayor Curley yesterday accepted the resignations of two more members of the board of overseers and appointed two commission, the minor company was the lowest of a dozen bidders, agreeing to perform the work for $30,000 less than the highest bidder.
CITY HALL NOTES

Boston's new police boat, which will be equipped as an auxiliary fireboat, will cost $184,250, under a contract granted by Police Commissioner Wilson with the Mayor's approval to the George Lawley & Son Corporation of Nponset.

Although the Crowninshield Company of Fall River offered to build the boat for $4250 less, the contract was given to the local firm to relieve unemployment here and promote home industry.

To encourage the erection of a new foundry in this city, Mayor Curley yesterday approved the award of a contract of $84,375.00 to the Warren Pipe & Foundry Company to supply cast iron pipe and special castings.

Another large contract approved yesterday by the Mayor was one for $55,825.21, awarded by Acting Superintendent of Supplies Philip A. Chapman to the Picker X-ray Corporation, to furnish non-inflammable X-ray films to the hospitals and other city institutions.

Salary raises sought by Boston school teachers will not be taken from the savings of the school buildings department, for the new board of commissioners of school buildings announced last night that even though their new system results in a saving of $500,000 this year, the money will be needed for necessary repairs.

This statement was given out early last night by Chairman Richard J. Lane, following a long conference at City Hall with Commissioners Stephen W. Sleeper and Dr. Francis D. Donoghue and Superintendent of Construction Louis K. Brown.

COMPANY'S COMING

Lily White

Now, indeed, our Tercentenary program is morally obligated to be a success. All the Boston eating places which have any left-overs reminiscent of the old-time saloons, such as bar, brass rail, floor sawdust, and so on, must purge themselves of these melancholy evidences of former iniquity.

One is reminded of a vaudeville bit which used to be good for a laugh. A barnyard scene. The housewife comes to the kitchen door and calls to her freckle-faced boy: "Johnny, come right in the house and wash you face and hands. Company's coming." Johnny shuffled toward the house, muttering peevishly: "Aw' s'posin' the company don't come. Then what?"

The Boston licensing board is asking the police to furnish a list of eating places which still have any of the old-time saloon furnishings or fittings. When the licensees of such places come before the board next month for renewal of their licenses they will be asked to remove all such pre-Volstead equipment from their premises.

Licensees who fail to obey the board's request will risk revocation of their licenses.

It is understood that the anti-brass rail order is hooked up with the general Tercentenary idea. Chairman David T. Montague of the licensing board does not deny a report that the board desires the final saloon taint removed from the Tercentenary atmosphere.

Out, therefore, go the brass rail, the old-time bar and the sawdust from the floors of such places as still use it. It would be depressing if some Tercentenary visitor—Senator Borah for example—should seat himself at a Boston lunch counter and unexpectedly find his feet resting upon a brass rail which had,
in unregenerate days, supported the neither end of an indulger in strong drink. The effect upon the worthy Senator is too painful to contemplate.

Since prohibition the genuine old bar, foot rail and other saloon appurtenances have acquired increasing value as furnishings for the homes of persons inclined that way. Whether the bar and brass rail market will be upset by this board order is a purely economic phase of the situation.

Meanwhile, after we rip out all the old saloon gadgets and become so while we shame the very lilies of the field, let us hope results will flow in the form of terrific Tercentenary throngs.

And let us not forget that a Tercentenary cannot live on atmosphere alone, no matter how refined.

### PAYS $25,000 FOR BEACH SITE

**City Gets Filled in Land on Nashua Street**

Mayor Curley's offer to pay $1 to the Commonwealth for some filled-in land on the water side of the widened Nashua street to provide a bathing beach for the children of the West End has been boosted to $25,000 and he has consented to meet the State's increase in order to speed up the proposed development, he announced last night.

In a letter to State Public Works Commissioner Frank E. Lyman, the Mayor announced that the city is ready to pay $65,000 for property surrounding the old Nashua Street, which was transferred recently to the Commonwealth by the Boston & Maine railroad.

The Mayor also agreed to build $35,000 worth of streets on the State property leading to Commonwealth Pier and in return the State will convey to the city 266,000 square feet of mud flats between City Point and Castle Island, South Boston, now used as a city park.

The real offer of the Mayor was the result of his conferences with Governor Allen, the Public Works officials and former Representative Martin M. Lomasney, who has been seeking a bathing beach for the children of his district.

The proposed site of the bathing beach was formerly occupied by the Boston & Maine railroad freight sheds and piers, which were torn down following the construction of the new North Station and filled in to form a new harbor line below the Charles River dam.

### CURLEY APPROVES X-RAY FILM CONTRACT

Mayor Curley yesterday approved a contract to furnish X-ray films to institutions. The contract for $313,025,2 went to the Picker X-Ray Company.
AWARDS CONTRACT FOR CAST IRON PIPE

A contract involving $84,317 for furnishing cast-iron pipe and castings to the water service was awarded by Mayor Curley yesterday to the Warren Pipe & Foundry Company, despite the fact that the award necessitated ignoring the lowest bidder. A guarantee from officials that they will establish a branch plant within the limits of Boston encouraged the mayor to give the concern preference.

Another contract approved by the mayor was for the furnishing of X-ray film to various municipal institutions. The award went to the Picker Corporation at a price of $36,025.

GREATERT BOSTON TO BE SUBJECT OF DEBATE

"Should Mayor Curley's Greater Boston Project be Approved?" is the subject of a debate which will be held tomorrow evening at the Common Cause Forum in Franklin Union hall, Edward A. Connelly of Dorchester, John Wright of Hyde Park, Edward A. Hogan of Needham and J. J. Feeney of West Roxbury, prize debaters of Boston College, will present the views.

Mayor Curley, Arthur H. Corbett, secretary to Mayor Curley, will present the need and the practicability of a unified Greater Boston, while representatives of mayors of 10 metropolitan area cities have been invited to relate their viewpoints.

LOSS OF $434,770 BY FIRES SHOWS BIG GAIN

The estimated fire loss in Boston in January was $434,770, about $220,600 higher than in the corresponding month of 1929, when the number of alarms was 197 more than last month.

Acting Fire Commissioner Multman reported yesterday that of the 699 alarms in January, 249 were bell, while of the 766 alarms in the same month, 1929, 412 were bell alarms.

The actual loss for the month in 1929 was $112,920.

GOODWIN OPPOSES CURLEY'S RELIEF BILL

State Official Fears That City Service Will Be Used to Aid Poor

Elliot H. Goodwin, state civil service commissioner, yesterday told the House committee on rules that the time is coming when the state will have to decide the question of whether the public service is to be used for the relief of destitution or for the efficient conduct of its business.

He was giving his views, by request of the committee, on the petition of Mayor Curley which asks that preference in temporary municipal employment be given persons who are heads of families and in accordance with the number of their dependents.

The bill was urged by H. Murray Pa-


WAY CLEARED FOR PARK IN WEST END

City and State Agree to Interchange of Land

Gov. Allen, Mayor Curley and the state department of public works agreed yesterday to an interchange of land which will allow the consumption of plans to create a new municipal park in the West End. The project entails the widening of Charles street, between Cambridge and Lassell streets, and improvement of the Charles river basin.

The city will pay the state $75,000 and acquire three parcels and give away one. Mayor Curley has agreed to spend not more than $35,000 for the construction of streets already laid out in land owned by the state in vicinity of Summer street, South Boston.

In return for $900,000 feet of land at First street extension, owned by the city, the state will give to the city a tract of 100,000 feet between Cambridge Park and Castle island. The first parcel adjoins the state-owned land at First street extension.

The state will give to the city two parcels adjoining Brighton street and fronting on the Charles river. The combined area makes almost two acres.

The park department will construct a salt water swimming pool, 100 by 400 feet, as the center of a park and playground. This is the project in which Martin M. Lonasney has been interested for years.

The improvement of the Charles river basin from Cambridge street in a western direction and the municipal development east of Cambridge street will insure an unbroken stretch of roadway which may eventually embrace land between Nauset street extension and the river.

LAWLEY CONCERN GETS POLICE BOAT CONTRACT

Bid Not Lowest, but Curley Would Aid Home Industries

Police Commissioner Wilson has awarded the contract for construction of a new police patrol boat to the George Lawley Corporation of Neponset. The Lawley bid was $4250 higher than the lowest offer but Mayor Curley emphasized in a conversation with the commissioner yesterday that the Lawley concern pays taxes in Boston and employs Boston residents, while a Fall River shipbuilding company, which was the lowest bidder, has its such effective argument for consideration.

The boat will be equipped as an auxiliary fireboat. During the period of construction, the small fireboat, stationed at North End park, will be used as a police patrol boat.
WHEN it was suggested that the Federal Government issue memorial half-dollars, in honor of the tercentenary of the Bay Colony, the Secretary of the Treasury is said to have objected that the events we are to commemorate are of "local and not National interest!"

A similar attitude on the part of officials of the Post Office Department has led Congressman John W. McCormack to introduce a bill providing for the issue of a Tercentenary stamp.

Why he felt compelled to bring the matter to the attention of the House is best explained in Mr. McCormack's words:

"Several months ago I called this matter to the attention of the Postmaster-General, in the form of a communication. Since that time I have talked with him on several occasions and the results have not been satisfactory.

"Under existing laws, the Postoffice Department has the power to issue a special stamp without recourse to legislation, but it is apparently the policy of the Department to issue as few as possible, and only when the event celebrated is a matter of major importance.

"There is no more important event in history, not only of the United States but of the entire Western Hemisphere, ... Our present institutions of Government received their birth in the Colony. The origin of our history and our progress, as colonies and as Nation, began with the settlement and experiences of the Massachusetts Bay Colony."

We judge from this that the third assistant postmaster-general has changed his mind since the first week of December, when he encouraged a delegation led by Senator Gillett, and including Representatives Stobbs, Gifford and Rogers, to believe that the request for a stamp would be acted upon favorably.

The situation seems to call for missionary work. Stamp and half-dollar are necessary if the four months' celebration is to have the widest publicity.

Perhaps Mr. John Richardson, nearest to the President of Mr. Hoover's Massachusetts friends, will say the helpful word. But is it possible that men of high position in the Government regard as "purely local" a commemoration of the beginning of constitutional government in America?
Too Heavy a Penalty

A clearly fair and just purpose runs through the bill for a revision of Boston's theater licensing law filed by Representative Elmer Wadsworth at the request of Professor Zechariah Chafee, Jr. The public will recall that as matters now stand, a single performance of a play disapproved by the mayor may result in a theater's losing its license for the whole of one theatrical season. Since the owner or manager may never have agreed to run the play for more than two or three weeks at the most, and may have next on his calendar a production of Hamlet. It is difficult to see either why the theater should be so heavily penalized, or why William Shakespeare should share in the penalty.

To be sure, it may be said that Boston's officials have, as a rule, themselves recognized the injustice implied in such a result. The clerk who attends first-night performances usually makes a statement of any features which seem to him undesirable, with fair—though perhaps tacit—warning that unless these features are removed or corrected, a complete summary notice that even one night's performance here for fair public judgment, without risk of any such ruinous penalty as the law now provides. That penalty should be reduced, as House No. 603 would reduce it, to the term of the pre-scheduled run only. Moreover, unless anyone can produce weighty arguments to the contrary, we approve the other change provided by this bill, namely, that a majority among the three competent officials named shall use their power to suspend a license only "after public hearing and for due cause assigned in writing." There may be plays of which Curley can stand a shock, whereas Boston cannot. But if this is so, it seems quite proper that the reasons for this contrast should be stated as openly and clearly as possible.

New West End Park
by Land Exchange

An exchange of land between the city and the Commonwealth, which has been agreed upon, permits the department to create a small park in the West End, close to the Charles River dam. The city will pay the State $25,000 and will acquire three parcels and give away one. Mayor Curley has agreed to spend not more than $35,000 for the construction of streets already laid out in land owned by the Commonwealth in the vicinity of Summer street, South Boston.

In return for 205,800 feet of land at one. First street extension, the city will give to the city a tract of 205,890 feet between Marine Park and Castle Island. The first parcel adjoining the State-owned land at First street extension.

The State will give to the city two parcels adjoining Brightton street and fronting on the Charles River. The combined area makes almost two acres.

The park department will construct a salt water swimming pool, 100 by 400 feet, as the center of a park and playground. This is the project in which Martin M. Lomasney has been interested for years.

Asks Allen for Reasons for Rej ecting Curley Men

In a letter sent today to Governor Allen, Senator Joseph J. Mulhern of Dorchester states that the people of Boston are "plainly surprised and perplexed" that the Civil Service Commission "has rejected or failed to certify" four of Mayor Curley's appointees, and asserts that it "seems clear" the governor "should take action immediately to make known to the people of Boston and the members of the Civil Service Commission in failing to approve these men."

The Mulhern letter further states that "not only are one or two of these men not equally fitted to perform the duties of the respective positions, but all four of them, in the opinion of the general public and the press of the city, have the qualifications to give creditable public service."

The letter asserts that "in the face of stern, proper opposition and in disregard of the report filed by the special civil service legislative commission which found that there was a profound attitude on the part of the civil service commissioner not in keeping with the standards which the people of the Commonwealth have a right to expect to be maintained in so important an office," you reappointed Elliot H. Goodwin, chairman of the Civil Service Commission.

Will Debate "Greater Boston"

"Should Mayor Curley's Greater Boston Project Be Adopted?" is to be the subject of a debate followed by discussion Sunday night at the Common Cause Forum in Franklin Union Hall, corner Berkeley and Appleton streets.

Edward A. Connolly, Edward A. Hogan, Francis T. Berrisch and John J. Wright, prize debaters of Boston College, will present varying views of the subject. Arthur H. Corbett, secretary to Mayor Curley, will be present to argue the desirability of a Greater Boston. Joseph F. Mulligan will preside.

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Will Debate "Greater Boston"

"Should Mayor Curley's Greater Bos-
ONE-WAY RULE ON PART OF WASHINGTON ST LIFTED

Temporary Order Affecting Union and State Sts Also Has Been Suspended

The temporary one-way rule that has been in effect for the past several months, on the part of Washington st between Haymarket sq and Adams sq, has been suspended by a vote of the Traffic Commission, as announced today. The temporary rule affecting Union st, State st and adjacent territory has also been suspended.

Accordingly Union st and that part of Washington st designated will again become two-way streets and for the first time since the completion of the widening of Exchange st, operators of vehicles will have opportunity to make a turn from Exchange st into Washington st, north-bound.

Other changes incidental to this section include:

Vehicles proceeding south-bound on Washington st from Haymarket sq will proceed to the right of the subway in Adams sq instead of to the left as at present.

Parking restrictions on Friend st, Elm st and Hanover st have been removed.

Parking will be allowed on the west side of Union st. This follows with the return of Union st to a two-way street as parking was automatically prohibited when Union st was one way.

In addition to these changes the rule allowing parking of vehicles for one hour on the west side of Washington st, from Haymarket sq to Brattle sq is suspended.

Washington st will again be a no-parking street on both sides from Haymarket sq to Adams sq.

The left turn from Congress st into State st, west bound, will be allowed.

Vehicles may proceed south-bound on Congress st and westbound on State st to Washington and Scollay sq.

The commission also announces that parking of vehicles will be permitted in Ashburton pl, north side, without time limit after 6:30 p.m.
MAYOR URGES MEMORIAL AT OLD BEACON STREET SPRING

Mayor Curley will send to the City Council tomorrow an order calling for an appropriation of $45,000 to be expended under direction of the Park Commission for the erection of a founders' memorial on Beacon st., opposite Spruce st., to mark the location of the first spring of good water discovered and used by William Blaxton and the founders of Boston in 1630.

In his communication to the council the mayor says:

"The city of Boston is extremely fortunate in the opportunity that is presented through the erection and sacrifice of the commission on the marking of historical sites, in that it will be possible to observe, even though in a small way, the founding of Boston.

This commission, in conjunction with a former member of the Park Commission and a pupil of the sculptor, Saint Gaudens, have submitted sketches for a suitable memorial to commemorate the tercentenary of the founding of Boston."

The memorial in question has received the approval of the art commission, and that it may be completed in time for unveiling and dedication upon Boston Day, September 17 of the present year, I respectfully recommend to your honorable body the adoption of the order.

NEW HUB TRAFFIC RULES IN EFFECT

Washington Street, Between Adams Sq. and Haymarket Sq., Again Two-Way

Washington st., between Adams sq. and Haymarket sq., returns to its own today by vote of the traffic commission. Once again it becomes a two-way thoroughfare. During the construction of Exchange st., one-way traffic was enforced. Although two-way traffic will now be in force, no parking will be allowed on either side.

Other regulations put into effect by the commission yesterday are: two-way traffic with parking on the west side; Exchange st., southbound, turn allowed into Washington st., Friends st., and Hanover st.; parking restrictions removed; Congress st., westbound, turn allowed into State st.; Congress st., southbound traffic and State st., westbound traffic, allowed to Washington st. and Scollay sq.; Washington st., westbound and traffic from Haymarket sq. will proceed to right of subway in Adams sq., instead of to left.

Parking will be allowed on Ashburton pk., northside, without time limit, after 6:30 p.m.

CIVIL BOARD VETO PUT UP TO ALLEN

Mulhern Demands Light on Rejection of Four Curley Appointees

A letter to Governor Allen from Senator Joseph J. Mulhern asking that action be taken at once to acquaint the people of Boston with the reasons of the Civil Service Commission for turning down appointments of Mayor Curley, did not come to the attention of the chief executive yesterday.

Governor Allen did not visit the State House and the communication awaits his action tomorrow. Senator Mulhern, referring to the names of Joseph A. Conery, Edward F. McLaughlin, Joseph A. Rourke and James E. Maguire, submitted by the mayor for appointments to important posts, says in his letter:

"Not only are one or two of these men ably fitted to perform the duties of their respective positions, but all four of them, in the opinion of the public and the press of this city, have the qualifications to give creditable service.

The people of Boston, who have had the services of these men in the past, are plainly surprised and perplexed at what has taken place. It is clear that you should take action immediately to make known to the people of this city the reasons of the Civil Service Commission for failing to approve these men."

RAPS NICHOLS ON PLAYGROUND

$200,000 Spent, Nothing Done, Says Curley

Chiding the Nichols' administration for spending the $200,000 which he made available for the creation of a playground in the North End, and then abandoning the project, Mayor Curley announced last night that he will request the City Council at its meeting tomorrow to approve a loan center of $60,000 to complete the Webster avenue playground, off Hanover street.

This action by the Mayor is believed by observers to mark the end of the plan for the Exchange East Boston traffic tunnel approved by former Mayor Nichols just a few days before he left office, for the selected route passed through the proposed playground.

At the suggestion of State Public Works Commissioner Everett E. Stone, the Mayor is now considering the possibility of building a bridge to East Boston, and has asked the Legislature for authority to build either a bridge or a tunnel, depending on War Department requirements, which would reduce the capital costs of the proposed connections between Noddle Island and the mainland.
Development of Charlesbank at Cost of $1,475,000 Announced by Mayor Curley

Sketch shows how Charles street would be widened to a width of 120 feet, with a planted reservation in the centre, from the Longfellow to the Charles River dam bridge, and with a traffic underpass under the second arch of the Longfellow bridge to connect with embankment road, forming a traffic circle to relieve traffic congestion at Charles and Cambridge streets. To make up for the park land to be taken in the Charles street widening, the river will be filled in for the expansion of the Charlesbank gym. An elevated bridge for pedestrians will cross the widened artery, connecting the new park with Allen street. At the left are shown the proposed baseball, football and athletic fields, and at the right the proposed salt-water swimming pool between Charles street and the lock in the dam, opposite the end of Chambers street. The proposed improvements will cost about $1,475,000, and will be started without delay.
Completion of plans for the development of the Charlesbank at a cost of $1,475,000, including the widening of Charles street between Longfellow and the Charles River dam bridge, the construction of traffic circles on the Boston side of the two bridges and the expansion of the Charlesbank gymnasium and playground, through the introduction of a salt water swimming pool and other recreational facilities, was announced last night by Mayor Curley.

Charles street will be made 120 feet wide with a planted reservation on the centre similar to Commonwealth avenue. The land needed for the widening will be stripped from the Charlesbank playground, so that the expensive purchase of private property will be avoided.

The children of the downtown city will not suffer by the taking of some of the park property, because the loss of 40 feet wide will be made up generously by filling in the river by means of hydraulic dredging to add a strip 240 feet wide to the park from Longfellow bridge to Poplar street. The filling in of the Boston bank of the river will be conducted by the State using the contribution of $11,000 made by Mrs. James J. Storrow and other monies appropriated by the Legislature.

The construction of traffic circles to relieve congestion on Charles street at the ends of the two bridges will require the taking of property at the lower ends of Cambridge and Leverett streets. For the circles will be 260 feet in diameter, cutting the four corner properties.

To relieve the congestion of traffic at Charles and Cambridge streets, Embankment road will be passed under the second arch of the Longfellow bridge to join Charles street near the county jail. This underpass will be 40 feet wide.

The traffic circle at the end of Leverett street will be used to facilitate the movement of traffic between the widened Northern avenue from the North station and the Northern artery passing the dam.

Charlesbank park will be developed into the best playground in the country, according to the plans prepared by Chairman William F. Long of the Park Commission. A baseball diamond, football field and running track will be laid out opposite the jail, and a salt water swimming pool 40 feet long and 20 feet wide, with a depth of from three to seven feet, will be placed at the other end of the park near the dam. Water for the pool will be pumped from a point 40 feet below the dam to provide good, clean, salty baths for the children.

For the safety of pedestrians an elevated bridge will be constructed over the widened Charles street between the end of Allen street and the new playground.

**SHAKES UP CITY RULES ON TRAFFIC**

Sullivan Reverts to Old Regulations Downtown

The Union and Washington streets one-way traffic system between Haymarket and Adams squares, instituted by former Traffic Commissioner William A. Fisher and claimed to have been the solution of the traffic problem in that section, was swept aside yesterday as the first act of Acting Commissioner Thomas F. Sullivan, who took over the reins of traffic control several days ago.

**PREDICTED BY FISHER**

Today both Union and Washington streets in that section will again be two-way streets, with a number of other regulations altered to meet the new conditions. Before he left office last week, Commissioner Fisher predicted that the first move of his successors would be to revert back to the old system in that section and predicted a storm of protest from automobilists and trucking firms if the two-way system were re-established.

While the change was a temporary one for 90 days, to see how it would work out, it was continued at the end of that period until yesterday. It had been the admitted intention of Fisher to make the change permanent.

For the first time since the widening of Exchange street, operators of vehicles will be allowed to make the turn from Exchange street into Washington street, northbound, in the direction of Haymarket square. Vehicles southbound on Washington street from Haymarket square will pass to the right of the subway station in Adams square, instead of to the left, under the Fisher system.

Parking restrictions on Friend street, Elm street and Hanover street have been removed. Parking will now be allowed on the west side of Union street. This is a natural result of the return of Union street to a two-way street, as parking was automatically prohibited on the west side when Union street was made one-way.

The rule allowing parking of vehicles for one hour on the west side of Washington street, from Haymarket square to Brattle street, is suspended. Washington street again becomes a no-parking street on both sides between Haymarket and Adams squares.

Vehicles will be allowed to make the left turn from Congress street into State street. Vehicles may proceed southbound on Congress street and westbound on State street to Washington street and Scollay square.

Starting tonight, parking for an unlimited time between 8 p.m. and 1 a.m. will be allowed on the north side of Ashburton place.

**STEEL TRAFFIC TREADS SAVING**

Mayor Orders Them on All Bridges of City

Steel traffic treads for all the bridges in the city were ordered yesterday by Mayor Curley in a communication to Division Engineer John B. Cartey of the bridge and highway service, seeking to reduce the cost of re-flooring the bridges by 40 per cent this year. Instead of the metal strips, tried out as an experiment, cut down the wear on the wooden planks and better distributed the weight of traffic, so the treads will now be installed on the Northern avenue, Summer street and Northern avenue bridges, as well as on the Charlestown bridges.
Taxation of Municipal Bonds
Advocated at Meeting of Mayors

OFFICERS SELECTED TO HEAD THE NEW FEDERATION OF MUNICIPALITIES

These are the Mayors and Selectmen chosen to lead the new organization of communities within the metropolitan area. They are, front row, left to right: Selectman Howard K. Glidden, of Swampscott, secretary; Mayor John J. Murphy of Somerville, president; Mayor Edward H. Larkin of Medford, treasurer; Mayor Richard M. Russell of Cambridge, chairman of the executive committee, and Mayor J. Fred Manning of Lynn, a member of the executive committee. In the rear row, left to right: Selectman Theodore G. Bremer of Brookline, Selectman Kenneth D. Johnson of Milton and Mayor Thomas J. McGrath of Quincy, all members of the executive committee.

The taxation of municipal bonds as one of the means of removing some of the burdens now carried by property owners was advocated yesterday afternoon at the second meeting of the Mayors and Selectmen of the metropolitan area, who formed a new organization and elected officers at the Cambridge City Hall.

No mention was made of including Boston in the new organization, which will be known as the Federation of Municipalities Within the Metropolitan Area, and no Boston representative was included in the 10 officers elected.

Mayor John J. Murphy of Somerville, who called the Mayors and Selectmen together the week previous, was elected president of the new organization. The other officers elected were: Secretary, Dr. Howard K. Glidden, a Selectman of Swampscott; treasurer, Mayor Edward H. Larkin of Medford; executive committee, Mayor Richard M. Russell of Cambridge, chairman; Selectman Kenneth D. Johnson of Milton; Selectman Theodore A. Custance of Lexington; Selectman Theodore G. Bremer of Brookline; Mayor J. Fred Manning of Lynn; Mayor Thomas J. McGrath of Quincy, and Mayor Michael C. O'Neill of Everett.

The proposition to tax the municipal bonds came from Mayor McGrath of Quincy. He said that it makes no difference to the cities and towns if their securities are taxed or not, and he declared that last year the municipalities were forced to pay the same rate for their loans as the man who risked his money in the stock market. He said that when an investor buys "municipals" he puts his money into the soundest investment possible and he said that important changes in the tax laws should be made to relieve the home owners.

Strong Speech on Tax Legislation

The drive against the assessments levied on the municipalities within the district for improvements was the major topic of discussion yesterday, as it was at the previous meeting. The Chief Executive of Quincy asserted that he believed that a holiday should be declared on the matter of new improvements and he suggested that every project suggested this year be opposed.

Mayor Manning made a vigorous speech in regard to tax legislation and declared that he was more interested in having the organization keep informed on taxation measures than he was in opposing underpasses and overpasses, which might be the means of saving a life. He asked how many of the Mayors had read the report of the Rebus Commission on Taxation. There were no answers to his question, and he went on to say that many important bills are passed at the State House which their local representatives know nothing about because they are busy at other hearings when the measures come up for consideration.

There were only 17 municipalities out of the 38 in the district represented at yesterday's meeting. A motion proposed by Mayor Russell which provided that each mayor and board of selectmen appoint a representative to become a member of the fact finding committee on matters pertaining to the district, was adopted. Dr. Glidden of Swampscott said that it would be necessary for all the cities and towns in the district to co-operate if any beneficial results could be obtained.

The only reference to the proposed plan for a Metropolitan City came from Mayor Larkin of Medford who suggested they hire an expert to secure the facts and argue against a Greater Boston. If the body felt they were against joining their cities to Boston on some plan of annexation.
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Starting tonight, parking for an unlimited time between 6 p.m. and 2 a.m. will be allowed on the north side of Ashburton place.

ANOTHER JOB GIVEN DOLAN

Mayor Names Him Acting Park Commissioner

Edmund L. Dolan, Congress street broker, has been given another job without pay by Mayor Curley. Last night he was appointed acting park commissioner, and will assume the duties of this office tomorrow morning together with his work as sinking funds commissioner and acting city treasurer.

His service on the park commission will expire as soon as the Civil Service commission certifies the appointment of Theodore Haffenreffer, prominent Jamaica Plain brewer, who was named to fill the vacancy caused by the resignation of Attorney Charles H. Inner, Republican leader.

HUB MEMORIAL WINS APPROVAL

Mayor to Ask $45,000 for Tercentenary Fountain

The Boston Art commission yesterday approved the proposed creation of a Tercentenary memorial to the founders on the Common opposite 30 Beacon street, and Mayor Curley stated last night that he will ask the City Council to appropriate $45,000 for the project at its meeting tomorrow.

The memorial designed by Charles A. Coolidge, architect, and John F. Parmalee, sculptor, will be a granite and bronze fountain, marking the location of the first spring of drinking water used by William Blackstone and the founders of Boston in 1630. It is expected that the memorial will be ready for unveiling on Sept. 17, which will be Boston Day in the Tercentenary celebration.
OPPONENTS OF CURLEY PLAN IN FEDERAL GROUP

Will Hold Forum to Deal With Problems of Common Interest

FIRST BODY OF KIND IN STATE'S HISTORY
Organization May Be Basis Of Closer Union in Future

As opposed to the plan of Mayor Curley for a metropolitan Boston, with central council administering the public works affairs, the chief executives of 17 municipalities of Greater Boston met yesterday afternoon at Cambridge City Hall and organized a defensive group to be known as the Federation of Municipalities within the Metropolitan Area.

The new federation has for its main purpose the solution of common problems by co-operation in open forum instead of by direction of a new central agency. The organization is the first of its kind in the 300 years history of the Massachusetts Bay Colony.

While organized primarily in defense of any move for political annexation with Boston, the federation is the first definite step for closer union of the cities and towns that make up Greater Boston. In the opinion of some of the mayors present it also offers a basis on which Mayor Curley and the federation can build a practicable plan of working with the city of Boston.

FIRST PRESIDENT
Mayor John J. Murphy of Somerville was elected the first president of the federation. The other officers include: Secretary, Selectman Howard K. Glisson of Swampscott; treasurer, Mayor Edwin H. Larkin of Medford; executive committee, Mayor Russell of Cambridge, chairman, Selectman Kenneth L. Johnson of Milton, Selectman Theodore A. Custance of Lexington, Selectman Theodore G. Bremer of Brookline, Mayor J. Fred Manning of Lynn, Mayor Thomas J. McGrath of Quincy and Mayor Michael C. O'Neill of Everett.

The 17 cities and towns represented at yesterday's meeting were: Arlington, Brookline, Cambridge, Chelsea, Dover, Everett, Lexington, Lynn, Malden, Medford, Milton, Quincy, Somerville, Swampscott, Waltham, Winchester and Woburn.

Before the organization proceedings were carried out, Mayor Richard M. Russell of Cambridge outlined the tentative plans of the group and asked the municipal executives to forget for the day their own petty problems and enter into the spirit of the new federation for the greater benefit of all concerned.

The fundamental aim of the federation at this stage, he explained, would be for better representation in the Legislature and a solution of the unjust assessment of small towns for metropolitan construction.

Weekly meetings will be held at Cambridge City Hall until further notice. Mayor Russell declared that letters of invitation were sent out after the meeting to the officials of all the other cities and towns in Greater Boston, reviving their strength for the new project. If they accept, the system will be a union which has long been the dream of its constituents.

"These meetings," Mayor Russell continued, "shall constitute an open forum where problems affecting the metropolitan area as a whole may be presented for discussion. Each of the cities and towns here represented should send at least one responsible agent to attend the sessions held at the State House, and oppose legislation which would impose unjust assessment. We should work independently on problems concerning our own cities and towns as units, but should work together on those matters which concern the area as a combination of municipalities."

Following the election of officers, which took place at a recess, after Mayor Russell had outlined the plan of the federation, the various officials present told of problems they wished to present for solution by the league of cities.

Mayor McGrath of Quincy charged the Legislature was not giving the proper consideration to projects involving the metropolitan area. He urged the various representatives also to attend the taxation hearings at the State House next Thursday.

An order, requesting the executive committee of the federation to study such problems in the area, was introduced by Mayor Patrick J. Diame of Waltham. The latter made his customary appearance at an immaculate cutaway coat and tall silk hat.

The proposed overpass on the Revere Beach Parkway aroused considerable interest and high favor at the meeting.

E. L. DOLAN GETS ANOTHER CITY OFFICE
Mayor Curley gave another municipal post yesterday to Edmund L. Dolan. He clothed Mr. Dolan with the authority of an acting city treasurer, a position which it is rumored he can have permanently if he will agree to accept it.

CURLEY ORDERS CUT IN BRIDGE EXPENSES
The cost of maintaining decking on all city-owned bridges will be reduced at least 40 per cent. this year under an order issued by Mayor Curley yesterday. It is based on Mayor's judgment that the use of corrugated steel plates on bridge decking will make a substantial saving in maintenance costs. Experiments with these plates, as shown, that they obviate the need of frequent replacing of the wooden planking.
Motor Legislation In Full Swing at State House Now

Some 163 Bills Covering Many Subjects—Among Them Increased Gas Tax, Insurance and Excise Law Changes, Etc

By JAMES T. SULLIVAN

According to Day Baker, speaking at the Motor Truck Club Friday night, there are 163 automobile bills before the present session of the Massachusetts Legislature. That means 1930 is no exception to the general rule, for the automotive industry for years has been a target for all kinds of legislation.

However, legislators generally own cars, and they realize that some 75 percent of their constituents use motor vehicles. So they do not allow a lot of legislation pass that is unfat to the industry.

Occasionally there is something slips along that has some drawbacks. At the hearings last week on changes in the present Excise tax several members of the committee said that they were hit by it when trading in cars.

For the past few weeks hearings have been under way. Some of the bills now are beyond the hearing stage. Others have been disposed of definitely for this year, there being some that seem to bob up regularly.

Gasoline Tax Plans

It would have been a big surprise to motorists if there were no proposals to increase the gasoline tax. This year there five such bills, at least, on the docket.

Some of them are tied up to highway projects. There has been some talk that a good way to abet the grade crossings would be to increase the gasoline tax four cents and use the money for this purpose.

One hears also of an idea that the State place a standard type of signs at all grade crossings, and this would answer the purpose rather than spending millions for changing grades. Motorists might object to paying all the cost.

Mayor Curley suggested an increase of one cent in the gas tax, the money to go to old age pensions. The Supreme Court would be apt to call it illegal taxation regardless of the good intentions behind it, some motorists believe.

Because other States jumped gasoline taxes and used some of the money for other than highway purposes, does not mean Massachusetts will follow that plan. When more than 500,000 voters did not want a gas tax anyway, it would be easy to get a referendum on an increase and wipe it out. That vote proved that people will not vote voluntarily to tax themselves.

Insurance Hearing

The Committee on Insurance has set Feb 19 as the date for the hearing on Mr Goodwin's bill for a State Insurance fund. It is to be held in the Gardner Auditorium.

By this time through public discussion, the legislative report and the newspaper stories, people generally, and that includes all motorists, are somewhat familiar with the question.

This promises to be one of the biggest hearings of the season. Whatever decision the committee makes will come up for ratification in the Legislature.

As a result there will be much in the public print for the next month or so. It may later reach the stage of a referendum. In that event there will be plenty arguments for and against it tied up with the campaign for State officers next Fall.

Any motorist visiting the State House these days may be able to locate some sort of a hearing or debate almost any day now in which motor vehicles form the topic.

Excise Tax Hearings

Hearings on the present excise tax are over. Interest in this measure was shown by the attendance at the hearings and the number of bills filed.

It was evident by the questions asked by members of the Committee on Taxation from time to time, that they had heard complaints from constituents. And these latter were not confined to any particular section of the State.

Boston came in for some criticism because it refused to grant rebates. As a matter of fact, its counsel was backed up by other attorneys in saying the law did not allow it.

What the committee reports will be watched with much interest. Suggestions were made that any change on rebates should be retroactive to Jan 1, 1930. There were some people suggesting the old idea “to give the law a trial as it had been in effect only a year.

Attempts will be made to get more money from the highway fund. A start was made last year, and there is no telling where it may end in view of the fact that the State got a million or two more than was estimated from the gas tax and other motor revenues.

Aims At Tax Title Sharks

Mayor Curley this afternoon directed Corporation Counsel Silverman to begin a check-up of the so-called real estate sharks who, he claims, in the last four years by the purchase of a tax title literally have gained possession of property and then collected rents and refused to pay taxes on the property on the ground that they were simply title holders.

Mayor Curley issued the following statement:

"Tax title sharks, evidently banded together and advised legally, over a period of more than four years, ridiculed the efforts of the city collector in his endeavors to collect the taxes to which the city was legally entitled.

"Notwithstanding the fact that during the entire time that the tax title sharks have enjoyed apparent possession of properties, they have never failed in a single instance to collect rentals from the occupants of the premises."

The singular anomaly is presented, the tax title shark through ownership which represents the barest possible investment, seeking at the city’s proposal to take title, collecting rents on the property and refusing to pay the tax to which the city is properly entitled.

"The Mayor, with a view to ending this type of real estate racketeering, this day directed the corporation counsel, Samuel Silverman, to assign two representatives of the Law Department with instructions to spare no expense and allow no racketeers to escape payment of money due the city.

"The total amount involved represents assessments on properties valued at approximately $30,000,000, and is of such serious nature as to justify the request which the corporation counsel proposes making to the Land Court, namely, in the interest of the city in seeking foreclosure proceedings have preference over pending business."
The plan is to have traffic circles, 240 feet in diameter, at Charles and Cambridge streets and at the end of Leverett street. Longfellow bridge is shown at left and viaduct at right.

**A NOTABLE ADDITION**

The city program planned by Park Commissioner William P. Long provides for the conversion of all land between Charles street and the river from Longfellow bridge to a point in Nashua street extension, 400 feet beyond the viaduct at Leverett street, to an unknown stretch of recreational area which will make a notable addition to the Boston park system.

The widening of Charles street, which will become a double roadway, with parallel traffic thoroughfares, 40 feet wide, separated by a 40 foot parkway, very similar to that along Commonwealth avenue, will require the conversion of 60 feet of the Charlesbank to street purposes. It will also necessitate the taking of the properties at the corners of Charles and Cambridge streets as well as a block at the corner of Leverett street.

The property takings will be necessary in order to make possible the traffic circles. Chairman Thomas J. Hurley of the street commission has planned the circles so that the abutments of the elevated structure, which have been a source of trouble in the handling of traffic at this point, will be in the centre of the circle at Cambridge street. Their effect on the movement of traffic will be materially minimized and with the underpass, which will be built beneath the second arch of the bridge structure, Chairman Hurley believes that congestion will be so slight that there will be no lines of traffic.

The loss of the 60-foot strip from the Charlesbank will be an asset, for the city will acquire from the state a strip 240 feet wide from Longfellow bridge to Poplar street, which will be created by hydraulic dredging of the river.

The underpass will require the demolition of part of the girls' gymnasium on the Charlesbank near which an athletic field with provision for baseball and football will be laid out.

There will also be a children's playground and a mothers' rest. The swimming pool, into which salt water will be pumped from a point in the river 400 feet from shore, will be located close to the viaduct. The water will have a depth varying from three to seven feet. The present field house will be used as a checking building for owners and a new athletic house will be constructed.

Plans for the development of the two tracts of land through which Nashua street extension runs, and which have been obtained from the commonwealth, call for a children's playground on the tract south of Nashua street. On the river side there will be considerable filling done by hydraulic dredging, an artificial bathing beach will be laid out, and a concert grove will be created.

**PLAN $1,475,000 PARK IN BASIN**

Curley to Widen Charles Street and Provide Traffic Circles

ATHLETIC FIELDS, SWIMMING POOLS

A street widening of major importance, traffic circles, new athletic fields and playgrounds, a salt water swimming pool, and other recreational features from the $1,475,000 improvement of the Charles River basin which Mayor Curley will shortly undertake.

At a cost of about $1,000,000, Charles street will be widened to a 120-foot roadway from Longfellow bridge to the viaduct at Leverett street. Traffic circles 240 feet in diameter will be constructed at the intersection of Charles and Cambridge streets and at the end of Leverett street. An underpass 40 feet in width will be built from a point on Charles street outside the county jail under the bridge to embankment road.

This important development, which will be made in conjunction with a somewhat similar improvement of the basin beyond Longfellow bridge by the metropolitan district commission, will be the contribution of Boston to the creation of one of the most beautiful parkways in the world.

**AMERICAN 2/10/30**

De Priest to Name Two Negro Cadets

Congressman Oscar De Priest, negro representative from Illinois intends to appoint two negro boys from his district to the naval academy at Annapolis, despite the resentment occasioned in some sections of the country by his appointment of a colored youth to West Point.

The congressman made this announcement at the Old South Forum.

Speaking before a capacity audience, more than half of which were members of his own race, Congressman De Priest complimented Mayor Curley for his appointment of two colored persons to the legal staff of the city.
The most interesting and important political event of this week in Massachusetts will be the election, on Tuesday, of a Representative in Congress from the 2d District to succeed the late W. Kirk Kaynor. The Republican candidate is W. Griggs of Springfield, and the Democratic nominee is William J. Granfield of Longmeadow. In addition, Ex-Mayor William D. Potter of Springfield and Whitfield Field of West Springfield will run as independent candidates on a "dry" platform.

The district is normally Republican, but it is possible that the bitterness of the "dry" prohibition issue may cut down his vote and bring about the success of his Democratic opponent.

On the basis of the vote in 1928, however, in order to defeat Mr. Griggs, 8,000 Democrats or less, must either commit suicide or vote for one of the "dry" candidates. That is to say, a man who acts on the "dry" issue, but who remains a Democrat and votes for Mr. Griggs, may cut his own vote and bring about the success of his Democratic opponent.

It would be interesting to have some one point out the essential principles of either the Republican or Democratic parties in Massachusetts today. The Republican party began as an anti-slavery organization, but that issue has been dead for more than 60 years. It is said that the Legislative Committee on Municipal Affairs has been doing its best to keep the prohibition issue out of politics. One day or another, the U.S. District Attorney will receive a letter from a man in a large city, asking him to come in and talk about the prohibition issue. The letter will be sealed, and the name will be crossed out.

An Important Election

The election in the 2d District will be watched with one eye, but on the other eye, it may be one of the most important "wet" primaries in Massachusetts. On the one hand, there are many who believe that Mr. Griggs has been "wet" for 20 years and that he will be a "wet" candidate for the Senate. On the other hand, there are many who believe that Mr. Griggs is a genuine Republican and that he will be a "dry" candidate for the Senate.

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EDMUND L. DOLAN ACTS AS PARK COMMISSIONER

Mayor Curley yesterday designated Edmund L. Dolan as acting Park Commissioner, to serve until the Mayor's appointees have been confirmed by the Civil Service Commission. Mr. Dolan is a member of the Sinking Funds Commission and is acting city treasurer.

PROPOSES TO BUILD GATEWAY AT SPRING

Mayor Will Ask $45,000 for Founders' Memorial

Appropriation Also to Be Sought for New North End Park

The City Council on Monday will receive an order from Mayor Curley recommending that $45,000 be appropriated for the erection under direction of the Park Commission of a founders' memorial gateway on the Common facing Beacon st., opposite Spruce st. It is intended to mark the location of the first spring of good water discovered and used by William Blackstone and the founders of Boston in 1630.

Mayor Curley says in the communication accompanying the order: "The city of Boston is extremely fortunate in the opportunity that is presented through the vision and sacrifice of the Commission on the Marking of Historical Sites in that it will be possible to observe, even though in a small way, the founding of Boston. "This commission, in conjunction with a former member of the Park Commission and a pupil of the sculptor St. Gaudens, have submitted sketches for a suitable memorial to commemorate the tercentenary of the founding of Boston."

The Mayor also announces that the memorial has received the approval of the Art Commission. He hopes it may be completed and dedicated on "Boston Day," Sept. 17, of the present year.

Mayor Curley will also send an order recommending that $40,000 be appropriated to be expended under the direction of the Park Commission for establishment of a park in the North End for which $200,000 was expended during the last administration for land takings, in Webster av. and Unity pl.

The money was provided in 1925 for land takings and establishment of a park in the most congested section of the North End and the entire sum was expended on the land takings. Mayor Curley's order provides for shelters, sand boxes, swings and other appurtenances as may prove inviting as a source of health and recreation for mothers and children.

MAYORS ORGANIZE FOR PROTECTION

Metropolitan City and Town Heads To Watch Legislature Declare Taxes Too Heavy

Seventeen Mayors and Selectmen gathered in City Hall, Cambridge, yesterday afternoon, formed into a Federation of Municipalities Within the Metropolitan Area, elected officers and an executive committee, and then, as the first organization of its kind in this section, discussed problems affecting their several communities.

Mayor John J. Murphy of Somerville was named president; Dr. Howard K. Glidden, Selectman of Swampscott, secretary; Mayor Edward H. Larkin of Medford, treasurer, and an executive committee, comprising Mayor Richard M. Russell of Cambridge, chairman; Selectmen Kenneth D. Johnson of Milton, Theodore A. Custance of Lexington and Theodore G. Brener of Brookline; Mayors John F. Manning of Lynn, Thomas J. McGrath of Quincy and Michael J. O'Neill of Everett.

Through the courtesy of Mayor Russell of Cambridge, the City Council Chamber in that city has been made the headquarters of the organization, which will comprise representatives from 38 cities and towns within the Metropolitan area, and will meet regularly to take action on Metropolitan affairs.

To Take United Stand

Mayor Russell opened the meeting, Mayor Larkin began the discussion and asked that some organization be formed in order that the cities and towns might be able as a body to present their side of various Metropolitan matters before the Legislature and in relation to any other movements such as proposals for annexation of cities and towns in a Metropolitan unit.

Mayor Russell moved that such an organization be formed. He wanted each city and town to appoint a representative, primarily an expert, to be a member of such a united organization or committee to study problems before the Legislature and report them back to the cities and towns.

Dr. Glidden said he wanted to see all 38 cities and towns represented, and especially those that never took any step for organization but always reap the benefit of organization. Selectman Luke A. Manning of Arlington thought that the Mayors and Selectmen themselves should be the members of the special committee.

Wants Vacation on Spending

Then Mayor McGrath of Quincy moved that a committee of three be appointed. Mayor McGrath, Mayor Murphy and Mr. Johnson went out and in a short time brought back a list of officers and executive committees.
Boston's Three Bites of Dorchester Town

Ever Since East Boston Was Annexed in 1637, the Hub Has Been Adding Spokes of Territory

By EDWIN F. COLLINS

Boston historically has been the most "annexing-est" city this side of New York, a fact commonly overlooked amidst all the uproar raised by Mayor Curley's clarion-call to surrounding cities and towns to merge themselves into a Greater Boston. Only time can tell whether the old absorption tendency which halted with the annexation of Hyde Park in 1912 is forever stopped.

Today it seems that sections like Roxbury, Charlestown, Dorchester and Brighton must always have been the important integral units of Boston they are. Yet the cities of Roxbury and Charlestown, and Dorchester, Brighton and other towns have been merged with the bigger city at various times through the past 150 years.

Struggles quite as bitter as would occur today attended at the time the settlement of the question of their future destinies.

Four Miles From Town Hall

It was when she herself was still in town swaddling clothes that Boston began these annexation operations. First to succumb to the magnetism of this bigger communal center was Noddle's Island, now East Boston. Upon its annexation to Boston by court order in 1649, the large Boston widows of farming and grazing country had only a small population.

South Boston was the next geographical satellite to attach herself to Boston. This was in 1804, until which year South Boston was part of the present town of Dorchester, and was known as Dorchester Neck or Dorchester Point.

Dorchester town suffered another "bite" from Boston in 1855, when by another legislative act, Dorchester was annexed south of what is now Washington Village. The neck of land lying between the Old Harbor and the head of South Bay and the villagers were right willing to join Boston, it is recorded, mainly on the grounds that they were fourteen miles from Dorchester Town House, which stood on the present Codman-Sq Library site, and besides, their children had to go nearly a mile to the nearest little red schoolhouse in Dorchester.

Roxbury was next to join the procession in January, 1888. She had been a city for 23 years when some of her leading citizens petitioned the Legislature to authorize a referendum in both cities on the annexation proposal. The Roxbury electorate voted by a margin of three to one for annexation.

Details of Row Are Scanty

Here the economic motive first clearly shows itself. For a generation or so before Roxbury's annexation Boston had been improving Washington Street as the main highway into that section, on the line of what had been Roxbury Neck. Property owners along the line of this Improvement in Roxbury benefited largely by the town attending annexation.

Boston itself was growing, and was fast increasing in population. Dorchester, this time for room to grow. The Roxbury Neck and the Mill Dam, on the present line of Beacon St., were the main channels into and out of early Boston.

In the case of Roxbury, as in that of most of the communities annexed to Boston, the historical data on the row that attended the movement is scattered and scanty. The annexation lists easily convey the day in Roxbury but the spirit of the anti-annexationists is readily imagined by an occasional statement of their case.

For instance, in an historical treatise 10 years after annexation upon life in Roxbury as a town and city, the eminent Francis S. Drake gives a detailed account of the annexation squabble, but the preface to his volume does contain this tart note:

Anti's Had Last Word

"Roxbury was appropriately named from its most prominent natural characteristic, i.e. puddingtons and rockies. Boston, who verifiably owned its founders, or who cherishes a proper regard for the preservation of its historical or ancestral memories, should ever consent to substitute for it a name more applicable to it than Roxbury, now included within the (Boston) city limits. To do so is no less a blunder in taste than in fact."

"The great city of London, while gradually absorbing adjoining localities, religiously preserves their ancient names. Are ours less dear to us? Let us, then, while a single 'rock' remains above its surface, retain the good old name of Roxbury, 'scorched, not killed,' by the temporary substitution for it of the accursed misnomer of 'Boston Highlands.'"

Historian Drake elsewhere makes the point that landowners along the line of where what is now Washington Street was then a line of Tremont sixes were the heaviest winners by the annexation, which in 1875, he called "a not unblurred blessing."

Yet Roxbury had voted annexation three to one!

East of the Complaints

This is perhaps the last word of complaint from any Roxburyites about joining Boston. Far from having her identity submerged, Roxbury seems since to have done as well as could be expected. Not only was her Mayor William Gaston eventually to become Mayor of Boston, but he was to become Governor of Massachusetts shortly thereafter. He was the father of the late Col. William A. Gaston, Edwin U. Curtis, James M. Curley and Andrew J. Peters, Roxbury natives, were to become Mayor of Boston.

With Roxbury safely in the Bostonian fold, proud Dorchester town began to use the annexation handwriting on the wall. Dorchester character and traditions were unique, and the prospect of being forced to submerge this distinguished identity in a merger with voracious Boston was as the end of the world as could be imagined by any Dorchesterite of Puritan strain.

In colonial days Dorchester dwarfed Boston in geographic area. Through the years before Dorchester was called upon the vote on an act providing for her annexation to Boston, Dorchester had given of her territory to the making of five towns, and to the enlargement of three other communities.

Saw Union Coming

Dorchester first began to lose territory when she gave birth to the town of Milton in 1662. Through sharing other parts of her body to make up the townships of Wrentham and Dedham. In later years she yielded territory for the enlargement of the towns of Stoughton, Foxboro, Canton, Hyde Park.

Dorchester was set apart from Dorchester in 1868, and continued as a town until Boston took it over in 1912.

Having, then, ceded South Boston to Boston, as well as Washington Village, which a Legislative decree of 1888 was good from Dorchester even after she had refused Boston's offer of $9000. In damages for it, Dorchester had to consider "joining" Boston. Her electorate was for the honor of the town, faithful at the polls in giving their decision on all important matters.

Dorchester, which originated the immortal town meeting in New England, had carried on through the generations in the best Yankee tradition, and to the minority who wished to go on forever independent. But with Boston looking like irresistible catastrophe, the village had this sugared argument for the annexation: we shall avoid a great evil—the possibility of the diminution of our own, to be designated town, of which every good citizen should constantly pray.

"The territory will always be known as the precinct of Dorchester in this year of grace, 1930, there are more than 50 precincts in modern Dorchester, his live main ward and continue the seat of one of the earliest and most distinguished settlements of our Puritan ancestors."

Minority's Delicate War

This same brochure containing the document of the annexationists stressed the idea of the neighborhood, of how easy and natural it was for Dorchester town to call upon Boston in emergency. Besides the police, of the large numbers of Dorchester citizens who had property in Boston, and of the importance of annexation that these could have a voice and vote in the conduct of Boston's affairs.

As for the dismay of the minority, the stubbornness of the anti-annexationists, let them remember their hopeless appeal to the last word of the Dorchesterite, insinuating with the proper delicacy that the other towns of Massachusetts Bay so readily accorded
This same authority asserts that for five years after Dorchester threw its lot with Boston in 1870, there was a feverish boom in Dorchester landspeculation which inflated prices to fictitious value, but that from 1876 to 1879 the tendency of land values was back to normalcy.

But, on to Charlestown! That city had voted to join Boston 20 years before she actually did so in 1874, a few months after Brighton. But the Charlestown Mayor and Aldermen had failed to certify the vote of Charlestown's electorate.

Thus thwarted, the annexationists started a suit to compel these authorities to certify the vote, accusing the authorities of "intending unlawfully to frustrate and defeat Boston's rightful acquisition of the provisions of the annexation act." History is silent as to the outcome of this suit and nothing more about the annexation issue until 1897, when annexation was adopted with a whoop.

**Mayor Stone's Valedictory**

In Charlestown's case, too, the details of the fight are wantling, but the temper of the antiannexationists is revealed in the following swan-song of Mayor Jonathan Stone, Charlestown's last Mayor:

"The people of this ancient and historic municipality virtually said (in an overwhelming vote to join Boston) that we are not capable of governing ourselves, and bowed to the god of Mammon, and yielded up the independence forever, the trust which was bequeathed to them to transmit to posterity!"

Another commentator said, a few years later: "Since annexation, changes have followed in what might be called the individuality of the place, noticeably in society as well as in local politics."

At the time of annexation, Charlestown was one of the smallest cities in New England. In 1812 part of Charlestown had been ceded to West Cambridge, and that same year a larger part of Charlestown was set apart as Somerville. Charlestown was thus so small territorially that, soon after she attained cityhood in 1847 her leaders began to clamor for annexation to Boston.

Near the close of this same year 1874 Boston was authorized by the Legislature to annex West Roxbury, which had been set off from the city in 1851 as a separate town. One of Boston's jewels today, West Roxbury—only complaint, as often voiced in sub-urbs, is that as "the cemetery ward of Boston," so many are sleeping eternal churchmen.

**Stubborn Brookline**

Judging by her present temper, Brookline will be among the last neighboring communities to join Boston. The position of Brookline, world's richest town, on this question is approximately that of the United States of America, world's wealthiest nation, toward entering the League of Nations—perhaps eventually, but not now. And yet, and yet!

The busy research by which all this material was assembled from so many different sources has also revealed a well-known but little talked-of fact about the early relations of Boston town and Brookline.

In colonial days, when what is now Brookline today was generally referred to as "the cemetery ward of Boston," so many are sleeping eternal churchmen.

**The Mayor's Promise**

The Mayor, at the conference held with the Mayor's suggestion that will be offered for the consideration of the Mayor and the employers' committee at tomorrow's meeting. Other reports are anticipated from groups of employers and employees having contracts that expire this year.
The body then voted as officially organized.

Mayor Murphy took the chair. He said that the federation by united action can relieve the cities and towns of unfair assessments with which they have been burdened in the past.

Mayor McGrath said that he thought that many of the projects affecting the metropolitan area, such as underpasses, were not rightly considered as the hearings and he said the time has come when some provision should be made a vacation on the spending of so much money. He said that some cities and towns are burdened with the expense, get nothing. He said that until the State more rightly proportions the expense to all of them all, and asked that the executive committee oppose them.

**Call to Tax Hearing**

The Quincy chief executive urged all who could to attend the tax hearing at the State House next Thursday. He said the State policy of taxation was lopsided and thought that the men who were burdened should be taxed. He said that he wanted to see the old State policy in regard to taxation changed.

Mayor Larkin moved that the executive committee go to the State House, look over the bills there and oppose them if unfavorable. In regard to taxation he said the burden of the local owner should be lessened by the State.

Mayor Russell opposed delegating power to the committee. He held that Cambridge had its own say on various projects. He was supported in that opinion by many others.

The Federation, according to Mayor Murphy, was formed not only to oppose legislation but also at times to help it along.

Mayor Patrick J. Dunne of Waltham declared that he was heartily with what the Federation did but down in his heart he was with his own town when that body crossed its path.

The motion was finally carried that the executive committee would look over the bills affecting the metropolitan area to come to the meeting with recommendations.

**Whalen Tells of His Problem**

Chelesa's problem of getting a city solicitor appointed by the Mayor with full power was presented to the group by John Whalen, who would like to have a little help in the matter from the Federation. He said the planned underpass on the River Beach Parkway should be paid for by the entire State that will use it.

Somerville's new official whose work is to examine legislative matters concerning the city and report to the Board of Aldermen was described by Mayor Whalen as solving the problem very well but the city solicitor is too busy to attend every hearing, so that such an official is needed.

**Urged to Attend Hearings**

Mayor Manning of Lynn said the time is at hand when cities and towns are strongly represented at hearings in the State House. He said seldom are the Mayors at hearings and are always coming up, affecting millions of dollars of the cities and towns. There should be deep interest in these matters.

He cited the corporation tax question and said that only a few years ago from $5,000,000 to $5,000,000 in taxes was assessed upon the real estate of the individual. He said that when emergencies of great importance come up, the taxes on the cities and towns are off doing something. It is well, he said, to have somebody watching over it, it is an easy matter to finance the State, he said, with so many taxes, but cities must look out for their own interest.

**"Being Taxed Too Much"**

The consensus of opinion among those present was that the cities and towns in the Metropolitan area were being taxed too much for projects which are being used by the entire population of the State.

Another problem discussed was the lowering of the interest on debts above the tax levy from the present high rate of 10 percent. Mayor Larkin said that growing communities had to borrow away beyond their debt limit and with unemployment as it now is it is a hard problem for any city that during those hard times a figure of 5 percent be asked. The pay as you go plan of the State offices is not liked much by the members, they declared.

The unemployment situation was gone into and Mayor Murphy and Mayor Larkin said their civil service lists were up around 500. Mayor Murphy asked for some remedy that the city might be able to put men to work who have large families. Mayor Duane of Wakefield said that his city was solving the problem very well but the civil service lists were small.

**Will Meet Next Saturday**

The federation voted to meet next Saturday afternoon in Cambridge City Hall.

Others present at the meeting were:

- Edward J. Griffin, Everett Board of Aldermen;
- Joseph W. Woten, chairman of the Board of Selectmen, Winchester;
- Daniel F. Knowlton and Michael W. Comiskey, Dover Board of Selectmen; and
- Mayor Frederick W. Wolff, Somerville.

Letters will be sent to Selectmen and Mayors of the other cities and towns of the metropolitan area to come to the meeting that were not represented yesterday. The Metropolitan, with the Federation, is determined that the assessment as that which is stated in the assessments at the State House.

**WILL ABANDON MANY PORTABLE SCHOOLS**

Other Old Buildings Going

Plan Much Construction

A large number of portable school buildings, the one-room wooden structures which were the subject of much criticism during the agitation on the schoolhouse question last year, are to be abandoned by the Boston school authorities.

Elimination of obsolete brick buildings no longer adaptable for schoolhouse purposes, of wooden buildings over 50 years old and other wooden buildings over one story in height is also contemplated. The authorities are planning new construction, including high schools, and the modernization of existing plans.

**WASHINGTON-LINCOLN SYMPHONY HALL PROGRAM**

Mayor Curley will preside at the Washington-Lincoln memorial exercises next Sunday evening at Symphony Hall. There will be a chorus of 400 public school children, accompanied by school orchestra and organ, reading of the speeches of the two Presidents Adams, and a patriotic finish in which will be featured the anthem, "The Spirit of the 1639 Puritans" in recognition of the present tercentenary year; "The Boy's of '61" and the World War period, concluding with "The Pledge of Allegiance." The program will be handled by Dr. G. F. Kelley of the committee of arrangements. It is hoped that arrangements may be made to broadcast the program. High school cadets in uniform will be the ushers.


**ORDERS CORRUGATED STEEL FOR BRIDGES**

Corrugated steel plates, wherever possible, will be installed on bridge deckings that is subject to heavy traffic, according to an order today by Mayor Curley yesterday to John E. Carty, director of the Bridge and Ferry Service. The Mayor said none was desirous of reducing bridge decking cost by less than 9 percent this year. Such structures as the North Bennet Street Bridge, Summer-st and Boylston-st Bridges are specifically mentioned.
WORK ON CHARLES RIVER BASIN IMPROVEMENTS WILL START SOON

Widening of Charles St, Traffic Circles, Underpass and Recreational Facilities Planned, to Cost $1,475,000

PLAN FOR CHARLES ST WIDENING AND IMPROVEMENT OF BASIN BANKS BETWEEN LONGFELLOW BRIDGE AND THE VIADUCT

Work on the $1,475,000 improvement of the Charles River Basin will be started soon. Mayor Curley has notified the Street Commissioner to take steps immediately in the improvement, which includes street widening, traffic circles, a salt water swimming pool, playground, athletic fields and other recreation features.

Charles St will be widened to 120 ft from the Longfellow Bridge at the foot of Cambridge St to the viaduct at Leverett St, traffic circles 240 feet in diameter will be constructed at the intersection of Charles and Cambridge Sts and at the end of Leverett St. An underpass 40 feet wide will be built from a point on Charles St at the county jail, under the bridge to Embankment road. The work will cost $1,000,000.

Take 60 Feet of Charlesbank

A similar development is planned by the Metropolitan District Commission beyond the Longfellow Bridge and combined, the contributions will add considerably to the beautiful park system.

Park Commissioner William P. Long's plans call for the conversion of all land between Charles and Cambridge Sts and the Charlesbank to the Nashua St extension, 400 feet beyond the viaduct at Leverett St, into one continuous stretch of recreational development.

Charles St will have a 40-foot parkway through the center and 50-foot roadways on each side, in appearance similar to Commonwealth av. The construction will take 60 feet along the Charlesbank and properties at the corners of Charles and Cambridge Sts and a block at the corner of Leverett St. Traffic circles will require the property takings.

Circles About Abutments

The abutments of the elevated structure which have given traffic troubles at Cambridge and Charles Sts have been carefully considered by Chairman Thomas J. Hurley of the Street Commission, and he plans his traffic circles so that the abutments will be in the center. The circle and the underpass is expected greatly to relieve traffic congestion.

Though the Charlesbank will have a 60-ft strip cut off, the recreation center will greatly benefit, for on the river side with the aid of dredges there will be added a strip 240 ft wide from the Longfellow Br. to Poplar St. Part of the girls' gymnasium at the Charlesbank will be torn down because of the underpass and nearby will be a field for baseball and football.

Nashua-St Playground

Near the viaduct will be constructed a salt water bathing pool, fed by water pumped from a point 400 feet from shore. The pool will range in depth from three to seven feet. Bathers will use the present field house for dressing and a new athletic house will be built.

The city is receiving from the State by real estate swap and some cash and street improvements two tracts of land near Nashua St, and that land will be used for a playground for children.

The cost of the development, according to estimates by Park Commissioner Long of the work between the bridge and the viaduct, is $400,000, with an additional $75,000 for the Nashua-st playground.

HERALD 2/10/30

1000 WILL ATTEND TO DINNER TO LYNCH

City Councilman William G. Lynch of South Boston will be tendered a dinner tomorrow evening at the Elks Hotel. About 1000 friends of the councilman are expected to attend.


The committee in charge includes Albert Hines, William Santry, Edward C. Carroll, William Wallace and Robert Ware, Jr. Michael Reidy will be the toastmaster, and Rep. Eugene Durkin the chairman of the affair.
$1,475,000 IN WEST END PARK WORK STARTED

The first major street widening of the Curley administration, costing $1,475,000, will be started tomorrow, with the improvement of Charles St., between Cambridge, Leverett and Nashua Sts., West End.

The program calls for the widening of Charles St. to 120 feet, a playground, new athletic fields, a salt water swimming pool, on a section of the new thoroughfare bordering on the Charles River Basin, to conform with the plans of the Metropolitan Park System, and a traffic outlet.

The widening of Charles St. will cost $1,000,000. The playground proposition will cost an additional $475,000. A traffic circle will be installed at the intersection of Charles and Cambridge Sts., at the entrance to Longfellow bridge.

ROXBURY OBSERVATORY WILL BE RESTORED

The old Roxbury standpipe observatory in Highland Park is sadly in need of restoration in the opinion of Walter Gilman Page, chairman of the Commission of Marking Historical Sites, according to a letter he sent to Mayor Curley. The old standpipe is in the jurisdiction of the Public Works Department, and Mayor Curley wrote the Public Works Commissioner William P. Long suggesting that he make such improvements as may be required.

Chairman Page, in his communication to the Mayor, told Mr. Curley that the old observatory was planned by Gen. Henry Knox, Washington's famous artillery officer. It is historically related to the events of 1776.

PROFESSIONAL WOMEN'S CLUB TO HAVE NOTED GUESTS

Plans for Feb 18 luncheon and reception were completed by the Professional Women's Club yesterday afternoon at Hotel Statler. Mayor Curley, Mrs. Grace Morrison Poole, first vice president of the General Federation of Women's Clubs, Rear Admiral Philip Andrews and Mrs. Andrews, Frank P. Speare, president of Northeastern University, and Mrs. Speare; Mayor Byrd Turner and Henry A. Sasserono, exchange professor from Harvard to European colleges, will be the honor guests. Mrs. Clinton Jordan presided yesterday.

CORCORAN APPROVED BY CIVIL SERVICE

Letter to Mayor on His Nominees

Elliott H. Goodwin, chairman of the Civil Service Commission, announced last night he was communicating by letter with Mayor Curley concerning the four appointees whose names were recently turned down by the commission after being submitted by the mayor. The four are: Edward F. McLaughlin, fire commissioner; Joseph A. Conry for traffic commissioner, Joseph A. Rourke for public works commissioner and James E. Maguire for institutions commissioner. Mr. Goodwin refused to divulge the contents of his letter.

The commission yesterday approved the appointment of Michael H. Corcoran a member of the sinking fund commission.
For North End Children

How the Webster avenue playground in the North end will look after it is completed at a cost of $40,000, an expenditure which the mayor asked the city council to approve this afternoon. During his previous term, Mayor Curley made $280,000 available for this playground, but the money was expended for land takings and other expenses.

METROPOLITAN FIN COM URGED

Several Speakers Advocate Board at Hearing in State House

Mayor Curley's proposal for a metropolitan district finance commission to establish a financial policy for the district and keep track of expenditures and administration was favored by several speakers who appeared today before the legislative committee on state administration.

The commission would consist of nine members appointed by the county commissioners to serve five-year terms at $8000 a year.

Curley was represented today by Thomas H. Bilodeau. Other speakers in favor of the proposal were Representative Charles S. Sullivan, Jr., of Charlestown and Frank X. Tyrrell of Chelsea.

There was no opposition. Sullivan said Boston has been acting as "Santa Claus" to the district. This caused Representative Horace T. Cahill of Braintree to ask, "Why shouldn't it be? It gets all the improvements. Braintree hasn't had a five-cent piece spent on it."

TRANSCRIPT 2/10/30

Mayor to Improve Webster Ave. Lot

Mayor Curley sent to the City Council this afternoon an order for the appropriation of $40,000 to provide shelters, sand boxes, swings and other appurtenances for the one acre of breathing space established off Webster avenue, one of the most congested sections of the North End five years ago.

The mayor's message was critical of the previous administration's failure to make this little park of greatest benefit to the children and the mothers of the locality. He declares that the $200,000 then provided was expended in land takings and in legal settlements and that no money was or is now available for carrying out the purpose for which the money was originally appropriated.

Ten years ago the mayor started a program to rid the city of its unhealthy disease-breeding tenement property. He had in mind the elimination of such buildings in several localities and had hoped that the program might be carried out. The City Planning Board made studies at the time, and the mayor says if the policy had been adhered to at least twenty-five acres could have been set aside for playground purposes in as many years.

DINNER TO CITY COUNCIL PRESIDENT

William G. Lynch to Be Honored Tomorrow

Plans have been completed for a testimonial banquet to City Councillor William G. Lynch, president of the Boston City Council, to be held tomorrow evening at the Elks' Hotel in Boston. For several weeks the committee has been at work arranging details for a program which will include a reception to the Council president and will start at 6:30. During the dinner there will be a musical program and then addresses by prominent speakers.

Council Lynch is serving his third term as the representative from Ward 7, which includes a large part of South Boston and some of Dorchester. Councillor Lynch, more popularly known as "Maj" Lynch, has been active in social circles of the Peninsular Section for more than 15 years. When the Gustin Social Club was at its height Lynch was a member and served as president for several terms. The club was one of the strongest social organizations in the district for more than 10 years.

He is also active in the Knights of Columbus and as a member of the South Boston Citizens' Association and the Michael J. Perkins Post, A. L.

Among the speakers invited are Lt. Gen. Edward L. Logan, Mayor James M. Curley, Judges William J. Day, Judges William H. McDonnell, while Ex-Representative Michael J. Reidy will be the toastmaster.

The committee is headed by Albert Hines, chairman, and includes William J. Santry, Edward Carroll and William J. Wallace.
CURLEY OPENS WAR ON BOSTON 'TAX TITLE SHARKS' COMBINE
CHARGES THEY HUB CALLED REAP GOLDEN DISTRICT 'SANTA'

City Gets No Revenue on $30,000,000 Worth of Property, the Mayor Declares

In cases involving property assessed at $30,000,000, Mayor Curley today declared war on what he termed "tax title sharks.

These "sharks," he said, have for four years ridiculed efforts of the city collector to collect taxes to which the city is entitled.

The Mayor ordered Corporation Counsel Samuel Silverman to assign two assistants to go into the Land Court, make investigations and take steps towards foreclosing, so that the city might take ownership of the property involved.

When property owners fail to pay taxes the tax titles may be purchased for investment, the owners having two years in which to buy back, paying the purchase price plus interest and taxes.

According to the mayor, the title purchasers handed into a group got legal advice, collected rents from the tenants and refused to pay the city anything—"a gilt-edged investment for them.

His instructions to the law department were to spare no expense and to let no one escape.

Curley Asks $40,000 for New Playground

Mayor Curley sent to the City Council today an order calling for the appropriation of $40,000 for the establishment of a playground in Webster ave., North End.

The park, which includes shelters, sand boxes, swings and such appurtenances as may prove a source of health and recreation for the mothers and children. The playground is located between Unity and Hanover sts., adjacent to the Freeman grammar school.

In fact, there isn't anyone with any authority at the present time to study out the financial problem.

"If something of this sort isn't done before long, there is going to be a tremendous amount of trouble concerning metropolitan district improvements. We have got to arrive at some solution of this problem."

The proposed commission, he added, would in no way affect the Boston Finance Commission.

Francis X. Tyrrell of Chelsea favored the principle involved in the bill.

"I don't blame Boston for being disturbed," he said. "I believe that all the expenditures of the district should be subject to some survey."

Curley's Bill to Establish a Finance Commission Is Supported

Boston was today dubbed the "Santa Claus of the Metropolitan District," by Representative Charles S. Sullivan, Jr., of Charlestown, speaking before the legislative Committee on State Administration.

Sullivan was supporting a bill filed on petition of Mayor Curley asking that a finance commission be created to investigate expenditures of metropolitan district boards.

Representative Horace T. Cahill of Braintree, member of the committee, shot back:

"Why shouldn't it be. It gets all the improvements. Braintree hasn't had a five-cent piece spent on it, yet it must contribute."

BOARD OF MINE.

Nevertheless, Sullivan stated, he still thought Boston was in the position of Santa Claus.

The makeup of the proposed commission was explained by Thomas H. Bilodeau, Boston's special legislative counsel. It would consist of nine members, he said, each member to serve for five years at a salary of $3000 a year.

The mayor would appoint four on behalf of Suffolk County, two would be named by the Middlesex County commissioners, and one by each of the commissioners of Essex, Norfolk and Plymouth Counties.

Bilodeau declared that the mayor finds no special fault with the district commission, but pointed out that each year the commission is authorized and directed by the Legislature to do certain things.

NO PROGRAM.

"When they come before the Legislature we have to take them hit or miss," he complained. "There's no definite program. There isn't anyone to make a study and determine a definite financial policy."

RAPs PARKING IN P. O. SQUARE

In an effort to do away with unnecessary parking, the establishment of a small plot of grass and shrubs around the Angell Memorial in Postoffice sq. was suggested to Mayor Curley today by Herbert K. Hallett, chairman of the board of directors of the Atlantic National Bank.

Mr. Hallett's suggestion follows:

"Postoffice sq., as it has existed for many years, has been cluttered by miscellaneous parking, the exchanging of loads by truck drivers, and even the assembling of automobiles, with the result that, notwithstanding the adornment by the Angell Memorial, it is in the main unsightly."

"Is it not possible to protect from unnecessary parking and traffic the center of the square, and maintain within a curbing a small plot of green grass and shrubs, thus changing a displeasing aspect to one of beauty?"
The Washout in Washington Street

If there are any gentlemen from Missouri strolling the streets of Boston today, they have it in their power to confer a considerable favor upon the members of Boston's new Traffic Commission. They can confer this favor by strictly refraining, for a day or two, from asking to be shown why the experiment, making Washington street one-way south from the North Station has been abandoned. Soon after the one-way plan was put into effect, traffic began to operate importantly better, in the region affected, than it had ever been known to operate there for many years past. Not only in Washington street itself was the good result shown, but also even the serious conflicts formerly existing in Adams square were reduced, at last, to terms of minimum difficulty. Moreover, the widened Exchange street was turned to such good account that it actually began to seem worth the immense amount of money laid out for this improvement.

This morning, the one-way plan having been abandoned, all was plunged back into disorder. There was some wrangle, some confusion and conflict during the 9 A.M. peak traffic-load all the way from the North Station to School street. Whereas traffic moving north along Washington street from School street had been constantly getting away to clear and free movement, under the plan recently in effect at Adams square, now once more proved impossible to keep the street clear even on the south side of the old State House, to say nothing of the chaos again produced on the north side of this landmark.

One must admit, however, that any change of traffic rules is always likely to resuit in disorder for a day or two, while the public is growing accustomed to the change. So that gentlemen from Missouri may well hold in abeyance for forty-eight hours their demand to be shown why such a backward step should have been taken. But unless the situation grows 100 per cent better by the end of the week— and we admit that we do not see how such an improvement can possibly come to pass except by great extravagance in the use of additional traffic-policemen to regulate the cumber-some two-way plan—the public of Boston will have excellent reason to insist that the members of the commission refused to vote for it, the whole matter will soon be wide-open to question not only by gentlemen from Missouri but also by all the citizens of Boston.

Mayor to Combat Tax Title Sharks

Mayor Curley is giving battle to the tax-title sharks who, banded together and apparently advised legally, have ridiculed the efforts of the city collector to collect taxes and have, during a period of four years, never failed to collect rents, through ownership of property which represents the hardest possible investment.

In order to end the practice, the mayor has instructed the law department to spare no expense to have it stopped. The total amount involved represents assessments on properties valued at about $30,000,000 and the "rackeetering" is regarded of such serious nature as to justify, in the opinion of the mayor, a request to the Court that the action of the city in seeking foreclosure proceedings have preference even over pending business.

URGES POSTOFFICE SQUARE CLEAN-UP

In expressing the appreciation of the directors of the Atlantic National Bank for his assistance in securing prompt action by the city council authorizing the sale of Bath street to the bank and thereby allowing an immediate start upon the erection of an addition to the bank building, H. K. Hallett, chairman of the board of the bank, today asked Mayor Curley to consider the need of cleaning Post-office square.

"A pure waste of funds and no way to justify the expenditure," was the way Mayor Curley described the proposed new $80,000 house for doctors at the Deer Island House of Correction.

He has returned the architects' plans and contract to M. A. Dyer Co. with the remark that something a little might move reasonable be submitted.

CURLEY CALLS DOCTORS' HOME PLAN "WASTE"

A bequest of $300,000 for a playground purposes Mayor Curley this afternoon sent an order to the City Council, requesting favorable action in order that work may begin as soon as possible on the proposed recreation space on Webster av, North End.

In 1893, when the present Mayor was serving his second term, he made available $25,000 for the purchase of land for a playground on Webster av, a narrow passageway extending from Hanover av, North End, to Unity st, that district.

The Nichols administration expended the available money by purchase of land and buildings, but there was nothing done toward putting the place in condition to be of use to the mothers and children of that section. The place now is regarded as a breeding spot for disease and there is urgent need of changing the area into a desirable recreation space, according to the Mayor.

Mayor Curley today had a conference with Park Commissioner Long relative to the plans for the proposed playground.

ASKS $40,000 FOR NEW PARK RECREATION SPACE

Recommended a loan of $40,000 for playground purposes Mayor Curley today sent an order to the City Council, requesting favorable action in order that work may begin as soon as possible on the proposed recreation space on Webster av, North End.
MAY NAME MACINNES FIRE HEAD

Is Considered One of Country's Best Authorities

John N. MacInnes, considered one of the foremost fire authorities of the country, is under serious consideration by Mayor Curley for the position of Boston fire commissioner, in the event the State Civil Service Commission does not approve the appointment to that berth of former State Senator Edward F. McLaughlin, it was learned last night.

CONFERS WITH MAYOR

Though Mr. MacInnes, who lives with his family at 11 Vermont street, West Roxbury, flatly declines to discuss the matter in any way, it is understood that he was in conference late last week with Mayor Curley at City Hall on the matter, the potential appointee having come here from New York, where he is at present assigned, to talk the matter over.

Mr. MacInnes now is occupied as a field engineer in the inspection department of the Associated Factory Mutual Fire Insurance Company, $10,000,000 organization, which reaches from Newfoundland to the Gulf of Mexico. He has been in this capacity for 17 years, during which time he has covered about every angle pertaining to fire insurance, fire prevention and protection, as well as fire equipment and the efficiency of municipal, as well as private, fire departments.

The potential Hub fire commissioner is only 36 years old. He has never held public office, nor has he ever actively engaged in politics, for the reason probably, as his friends explain it, he "has always been too busy otherwise."

Pres. Lynch to Be Guest at Banquet

A testimonial dinner will be tendered William G. Lynch, president of the city council, in the main ballroom of the Elks' hotel tomorrow night by numerous friends and associates. It is panned. E. M. Durkin will be toastmaster. Among the invited guests are Mayor Curley and the city council.

THE BEAUTIFIED BASIN

The plans which Mayor Curley announced on Saturday for the widening of Charles street, between Cambridge and Leverett streets, and for the rearrangement of the playground and athletic facilities at the Charlesbank, coincide with the general program for the improvement of the Basin ordered by the Legislature last year and, in large measure, made possible by the $1,000,000 gift of Mrs. James J. Storrow. In fact, all the items included in the mayor's plan, including the exchange from the state to the city of land below the dam and along Nashua street extension, and the construction of the vehicular circles at Cambridge and Leverett streets, are authorized by Chapter 371, Acts of 1929. The consent of only the Board of Street Commissioners and of the Mayor is necessary. The sale of bonds up to $1,000,000 is authorized to meet the cost of the project. Thus this important improvement in the West End should be begun and completed within a short time.

The Metropolitan District Commission's plans for the rebuilding of the Esplanade above the Longfellow bridge and its extension over the Charlestown bridge have, however, been made public. Their announcement within the next few weeks will be followed by one or more public hearings at which opportunity will be afforded for suggestions of changes or modifications in such plans and specifications. As the original idea of building a boulevard through the reservation from Cottage Farm to Cambridge street was specifically rejected by the Legislature, this will not be included in the Commission's plans. But interest in the Esplanade and the Basin is so widespread that a large attendance at the hearings is assured.

The most conservative of Beacon street residents will approve the Commission's plans. They will, in general, provide for a 250-foot widening of the Esplanade by means of a fill-in.
$2,485,000 LOANS FAVORED BY COUNCIL

Include $1,000,000 for Sewerage Works

Mayor Suggests Sale of Old North End Police Station

A total of $2,485,000 was either appropriated or recommended in seven loan orders that yesterday afternoon came before the Boston City Council at its weekly meeting.

They included $1,000,000 for sewerage works, $750,000 for improvements at Commercial and Battery sts, North End, $25,000 for a new fireboat, $275,000 for alterations to the courthouse and police station in East Boston, $45,000 for a memorial to the founders of Boston, $49,000 on playground works at Webster av, North End, and $25,000 for purchase of land for playground purposes in the West End.

Jointly the Council passed the orders for $1,000,000 for sewerage works and $30,000 for Strandway improvements, and the others went to Council committees where they were reported upon.

Mayor Curley, in an order, recommended the sale of the city property at Commercial and Battery sts, North End, formerly used as Police Station 8. The land, 5232 square feet, assessed for $550 a square foot, is valued at $29,000 by the assessors, and the building is assessed for $1000.

The Mayor also recommended public auction of the same square feet of land at Chestnut Hill av and Commonwealth av, known as Cleveland circle.

The land was originally purchased for playground purposes but is now not needed because of the availability of other nearby property also owned by the city. The upset price on the Cleveland circle land is $100,000.

An order of Councillor Ruby of Roxbury was passed under suspension of rules, calling for flood projection lights in order that tennis could be played at night on the tennis courts at Franklin Field, Dorchester.

The Council also acted favorably on the order of Councillor Mahoney of South Boston, recommending that a site for a memorial be set apart at Marine Park, South Boston, to commemorate the deeds of the sailors on board the U. S. S. Kearsarge in the Civil War.

The memorial will be either an anchor or a bronze bas relief.

The chances of Allston Post, V. F. W., obtaining a memorial in the old firehouse on Chestnut Hill av, at a nominal rental, grew less yesterday when Supt of Public Buildings Engler wrote the Council that the new school building department has already asked for the abandoned building for drill purposes under the supervision of the Public School Department.

The request of $300 left Boston by Samuel H. Beach, late of this city, in his will, was accepted by the Council.

HEAR CURLEY PLAN OF DISTRICT “FIN COM”

‘Definite Financial Policy’ Advocated by Bilodeau

Mayor Curley’s bill for appointment of a finance commission to investigate expenditures of the Metropolitan District Board was given a hearing yesterday before the Legislative Committee on State Administration.

Thomas H. Bilodeau, legislative counsel for the city, said that in filing the bill the Mayor was not finding any special fault with the Metropolitan District Commission and explained that the proposed finance commission would consist of nine members and would be appointed by the County Commissioners in the Metropolitan district to serve for five years at a salary of $3000 a year.

“Each year,” said Mr Bilodeau, “the Metropolitan District Commission is authorized and directed to do certain things and when they come before the Legislature we have to take them, hit or miss. There’s no defined program. There isn’t anyone to make a study and determine a definite financial policy. There isn’t anyone with authority at the present time to study the financial problem. If something of this sort isn’t done, sometime there is going to be a tremendous amount of trouble concerning Metropolitan district improvements. We’ve got to arrive at some solution of the problem.”

Mr Bilodeau said that the bill was not intended as a step toward the abolition of the Boston Finance Commission. He said that he couldn’t see any connection between the two.

Representative S. Sullivan Jr of Boston, who filed the bill for the Mayor, urged favorable action. Said he: “If the Boston has a Santa Claus for the Metropolitan district.”

“Why shouldn’t it be?” shot back Representative Horace T. Cihill of Braintree. “It gets all the improvements. Braintree hasn’t had a five-cent piece spent on it, yet it must contribute.”

Francis X. Tyrrell of Chelsea said he believed that the expenditures of the Metropolitan district should be subject to some survey. He asked the committee to submit a questionnaire to the Attorney General asking him to define clearly the powers of the State Commission on Administration and Finance before he thought that the power to investigate, as proposed in the Mayor’s bill, already rests in that department.

WILSON TO STUDY THE CURLEY POLICE PLAN

Police Commissioner Herbert A. Wilson yesterday announced he would make a study of Mayor Curley to consolidate police divisions 1, 3, 4, and 5 in a new police building, to accommodate the four organisations.

The plan will not go through for at least a year, if it materializes at all. This would mean the abandonment of the buildings of the Hanover, East Dedham, Joy and LeGrange-st police stations.

OFFERS BEAUTY PLAN FOR POSTOFFICE SQ

Suggestion to Curley by Head of Bank Trustees

H. K. Hallett, chairman of the board of trustees of the Atlantic National Bank, yesterday sent a letter to Mayor Curley in which he asked if it were not possible to protect from unnecessary parking and traffic the center of Postoffice sq, and maintain within the curbing a small plot of green grass and shrubs, thus changing a "displeasing aspect into one of beauty."

The letter follows:

"A week ago today through your efforts, I am fully convinced, we received a deed of the remnants of 'Bath st' without which we could not erect the building which had for months been planned. In behalf of our board, as well as for myself, I thank you for so promptly making possible the purchase by the city of this land at a price which has enhanced the value of the property to the taxpayers and ourselves."

"This morning the steam shovels are on the job, and the architects and contractors have been urged to proceed with the greatest possible diligence. This has your energy and your determination to carry forward the progressive policy announced at the outset."

"Now, may I make a suggestion which I think is well worth considering?" Postoffice sq, as it has existed for many years, has been cluttered by miscellaneous parking, the exchanging of loads by trucks and even the assembling of ash cans, with the result that, notwithstanding the adornment of the Memorial, it is the main unsightliness. In it not possible to protect from unnecessary parking and traffic the center of the square, and maintain within the curbing a small plot of green grass and shrubs, thus changing a displeasing aspect to one of some beauty."

"To me it seems that such a spot would impress me favorably all out-of-town visitors to this part of the city and that it would afford satisfaction to those who pass daily through the square."

OLD BOSTON ETCHINGS FOR MAYOR’S SUITE

Eight signed artyst-proof etchings of old Boston will adorn the Mayoral suite at City Hall within a day or so. They were conceived from Richard Mitton, president of Jordan Marsh Company, a set of etchings of the work of George T. Poowman, noted etcher, whose services were secured by the Jordan Marsh Company for the tercentenary celebration.

Mr Mitton told the Mayor in his communication that only 350 editions of each subject were made and that the original plates were sent the etchings in the belief they would be appropriate during the tercentenary and throughout the years to come.
**CITY HALL NOTES**

Eight beautiful edifices of historic sites of old Boston, the work of George T. Brigham, the noted architect, were presented yesterday to Mayor Curley at City Hall by President Richard Morgan on behalf of the Jordan Marsh Company.

Crowded for space for his municipal departments at City Hall Annex, Mayor Curley last night ordered Public Buildings Department Superintendent John P. Engert to find a new floor by the new school building for the auctioneer's hammer, as a result of the Mayor's loan order of $275,000 for improvements, additions and alterations to the present streets of Commonwealth, Court House and police station seven at Meridian and Paris streets.

Engine 31 will be replaced by a brand new fireboat at a cost of $300,000. Finally, the council approved the Mayor's order for $45,000 to provide a memorial fountain of bronze and granite to mark the founding of Boston on a site on the Common.

The Mayor has taken the suggestion of an order sent yesterday by Mayor Curley to the City Council. The council approved the appropriation of $45,000, which will be paid to the State for land of the Commonwealth at Nashua and Brighton streets, to provide a municipal playground for the children of the West End. For the youngsters of the North End, $10,000 was made available for the equipment of the Webster avenue playground.

For East Boston the council approved the Mayor's loan order of $250,000 for improvements, additions and alterations to the police station seven at Meridian and Paris streets.

The City Council yesterday voted to authorize the expenditure of $3,485,000 for the construction of sewers, the completion of the South Boston Strandway and other developments, which will start as soon as the engineering plans are prepared.

Of the appropriations, $1,000,000 will go to the school building department, $1,000,000 will go to the buildings, who stated that they have been shopping round for larger quarters in nearby private buildings for some months.

The removal of the school buildings department will permit the Mayor to return to City Hall one of the departments like the transit, or the law department for which he has been paying rentals for quarters on Beacon street. The money thus saved would be used for public improvements.

Elaborate plans for a new doctor's building at the House of Correction on Deer Island were ordered scrapped last night by Mayor Curley, who characterized them as a "pure waste of public funds and unjustified.

He ordered that the $80,000 estimated cost of the building be cut in half and that a more "utilitarian and less aesthetic structure" be erected. The original design, drawn by the M. A. Dyer Company, sought to break away from the so-called prison architecture, turning back to the old Colonial form for the Tercentenary celebration.

**HITS PARKING IN P. 0. SQUARE**

**Banker Suggests Grass Plot Around Fountain**

Barring of automobile parking in the centre of Postoffice square and the construction of a grass plot around the new angel memorial horse fountain, was suggested yesterday by Chairman H. K. Hallett of the Atlantic National bank, in a letter to Mayor Curley.

The Mayor has taken the suggestion under advisement. After thanking the Mayor for selling a portion of dead-end Hatch street to permit the bank to erect a $1,000,000 addition in Postoffice square, Chairman Hallett declared that for many years the square has been cluttered by miscellaneous parking, the exchanging of leads by truck drivers and even the building of ad-hoc stands, making it in the main unsightly.

"Is it not possible to prohibit from unnecessary parking and traffic the centre of the square, and maintain within a curbing a small plot of green grass and shrubs, thus changing a dis-pleasing aspect into one of some beauty. To me it seems that such a spot would impress most favorably all out-of-town visitors to this part of the city, and that it would afford satisfaction to those who pass daily through the square," stated Chairman Hallett.

**HITS POLITICAL CONTRACTORS**

**Curley Stays Only Reputable Firms Will Win**

Political contractors, who carry their offices round in their hats, will be barred from City Hall like their brothers, the "sidewalk brokers," Mayor Curley informed a group of labor leaders last night by voicing his intentions to grant only contracts to reputable firms in the future.

As spokesman for the labor group cooperating with the Mayor in an effort to make Boston a strikeless city, Secretary E. A. Johnson of the Boston Building Trades Council, suggested that the granting of contracts only to reputable firms would do much to relieve labor troubles.

The Mayor stated that he had checked up on the so-called "roll-top desk contractors," and informed the labor leaders in his novice to drive them out of city work. "It will be hard to turn them out if they have bank accounts and post bonds under the law, but I think we can get rid of them," said the Mayor.

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**A Bill Based on Mayor Curley's Petition for a Finance Commission**

A bill based on Mayor Curley's petition for a finance commission to investigate expenditures of metropolitan district boards was strongly urged at a hearing before the legislative committee on state administration yesterday.

Rep. Charles Sullivan of Charlestown represented Boston as the "Santa Claus" of the whole metropolitan district. This brought from Rep. Horace T. Cabil of Braintree, member of the hearing committee, the pointed query:

"Why shouldn't it be? It (Boston) gets all the improvements. Braintree hasn't had a five-cent piece spent on it, yet it must contribute.

Thomas H. Bilodeau, Boston special legislative counsel, said the proposed commission would be composed of nine members, each serving five years with $500 annual salary. The Boston mayor would appoint four members on behalf of Suffolk County. The Middlesex County Commissioners would name two and Essex, Norfolk and Plymouth County Commissioners one each.

Bilodeau said the mayor finds no especial fault with the district commission, but adds the "when they come before the Legislature we have to take them nit or miss. There isn't anyone to make a study and determine a definite financial policy."
Mayor Demands $70,000 Rental from The School Buildings Department

Demand for the payment of an annual rental of $70,000 for practically executive of the city.

On the assumption that the department has no legitimate right to demand quarters in the municipal building, because it is an independent adjunct of the municipal government, answerable only to itself, the mayor has unexpectedly raised the issue of the payment of rent.

What answer the commission will make is problematical, but as there has been some talk that quarters outside of City Hall would be established, because of insufficient space in the headquarters of the old schoolhouse commission, which was under control of the mayor, it is probable that the department will move.

Curley Puts Ban on $80,000 Palatial Home for Doctors at Deer Island

No palatial home will be built at Deer island for the doctors attached to the House of Correction. In an uncertain terms Mayor Curley declared yesterday, when he refused to approve a contract for the erection of a building to cost $80,000, that he would not be a party to "a pure waste of funds." He added that it was his opinion that no argument could be advanced to justify such an expenditure.

He returned the architect's plans and the contract to the penal institutions department with a brief note that plans for a building to answer the necessary purpose, which would cost far less than $80,000, would meet with his approval.

The plan to erect a house for the doctors and to reconstruct the building damaged by fire at the island, last year, was accepted during the closing months of the Nichols administration.

The papers presented to the mayor yesterday for his approval specified that of the $135,000 appropriated last year, $55,000 was to be devoted to the reconstruction of the old building and $80,000 for a new doctors' home. The mayor was emphatic in his disapproval of such an expensive home at the island.

Curley Napoleon, Man of Ambition, Says Cambridge Foe of Mayor's Plan

Characterizing Mayor Curley as Napoleon and a man of political ambition, Councilman Patrick J. Deely of Cambridge, in a talk last night before the Institute of Business Men's Association at Beacon hall, Cambridge, bitterly opposed Boston's mayor in his plan for a metropolitan Boston, and told merchants of Cambridge that any such plan as the mayor suggested should be balked.

He pictured the mayor as "standing on School street, and scaring the great metropolitan area as the fourth largest city in the world." He said the project as the mayor suggested should be balked.

He spoke of the night clubs in Boston, characterizing them as dedicated to gambling and vice, and said that such places were swept from Cambridge before they started, as were the saloons before prohibition.

He said the entire project was nothing but a play on words, and was a municipal myth, not Curley with a vision, but Curley with a mirage.

In regard to a reduced tax and water rate, he said Cambridge would not profit, as it now had a better proportionate rate than Boston.

He said Cambridge was preparing a building program which would make it the envy of the state, and if it were to be a part of Boston no such thing would be possible.

MAYOR WOULD FORCE UNCLE SAM TO BUILD

Enlists Cong. Douglas in Attempt to Get Machine Shop at Drydock

The services of Congressman Douglas were enlisted by Mayor Curley yesterday in an effort to force the building of the machine shop adjacent to the drydock in South Boston, which was planned more than 10 years ago. Every year for eight years an appropriation of $400,000 has been inserted in the budget of the Boston navy yard, which is submitted to the committee on naval affairs. The committee has deleted the item each time.

Constr. Earl F. Enright, production superintendent at the navy yard, said yesterday that the structural steel at the drydock was brought there from a wartime government building at Providence, and that it has not been deteriorating, as advocates of the machine shop charged.

ASK METROPOLITAN COSTS BE WATCHED

Curley Bill Supporters Say Boston Is 'Santa Claus'

Following a hearing yesterday the legislative committee on state administration took under advisement a bill of Mayor Curley for the appointment of a finance commission with authority to scrutinize expenditures and administrative methods of the several metropolitian district boards.

Thomas H. Bilodeau, legislative counsel for Boston, in presenting Mayor Curley's views, explained that the proposed finance commission, which would be appointed by the county commissioners, would be empowered to investigate any and all matters relating to expenditures, accounts and methods of administration of the metropolitan boards, and to examine into all proposed legislation involving appropriations or loans and to report periodically to the Governor and General Court.

Representative Charles S. Sullivan, Jr., of Boston, who filed the bill for Mayor Curley, said that Boston has been "Santa Claus" long enough for the metropolitan area in footing the bills for improvements. Francis X. Tyrrell of Chelsea, favoring the legislation, said, "I don't blame Boston for being disturbed. I believe all the expenditures of the district should be subject to some survey."
CURLEY DEFIES TAX TITLE 'GANG'

Orders Property Taken for $1,000,000 Due—Political Contractors Hit

PURGE CITY HALL OF GRAFT, ULTIMATUM

Political contractors, tax title "racketeers" and "sidewalk brokers" became objectives of attack by Mayor Curley yesterday. He met the tax title situation, the development of the refusal of the "racketeers" to pay taxes of $1,000,000 upon property assessed for more than $30,000,000, by directing the law department to proceed forthwith to collect the money due the city.

In the afternoon he launched an offensive against the political contractors, "whose offices are located in their hats," and their twin brothers, the "sidewalk brokers" and officially declared that they will be barred from City Hall.

The mayor's declaration was made to a group of labor leaders and building trades employers who again conferred with him about making Boston a strikeless city during the current year. The only progress noted was an accord between Secretary Ernest Johnson of the Scully of the employers' association that they will be able to announce within 10 days whether or not Boston building trades will have absolute freedom from labor controversies for at least 10 days.

In the morning the mayor confessed that he had accepted the challenge of the tax title "sharks," who have refused to pay taxes upon property bought at sales for non-payment, but who have regularly collected rents from occupants of the premises to which they hold tax titles.

The mayor expressed satisfaction that the "sharks" will pay the taxes which they have defiantly refused to turn over to Collector Johnson. The law department will start foreclosure proceedings in the land court and ask that the cases be given preference over all pending matters in that court.

In the afternoon the mayor announced that he intended to give city contracts only to reputable firms. He ruled the "political" and the "roll-top dealer" contractors out. "It will be hard to drive them out," he admitted, "if they have bank accounts and post bonds under the law, but I think we can get rid of them."

COUNCIL BACKS $2,485,000 PLANS

Votes Appropriations for Sewer Work and Columbus Park Project

NEW STEEL FIREBOAT TO COST $350,000

Appropriations of $2,485,000 were authorized or given favorable readings by the city council yesterday. Of this sum $1,000,000 was made available for sewer construction and $750,000 for the completion of Columbus park and the Strandway in South Boston, projects on which work can be started as quickly as necessary, preliminary plans can be formulated.

Recommendations of Mayor Curley which the council accepted provide $350,000 for a new steel fireboat to replace engine 31; $275,000 for an addition and alterations to the East Boston courthouse and police station; $55,000 for a memorial to the founders of Boston to be erected on the slope of Beacon street; $29,000 for the payment to the commonwealth of the price agreed on for land in the West end to be converted into playgrounds; $40,000 for the completion and equipment of the Webster avenue playground in the North end.

RECOMMEND SALE

Mayor Curley recommended the sale for $1,000,000 of 66,000 feet of land at Chestnut Hill avenue and Commonwealth avenue, acquired for playground purposes, but unused, for such development because of the availability, nearby, of 371,000 feet of land, already owned by the city as well as the sale for $39,000 of the abandoned harbor police station at Commercial and Battery streets, North end.

Councilman Thomas H. Givens sponsored an order asking Mayor Curley to suggest to all circus companies, planning to exhibit in Boston this year, to make plans to obtain show grounds in Charlestown.

Councilman Ruby asked for the installation of projection flood lights at the tennis courts at Franklin field in order that players may be able to enjoy the game at night.

MAY CONSOLIDATE 4 POLICE DIVISIONS

Mayor Plans One Station for 1, 3, 4 and 5

The consolidation of police divisions 1, 3, 4 and 5 in a new station of sufficient size to provide adequate accommodations for the four district police organizations is planned by Mayor Curley.

He asked Police Commissioner Wilson yesterday to determine in what part of the consolidated divisions the proposed station should be located.

The mayor has no intention of embarking upon this unorthodox change in the policy of the police department this year, but he believes that the conditions of the buildings where the four divisions are now located warrant the adoption of a plan which will provide for the permanent program which will be available when the decision is made to erect a new station.

Such a plan would mean the abandonment of the old and antiquated station houses on Hanover, Joy, LaGrange and East Dedham streets and would result in the consolidation of four of the principal in-town divisions.

There has been a suggestion for the abandonment of the LaGrange street station and the consolidation of divisions 4 and 5, but Mayor Curley added considerably to the scope of such a plan by adding the Joy street and Hanover street divisions.

MAYOR SEEKS FEWER FIRE DEPT. STATIONS

Replacement of existing fire stations, which have culled three decades, is contemplated by Mayor Curley. His plan is to spend about $300,000 a year for a period of 10 years to give Boston modern stations.

In pursuance of the idea he has asked Acting Commissioner Baldwin to study the possibilities of consolidation of stations with a view to decreasing the number which are now maintained.

JORDAN'S PRESENTS CITY OLD BOSTON ETCHINGS

Jordan Marsh Company has presented the city eight signed, artist-proof etchings of old Boston which will be placed in the mayor's office. The gift was made by Richard Milton, president of the firm. The etchings are the work of George T. Plowman, whose services were obtained by the Jordan Marsh Company for the tercentenary program.

Mr. Milton told Mayor Curley that only 350 copies of each subject have been made and that the plates have been destroyed. The gift is in the nature of recognition of the tercentenary year but the value of the etchings is permanent and they will doubtless be on display in City Hall for many years.
CURLEY ASKS $40,000 LOAN FOR WEBSTER-AV PLAYGROUND

PLAYGROUND PROPOSED FOR WEBSTER AV, NORTH END

A loan of $40,000 to build a recreation park on Webster Av, North End, was requested by Mayor Curley in an order received by the City Council yesterday. The Mayor urged favorable action so that the work may begin at once.

When Mayor Curley was in office in 1925 he made $200,000 available for the purchase of land for a suitable playground on the avenue, a narrow passage extending from Hanover St, North End, to Unity St, that district. The Nichols administration expanded the available money by purchase of land and buildings, but nothing was done toward putting the place in condition for use as a park. There is urgent need for the park, according to the Mayor.

The chief executive went into conference with Park Commissioner Long yesterday afternoon, relative to plans for the proposed park.

CURLEY WANTS ACTION ON DRYDOCK SHOP

For 10 years beams and steel for the erection of a machine shop at the drydock near the Army Base, South Boston, have been permitted to rot and rust through failure of Congress to provide $400,000 for the erection and equipment of the plant, Mayor Curley yesterday wrote Congressman Douglas of Boston, at Washington.

Mayor Curley told the Boston representative that the item was always included in the Boston budget of the committee on Naval affairs, but up to the present it has never got beyond that stage.

Mayor Curley believes the building of the proposed machine plant would enhance the value of the drydock property, in addition to providing relief in the employment of many mechanics unable to secure work.

MAYOR WOULD ABANDON OLD FIRE STATIONS

Fire Commissioner Hultman yesterday was asked by the Mayor to consider the further consolidation of fire stations with a view of abandoning several of the old houses in use.

Mayor Curley believed that $300,000 could be expended annually over a period of years in a building program.

CONFERENCE AGAIN ON PLAN FOR STRIKELESS CITY

Mayor Curley and representatives of employer and trades groups met at City Hall yesterday for further discussion of plans to have Boston a strikeless city during the next two years, but no definite agreement was reached.

This was due, however, to the fact that there is pending a final meeting of the international bodies in Washington, March 5, relative to the jurisdiction of work and the adjustment of several minor matters between the employer and the employee.

Arrangements were made for another meeting of the local committee within the next 30 days, when it is believed some agreement can be reached whereby work will be started on a building program of several millions and the strike made a dead issue here for the next couple of years.

In the meantime Pres James T. Scully, and E. A. Johnson, secretary of the Building Trades Council, will confer with the labor organizations in an effort to have them cooperate with the Mayor's idea for the strikeless city.

CALLS DEER ISLAND PLAN WASTE OF MONEY

Declaring that an $80,000 building for the doctors at Deer Island was a pure waste of public money, Mayor Curley yesterday returned the contract and wrote the architects that they should revise their plans. Mayor Curley told the architects that he desired a building that would be more useful and less ornamental, and one that would cost about half of that required to erect the structure they planned.

The proposed building is in connection with the $10,000,000 hospitalization program inaugurated during the last administration. About $250,000 will be expended at the island correctional institution, and of the total $500,000 will be used in reconstructing the old building now used by the physicians at the institution.
SAYS MAYOR CURLEY  
HAS 'GONE NAPOLEON'

Cambridge Councilor Hits
Boston Merger Plan

Declaring that Cambridge has everything to lose and nothing to gain by a merger with Boston, Councilor Patrick J. Delaney of that city last night characterized "Metropolitan Boston" as "Mayor Curley-gone Napoleon" in a fiery speech of protest before the Massachusetts Square Business Men's Association in Beacon Hall, Cambridge.

In calling upon the citizens of Cambridge to kill it, as far as Cantabrigians are concerned, Councilor Delaney termed it a serious civic question, backed by the force of Mayor Curley's considerable press.

At several points in his talk the Cambridge Councilor praised Boston's chief executive for his loyalty to Boston, and termed him an able mayor. The speaker went into detail on the subject and reviewed probable results to Cambridge, if any federation of the cities and towns in Metropolitan Boston is successful.

WANTS STATUES CLEANED FOR TERCENTENARY CROWD

Mayor Curley said yesterday that he was having an investigation made to see what it would cost to clean up the numerous public monuments, statues and memorials in the city, so they would be in more presentable condition for the inspection of the thousands sure to visit them in connection with the Tercentenary celebration.

The Mayor believes it would cost a considerable sum to get the statues and the works of art a bath, but he feels it has not been done for many years.

MUST PAY RENT OR QUIT CITY HALL ANNEX ROOMS

The School Building Department will have to pay a rental of $7,000 a year to the city of Boston or give up the offices maintained on the 30th floor of City Hall Annex, Mayor Curley yesterday informed Richard L. Lane, chairman of the new commission which replaced the old Schoolhouse Commission, appointed by the Mayor except for the signing of contracts, and that being the case, the department must pay rent or find other quarters.

It is understood that the quarters now being used by the School Building Department in the annex are too small and the School Building Commissioners have been looking around for more adequate offices.

CURLEY SEEKS DATA ON NEW POLICE STATIONS

Looking toward the future consolidation of fourteen police stations into two, Mayor Curley yesterday wrote Police Commissioner Wilson requesting him to determine the best locations for two new police buildings.

One will be centrally located to serve the North and West Ends, now covered by Stations 1 and 3, respectively, and the other will be erected so as to take care of the downtown action and that part of the upper South End now patrolled from the East Dedham station.

CURLEY'S GRANDIEST IDEA

Consolidation of Fire Houses Considered

Mayor Curley has instructed Acting Fire Commissioner Eugene C. Hultman to consider further the consolidation of fire engine houses, especially those known as combination companies, with a view of doing away with many old buildings.

The mayor stated that an amount of approximately $200,000 could be spent annually for a period of years on new fire stations.

To Pick Site for New Hub Police Station

Police Commissioner Herbert A. Wilson, at the request of Mayor Curley yesterday, will determine in what section of the city it would be desirable to locate a new police station which will serve stations 1, 3, 4 and 5. It is not expected that the combination station house will be built this year, said the mayor, but it is well to plan ahead for such a program.

NO ACTION ON MAYOR'S FOUR

Civil Service Board Sends Letter to Curley

The State Civil Service Commission yesterday approved Mayor Curley's appointment of Michael H. Corcoran as a member of the sinking fund commission.

The commission announced no action on any other part of the mayor's four appointments, although it interviewed Theodore C. Haffenreffer and John J. Martin, appointed as commissioners, and Miss Helen C. Galvin, city registrar, yesterday.

With reference to the four other pending appointments, Joseph A. Conn as traffic commissioner, Joseph A. Rourke as commissioner of public works, James J. Maguire as institutions commissioner, and Edward A. McLaughlin as fire commissioner, the City Commission of the civil service commission last night sent a letter to Mayor Curley. Goodwin declined to make known the contents of the letter in any way.

The time for action by the civil service commission on these four commissioners expired last week, but their names were sent back by the Mayor for further consideration.

BIG DINNER FOR WM. G. LYNCH

Councillor Also Given $1000 by Admirers

Cheered for higher office in both State and municipal politics, City Councillor William G. Lynch of South Boston, president of the Boston City Council, was given a "double victory" dinner by more than 600 enthusiastic friends last night at the Elk's Hotel.

The hope for his political advancement was given voice by Judge Edward G. Logan of the South Boston District Court, who paid high tribute to the service of President Lynch in behalf of the residents of his home district.

Representing the Massachusetts State Senate, the district chairman, Albert H. Hines of the dinner committee presented the Council president with WOO in gold, while his colleagues, the city council, several State leaders, who would strip all authority from Boston.

To the president's mother, Mrs. John B. Lynch, an immense oval bouquet was given by the committee as the act with the Councilor's father and other members of their family, listening to the glowing tributes to the maen.

Mayor Curley was represented by his secretary, Arthur B. Corbett, who referred to the Council president as "the junior mayor of Boston, who is carrying on the fight against the scheming and conniving State leaders, who would strip all authority from Boston.

Among the speakers who lauded the honor guest were Eugene P. Durgin, president chairman; Michael J. Ready, toastmaster; Judge William H. McDonnell, Commissioner of Public Works; South Boston and Joseph McGrath of Dorchester; "Jim" Maloney, heavy-weights boxing; former South Boston John. J. Big Ney, Representatives James J. Twong and William P. Kitty and John F. Hardy, representing Congressman McCormack.

MAYOR SIGNS TWO ORDERS, GIVES PEN TO LOMASNEY

The pen which Mayor Curley used in signing the orders for two major improvements in the West End was sent yesterday afternoon to Martin M. Lomasney, father of the bills, by the Mayor, through City Councilor John L. Fitzgerald. The orders were for the appropriation of $1,000,000 for the improvement of Charles street for $85,000 for highway construction and a recreation park in the West End.

Mayor Curley said Mr. Lomasney believed the improvements would add materially to the health and happiness of the residents of the district which "you have so long and ably represented."
ED McGLENEN
DIES IN HOSPITAL

City Registrar of Births
for 30 Years Resigned
11 Days Ago

Just 11 days after he resigned his office with the incoming of a new mayorality regime, Edward W. McGlenen, for 30 years registrar of births, marriages and deaths at City Hall, died at the Boston City Hospital. Death came at 5:14 o'clock this morning.

He was known to thousands of persons with whom he came in contact through the recording of a new addition to the family, a wedding or the sad details of a death.

Soon after Mayor Curley was chosen, Registrar McGlenen declared that ill health would make it impossible for him to serve another four years and his resignation followed.

Instead of leaving his home at Lombard street, in the Ashmont section of Dorchester, for a long planned vacation, he went to the City Hospital, suffering from a general breakdown.

He was one of the oldest similar registrars in length of service throughout the country, and it is considered highly probable that he holds a record for recording births, marriages and deaths.

In July, 1900, he was appointed to that position, succeeding William H. Whitmore, whom he had assisted for six years. He was named as a historian, and his study of the famous "Midnight Ride of Paul Revere" aroused much comment.

The appointments considered today were Theodore C. Haffenreffer and John J. Martin, park commissioners; Michael J. Corcoran, sinking fund commissioner, and Henry C. Galvin, registrar.

No action was to be taken today on the four appointees which the commission turned down and which were later re-submitted by the mayor.

Mayor for Fewer Fire Houses

Replacement of existing fire stations, which have outlived their usefulness, is contemplated by Mayor Curley. His plan is to spend about $300,000 a year for a period of years to give Boston modern stations.

In pursuance of the idea he has asked Acting Fire Commissioner Hultman to study the possibilities of consolidation of stations with a view to decreasing the number which are now maintained.

Negroes to Honor Curley at Big Rally

Mayor Curley will be honored with a special march and speeches of appreciation for his appointment of two negroes, Julian D. Rainey and James G. Wolf as corporation counsel, at a rally tomorrow at the Bennington Baptist Church on W. Springfield.

Dr. Simon P. W. Drew of New York, former pastor of the Peoples Baptist Church and nominee for candidate for President of the United States in 1932, will announce his platform on this occasion.

Curley Appointees Called Into Parley

Four of Mayor Curley's appointees today were called into conference by the Civil Service Commission at the State House.

They were Theodore C. Haffenreffer and John J. Martin, park commissioners, Michael H. Corcoran for sinking fund commissioner, and Henry C. Galvin for city registrar. The conference was private and no assurance was held out by the commission that it would act.
B. C.-Iowa Game
Hangs on Reply from Oklahoma

If Oklahoma A. & M. Is Willing to Relinquish Iowa on Oct. 6, Game Is Certain

Mayor Lends Hand

Boston to Get Behind Legion Convention Game—B. C.'s Best Schedule

By Austen Lake

Boston College and the local American Legion are playing a waiting game. B. C. is waiting on the Legion and the Legion is waiting on Oklahoma A. & M. College to see if Iowa State's football team can play in a benefit game during the Legion convention here. It sounds complicated, and in truth it is complicated. But John Curley, B. C.'s new graduate manager, is optimistic enough to hold a date on his football schedule open and Dr. J. J. Ward of the Veteran's Bureau says he is incidentally expecting word from Oklahoma A. & M., which holds the key to the situation, that will seal the deal.

It works this way. Dr. Ward conceived the idea of having an important midwestern opponent brought on to play in Boston during the Legion convention, part of the proceeds of the game being devoted to Legion benevolent. State Commander John O'Connell was willing, Coach Joe McKenney was willing, and Iowa Bielenberg was willing. The only hitch was that Iowa had already scheduled a game with Oklahoma A. & M. on the Saturday Oct. 6, that the National Legion was to be convened in Boston. Iowa officials said, however, that if the Legion could palaver Oklahoma into relinquishing its contract, they (Iowa) would be delighted to accept a guarantee of fifteen thousand or an option of thirty per cent and come on to Boston. And so Dr. Ward popped the question and Oklahoma replied that it didn't think the matter could be adjusted, once schedule-making was a genuinely difficult problem and it would be badly embarrassed if it found a hole to fill at the last minute. But with the patient persistence that American Legionnaires have become noted for, Dr. Ward rang on Oklahoma with heavier ordnance. His three regulators in Oklahoma City report several close bursts and he is momentarily expecting to feel the target.

Graduate Manager John Curley of B. C. says that he is eager enough to match his team with Iowa to make a missionary trip out to Oklahoma if it makes the request and obtained assurance that the city would lend a hand in any way possible to put the game over in a big way. There is a possibility of the new Memorial Stadium development, a pet project of the new mayor's, being ready for October. And there were other suggestions, premature announcement of which might prevent their fulfillment.

If, through Oklahoma's generosity, Iowa is permitted to come here, Boston College will have outlined one of the most strenuous football lists in its history. Catholic University (the opening game), Marquette, Fordham, Villanova, Georgia, Lowell, Loyola at Chicago, Boston University and Holy Cross are already posted.

Council Approves
$2,485,000 Outlay

An expenditure of $2,485,000 for the construction of sewers, the completion of the South Boston Strandway and other developments, was approved by the City Council yesterday.

Of the appropriations, $1,000,000 will go toward the construction of sewers throughout the city, but principally in the new residential streets which will be laid out and accepted by the city this year.

The next largest item provides $750,000 for the erection of a fire-resisting bathhouse at 1st street, South Boston, and the extension of the strandway beyond Columbus Park.

The council approved the appropriation of $355,000, which will be paid to the State for land of the Commonwealth at Nashua and Brighton streets, to provide a municipal playground for the children of the West End. For the youngsters of the North End, $49,900 was made available for the equipment of the Webster Avenue playground.

For East Boston the council approved the mayor's apportion of $757,000 for improvements, additions and alterations to the East Boston District Court House and police station seven at Meridian and Paris street.

Engine 31 will be replaced by a new fireboat at a cost of $350,000. Finally, the council approved the mayor's order for $4,000 to provide a memorial fountain of bronze and granite to mark the bounding of Boston on a site on the Common opposite 50 Beacon street in connection with the tercentenary celebration.

Civil Service Board Hears
Four Curley Appointees

Four of Mayor Curley's recent appointments were to appear today before the State Civil Service Commission at the State House for the customary personal interview, as a preliminary to the board's confirmation or rejection of the appointments. Indications are that no finding will be announced by the commission in either of the cases until late in the day, if then, because the last of the interviews is not scheduled to take place until five o'clock.

Theodore C. Haffenreffer and John E. Martin, named to the park commission; Michael H. Corcoran, sinking fund commissioner, and Helen C. Galvin, city registrar.

WILL RESTORE HISTORIC
ROXBURY STANDPIPE

If the cost is not too great Mayor Curley will have the old standpipe on Highland park, Roxbury, restored to its once impressive appearance, that it may be emphasized to visitors during the tercentenary as one of the most important historical objects in Boston.

The standpipe on Fort avenue, now used as an observatory, was planned by Henry Knox, the famous artillery officer of George Washington. Knox was a Boston boy and was prominent during the siege of Boston.

Walter Gilman Page told the mayor that the standpipe is badly in need of renovation, and Park Commissioner Long was directed to estimate the cost of the necessary work.
Mayor Wants a Fin. Com. for District Boards

Representative Charles S. Sullivan, Jr., of Boston, in supporting his bill for the appointment of a finance commission to investigate expenditures by the various Metropolitan District boards, yesterday, before the legislative committee on State administration, charged that the city of Boston is the "Santa Claus" for the Metropolitan District. Mayor Curley, for whom Sullivan filed the measure, was represented at the hearing by Thomas H. Bilodeau, legislative counsel for the city. He explained that the Mayor, in filing this bill, was not finding any special fault with the Metropolitan District Commission.

Council Adopts Order to Light Tennis Courts

Night tennis on the Franklin Park courts, through the use of flood projection lights, was demanded yesterday by City Councillor Israel Ruby of Dorchester in a special order which was adopted by the Council under suspension of the rules. The order was transmitted to Chairman William P. Long of the Park Commission for consideration.

HITS CURLEY IDEA AS NAPOLEONIC

"Metropolitan Boston is Mayor Curley gone Napoleon," it was declared by Cambridge City Councillor Patrick J. Delaney last night in denouncing the annexation plan in a speech delivered before the Inman Square Business Men's Association of Cambridge. The speaker hit out at Boston's city government and police force and asserted that Cambridge with its superior civic conditions had "nothing to gain and everything to lose" by any proposed merging with Boston.

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HITS CURLEY IDEA AS NAPOLEONIC

"Metropolitan Boston is Mayor Curley gone Napoleon," it was declared by Cambridge City Councillor Patrick J. Delaney last night in denouncing the annexation plan in a speech delivered before the Inman Square Business Men's Association of Cambridge. The speaker hit out at Boston's city government and police force and asserted that Cambridge with its superior civic conditions had "nothing to gain and everything to lose" by any proposed merging with Boston.

Council Adopts Order to Light Tennis Courts

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Charges "Gang" Against Boston Election Change

Mayor John J. Whalen of Chelsea supplied head of its police department.

No Democratic politicians have come forward in opposition to this bill, continued, "although John F. Fitzgerald last year spoke for the bill to provide for party nominations in Boston. He said the political party in the Commonwealth, Democratic, the voters are broad-minded enough "to elect a Republican candidate."

Representative Lewis R. Sullivan of Boston also favored the bill. No one appeared to oppose the measure.

No Democratic politician of the Commonwealth, be given the power to appoint the members of the licensing board and the police commissioner, was urged today by Senator John P. Buckley of Boston.

Senator Buckley said he had filed the bills with a view to giving the city a greater degree of home rule, and has been given a chance to demonstrate its worth, somebody, not the traffic commission, put up signs informing the vehicular travelling public that Washington street was a one-way street. This did not divert the south-bound traffic into Exchange street. Fifty per cent kept on the old straight line into Devens street, to be jammed at the Old State House bottle neck. To make matters worse, they were allowed to make a lef turn into State street and fifty times a day the short space of one hundred feet between Devens street and Congress street is filled with walking vehicles.

As soon as the situation was called to the attention of the traffic commission that body ordered the signs to be taken down and the old order restored, to compel a full use north and south of Exchange street. Fifty per cent respect to the one-way street, was not put into effect. Someone or other contravened it, with the result that in three months the public got used to the experiment, and put up with it, as is its custom. Surely, under these circumstances, the Transcript would not ask the permission to continue in effect a state of affairs which was wrong ab initio, which four-fifths of its members believe to be ill-advised and which would make a fool of any traffic officer who attempted to enforce it.

Thomas J. Hurley, Associate Traffic Commissioner, Boston, Feb. 11.

CITY HALL NOTES

Continued harmony between Mayor Curley and former Representative Martin L. Lomasney was further exemplified yesterday when His Honor congratulated the veteran West End political chief on the former's appointment as a member of the Sons of the American Revolution, president of the Massachusetts Bicycle Club, and a member of the Sons of the Revolution, the Boston Society, the Dorchester Historical Society, and of several other organizations, and had written a number of historical essays and papers.

Mayor Nichols reappointed Mr. McGlennon July 6, 1936, and he held the post until Jan 17 of this year, when he was appointed by the mayor to an ex officio position.

Mr. McGlennon had made an ex officio position a half-filled book on old Boston, and to keep in place markings in and about Boston. He gave the Transcript information to the Tercentenary Visitors.
**Herald 2/12/30**

**Curley’s Demand for $70,000 Rent Is Order for School Dep’t to Vacate**

By designating $70,000 as the annual rental of 6,000 square feet of space on the 10th floor of City Hall annex, a price which real estate experts agree is four times greater than the prevailing rental charge in downtown office buildings, Mayor Curley has virtually commandeered the department of school buildings to vacate its present quarters.

For six weeks, Supt. Louis K. Rourke has been "shopping" for new quarters and as soon as the necessary lease is signed, announcement will be made, probably within the next week, of the location of the quarters of the department which replaced the old schoolhouse commission in December.

The only effect of the unexpected demand of Mayor Curley will be to hasten the removal of the department from City Hall annex and provide much needed space for municipal departments now located outside of City Hall.

It was unofficially pointed out yesterday that space in privately owned office buildings can be rented for $2.50 to $3.75 per square foot, against the $11.50 price set by the mayor for the quarters in the annex.

The commissioners say that they understand Mayor Curley is anxious to have them engage new quarters. Since the creation of the new department it has been known that the available space in the annex has not been considered adequate for the needs of the department.

**Corcoran Gets Civil Service O. K.**

To Be Sinking Fund Commr.—Other Curley Appointees Rest

Following an all-day session yesterday the state civil service commission approved the nomination of Mayor Curley of Michael H. Corcoran to the Boston sinking fund commission. No action was taken on several other appointments of Mayor Curley before the commission, but it became known that Chairman Elliott H. Goodwin of the commission sent a letter to Mayor Curley relieving four nominations before the commission for reconsideration. Mr. Goodwin refused to make the letter public.

The nominations are: Joseph A. Conry, traffic commissioner; Edward F. McLaughlin, fire commissioner; Joseph A. Rourke, public works administrator; and James E. Maguire, institutions commissioner. The commission, a week ago, notified the mayor of its failure to approve all four, but in the case of Rourke and Maguire, requested that the mayor re-submit their nominations to permit of further investigation.

The mayor re-submitted all four names to the commission. In the case of Conry and McLaughlin, whose definite rejection had been indicated, the mayor is believed not to have furnished the commission with any additional evidence of their qualification. It is the practice of the commission not to reconsider appointees once they have been rejected unless new evidence of their fitness is forthcoming. It is thought probable that Commissioner Goodwin’s letter had to do with this phase of the situation.

**Pleas for Home Rule for Boston**

Buckley Urges Bills at Committee Hearing

Pleading for "home rule" for Boston, Senator John P. Buckley of Charlestown yesterday appeared before the legislative committee on cities to urge favorable action on his bills to give to the mayor of Boston the power to appoint the police commissioner, members of the finance commission and the licensing board.

Buckley declared that Boston is state-governed out of all proportion and that "we Bostonians want Boston-people to run Boston." He said the present licensing board and the members of the finance commission are "all right," but as concerns the police commissioner, "I will leave that for someone else to talk about." No one appeared in opposition.

The same committee heard John J. Cummings of Boston exorcise the "little organized gang of politicians which has controlled Boston elections for over a generation." Mr. Cummings said the "gang" consisted of "Fitzgerald, Lomasney and Curley, and perhaps lesser satelites like Bottomly and Goulston." Cummings was appearing on his petition to provide for municipal primaries preceding the elections of the mayor and city council. Representative Lewis R. Sullivan of Boston also appeared in favor. There was no opposition.

**Police Heads Interview Prospective Patrolmen**

Police Commissioner Herbert A. Wilson and Supt. Michael H. Crowley spent nearly four hours yesterday afternoon and evening interviewing 30 young men who have been certified by the Civil Service Commission as eligible for appointment as patrolmen in the Boston Police Department. The interviews were conducted at Headquarters and were not completed until nearly 7:30.

There are 25 vacancies in the department to be filled, and the commissioner and superintendent will make their choice from the 30 men seen yesterday. The selections will be made within a few days and the men chosen will probably report for duty a week from Friday.

A suggestion has been made to Mayor Curley by H. K. Hallett, president of a bank in Postoffice sq., that it would improve the appearance of the locality if a grass plot with shrubbery, enclosed by a curbing, were placed in the center of the square. Who cares where those automobiles park?
CURLEY TELS AIRPORT PLANS

Seeks More East Boston Land—Would Level Governor's Island

Boston proposes to expand its airports facilities so that within five years the city will take the ascendency in aviation development in this country, Mayor Curley told the committee on public lands and harbors today at a meeting on a petition to authorize the state department of public works to lease to the city of Boston an additional 40 acres of mud flats in East Boston to enlarge the municipal airport.

The airport bill is only a portion of an ambitious plan for the industrial and commercial development of Boston harbor, Curley disclosed. The first step, he said, "would be the expenditure of $1,000,000 for leveling Governor's island, and using the land to fill in Bird island flats for shipping and industrial as well as aviation purposes."

Senator Henry Parkman, Jr., of Boston, sponsor of the bill, said its purpose was to enable the city to increase its facilities sufficiently to obtain a class A rating from the federal department of commerce and to provide more accommodation for sea planes.

Corporation Counselman Silverman told the committee that the city would appropriate $250,000 for filling in the flats and erecting runways. He requested a strip of water upon which the city could construct a concrete seaplane ramp at a cost of $100,000.

Others favoring the bill were Theodore G. Holcombe of the Boston Chamber of Commerce, Waldo Brown of the Colonial Air Transport Company, Gardner H. Flake, Frank S. Davis of the Maritime Association of the Boston Chamber of Commerce; Crawford Rollins and Arthur L. Richmond, chairman of the state advisory board of aeronautics.

HARRIMAN HITS CURLEY'S GOVERNOR SQ. PROJECT

El Public Trustees' Chairman Declares $135,000 Rent on City-Built Underpass Would Be Excessive Burden Upon System

Henry I. Harriman, chairman of the trustees of the Boston Elevated, today opposed Mayor Curley's plan for extension of the Boylston street subway at Governor's square.

He contended that the El should not be required to meet the expense which would be put upon it by the Curley plan.

CURLEY WANTS ACTION NOW

"I am fairly close to the public and know how they feel," he remarked, "and I want to say right here that at the present time the people will vote for public ownership."

The mayor felt that the necessary legislation should be enacted at this session of the General Court, regardless of the fact that a referendum is to be held later in the year. He maintained that delay in the improvement of services is costing the road large amounts of money by the fact that potential riders are using the automobile as a means of transportation rather than the Elevated. He held later in the year. He maintained that delay in the improvement of services is costing the road large amounts of money by the fact that potential riders are using the automobile as a means of transportation rather than the Elevated. He held that the city would appropriate $250,000 for filling in the flats and erecting runways. He requested a strip of water upon which the city could construct a concrete seaplane ramp at a cost of $100,000.

HARRIMAN SUGGESTS SUB-COMMITTEE

Harriman and Curley presented their views today to the legislative committee on metropolitan affairs at a hearing In the State House on several bills for improvement of the traffic conditions at Governor square.

Curley maintained that the improvement, extending the subway beyond the square, should be financed in the same way as other subway extensions have been financed.

In an effort to effect a settlement of the controversy Harriman suggested that the committee on metropolitan affairs appoint a sub-committee to meet with the trustees of the El, the newly created metropolitan transit board and Mayor Curley, with a view to bringing about an agreement on Governor square legislation and which could be passed by the present state legislature and could be passed by the present general court so that work could be started immediately.

$135,000 A YEAR

Up to the present subways and similar improvements of the El in Boston have been built by the city and leased afterward to the Elevated for operating purposes. The rental on a lease of a Governor square underpass would amount to approximate $135,000. Harriman maintains that the road is not in a financial position to make an annual payment of $135,000 and suggested that the difficulty might be solved if the road were given a breathing spell of 10 years in which to make other improvements.

Mayor Curley, who had left the hearing room before the trustees' chairman had expressed his views, before leaving had emphatically declared that as far as he was concerned the existing financial system would be followed in the construction of the Governor square underpass unless the people in the referendum on the question of the future disposition of the Elevated at the next state election indicate otherwise.

Mayor Curley in his remarks before the committee indicated that he felt the city of Boston has done well by the Elevated. The introduction of the Elevated, he said, increased the number of car riders substantially, while at the same time increasing property values of persons benefited by improved transportation to the amount of $5,000,000.

WARNING TO STOCKHOLDERS

With the Shawmut branch extension completed, the mayor was of the opinion that the most pressing need for improvement lies in Governor square. As in the case of the Shawmut, he said, "it is in the best interest of the El, and the state, to see that Governor square is given a thorough overhaul as soon as the city can find the money to do so."

Incidentally, Curley cautioned those financially interested in the Elevated to pay more attention to the question of serving the public adequately if they did not want to see themselves with the road out of their hands entirely by being taken over by the public.

Pointing out that millions of dollars have been sunk into the property since the advent of public control and of the fact that the stockholders have received guaranteed, substantial dividends in years, the mayor expressed the belief that, if conditions are not improved, the voters at the referendum next fall will favor public ownership.

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Nominations for Park Board the Issue; Asks Conry Data

Requesting a legal opinion on the appointment to the board of park commissioners and saying that if Mayor Curley has additional information on the qualifications of Edward F. McLaughlin and Joseph A. Conry, he should submit the data to the civil service commission, Civil Service Commissioner Elliott Goodwin today addressed two letters to the mayor.

GOODWIN'S LETTER
McLaughlin has been twice named by the mayor for fire commissioner, and Conry has been twice named as traffic commissioner. On the first appointment the commission rejected both men.

The commission also failed to approve the appointment of Joseph A. Rourke as public works commissioner and James E. Maguire as institutions commissioner.

Goodwin's first letter to the mayor deals with the resubmission of the names of McLaughlin, Conry, Maguire and Rourke. It reads:

"The commissioners of civil service have received the certificates of appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaughlin and Joseph A. Conry, and considered them at their meeting yesterday."

"In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed us that if their names were resubmitted they would give them further consideration, I have to say that they will proceed to the completion of their investigation without delay.

OPEN FOR NEW DATA
"In the cases of the appointment of Mr. McLaughlin and Mr. Conry, the commissioners completed the investigation and reached a decision thereon. If there is no evidence in regard to their qualifications for the positions for which you have nominated them, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will be glad to receive from you, therefore, any new evidence which you, as mayor, may desire to submit, either orally or in writing, as you may prefer."

The other letter deals with the mayor's appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. This letter reads:

"The commissioners of civil service at their meeting yesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A law has arisen under the law creating the park commission, chapter 183 of the acts of 1875 and the city ordinances of 1914, section 1, stating that one of the commissioners 'shall be a landscape engineer or an architect of not less than five years' experience.' The commissioners are in doubt whether or not this provision of the ordinances is in effect at the present time, but they have informed me that the provision has been observed in the past, Mr. Robert S. Peabody, an architect, having served for years, and later Mr. Charles A. Coolidge.

ASKS FOR RULING
"Upon the resignation of Mr. Coolidge the principal who was not filled except by the appointment of an 'acting commissioner.' They therefore respectfully request that you will obtain a ruling from your corporation counsel in relation to the ordinance. Will you kindly do this as promptly as possible, inasmuch as the commissioners will consider the appointment of Mr. Haffenreffer and Mr. Martin at their meeting on Tuesday next?"

SCHOOL BOARD MUST QUIT CITY HALL
Curley's Demand for $70,000 Rent Interpreted as Order to Vacate

By designating $70,000 as the annual rental of 6000 square feet of space on the 10th floor of City Hall Annex, a price which real estate experts agree is four times greater than the prevailing rental charge in downtown office buildings of fireproof construction, Mayor Curley has virtually commanded the department of school buildings to vacate its present quarters.

For six weeks Sup't Louis K. Rourke has been "shopping" for new quarters and as soon as the necessary lease is signed, announcement will be made probably within the next week, of the location of the quarters of the department which replaced the old schoolhouse commission in December.

The only effect of the unexpected demand of Mayor Curley will be to hasten the removal of the department from City Hall Annex and provide much needed space for municipal departments now located outside of City Hall.

In the schools the nature and time of the program has been left to the discretion of the various school principals. The official city of Boston observance has been set for Sunday afternoon in Symphony Hall, when the Lincoln and Washington observances will be combined.

Among the events scheduled for today and tonight are:

2 P. M.—Exercises in Lincoln School on estate of Miss Mary Bowditch Forbes, Milton.

3 P. M.—New England Historic Genealogical Society, 9 Ashburton pl.; speaker, Dr. Louis A. Warren of Fort Wayne, Ind.
GOVERNOR SQ. EXTENSION IS URGED

Mayor Tells Legislators of the Benefits in Improvements on Rapid Transit

The people of Boston will vote for public ownership of the Elevated when the question appears on the ballot next fall, Mayor Curley declared today at a hearing before the legislative committee on metropolitan affairs.

"And I don't see why they shouldn't," he added.

The mayor was discussing his bill for improvements at Governor Sq. (Kenmore station), through extension of the subway to a point on Commonwealth ave., near Temple Israel, at a cost of $5,000,000.

With this improvement and an overpass at Cottage Farm bridge to cost $50,000, the mayor said the traffic problem in that vicinity would be settled for at least 10 years.

RAPS T. DIRECTORS.

Opposing any new form of financing the project, he declared that he could not understand why the directors of the El have accepted the Governor Sq. Act, which was passed in 1925, calling for expenditure of $45,000,000 by the road.

He pointed out that due to the Dorchester rapid transit extension property values in Quincy and Milton had been greatly enhanced while in Ashmont and Neponset property values of approximately $5,000,000 had been created.

While a Huntington ave. subway is welcomed, he said, the crying need of the present is for relief at Kenmore station.

He said that 70,000 people lose an average of three-quarters of an hour because of conditions at that point. He had no means, he said, to estimate the economic loss.

He told the committee that he was against any increase in the 10 cent fare and believed that an increase would be greatly offset by a loss in patronage.

"BOSTON WON'T SHIRK"

Boston, he said, has no desire to shirk any responsibility and he pointed out that Boston has to bear 71 per cent of any deficit on the road.

The extension of the subway through Brighton, urged by Representatives Martin Hays and Leo M. Birmingham, prior to the mayor's remarks, was not endorsed at this time by the mayor. He declared that some day the extension will be necessary.

Board Again Rejects McLaughlin, Conry

Despite Mayor Curley's reappointment of Edward F. McLaughlin as fire commissioner and Joseph A. Conry as traffic commissioner, they stand rejected by the civil service commission, that body notified the Mayor today.

The commission will reopen consideration of their appointments.

PLANS AIRPORT EXPANSION

Boston proposes to expand its airport facilities so that within five years the city will take the ascendency in aviation development in this country. Mayor Curley today informed the Legislative Committee on Harbors and Public Lands.

The mayor was urging the committee to report favorably on a bill to authorize the state department of public works to lease Boston an additional 40 acres of mud flats in East Boston to enlarge the airport.

Senator Henry Parkman, Jr., sponsor for the bill, said the purpose was to enable the city to increase its facilities sufficiently to obtain a class A rating from the federal department of commerce, and to provide more accommodations for seaplanes.

The mayor pictured the day when great structures of steel and concrete would be built in Boston devoted to American industries doing a sizable export business.
Lack of Land Halts Boston Airport Work

Mayor Curley Speaks in Favor of Bills for Lease of Additional Land from State

By Franklin Jordan

Lack of available land at the Boston Municipal Airport is making it difficult to operate large transport and military airplanes in and out of the port as well as operating trams and public lands were told this afternoon at a hearing on three bills asking for the lease of additional lands from the Department of Public Works.

Mayor Curley, Corporation Counsel Silverman, Richard Long of the City Park Commission, Thea Holcombe, manager of the Aviation Bureau of the Boston Chamber of Commerce, and Waldo Brown, New England district manager of Colonial, were among those speaking in favor of the bills, one of them, House 878, having been introduced by Mayor Curley. Another was Senate 109, a petition of Senator Henry Parksman, Jr., and the third another petition of Mayor Curley introduced through Representative William H. Hearn of East Boston, House 878. Senate 849, New Bedford and Representative McKay of Newburyport sat as chairman.

In "my thirty years of contact with municipal experience," Mayor Curley remarked, "I cannot remember a time when there was a more serious and concerted movement for metropolitan growth and tripartite expansion. Business organizations, the Boston Elevated, the Port Authority, railroad and steamship lines are all working in sending us their best men to assist in working out a program." He added that Dean Wallace R. Darragh of Harvard Business School, President Straub of General Motors, and Dean Evert Lord of the College of Administration of B. U. had placed the facilities of their institutions at the disposal of the metropolitan committee.

Boston had been failing to use its harbor facilities to the best advantage, he continued. He cited the Army Base "operated or rather manipulated by a group of non-residents," and the $7,000,000 destroyer plant at Quincy, which he planned to lease to a well-known storage company. The mayor predicted an improvement in conditions shortly, asserting "that in two years the议案 of Brookline, Newton and other communities would have overcome their timoriness at becoming a part of Boston.

In support of the bills, Mayor Curley said: "This is the start of our plan to extend the airport out to and including Governor's Island, which is necessary to secure back from the Federal Government and to use as a mooring mast for dispatching the birds to and from the flats between. Eventually, we will have a $1,000,000 development of the Bird Island area and industrial use as well as for aviation purposes."

Harriman Differs With Mayor Curley

At a hearing today before the Legislative Committee on Governor Sq, Harriman, chairman of the Boston Elevated trustees, suggested that the lease bills for Governor Sq should be held in abeyance pending the election of the new Governor Sq underpass at Governor Sq should be built in accordance with the financial programs hereafter to be enacted between the city and the Elevated. On the other hand, Mr Harriman held that the Elevated should be required to meet the costs which would arise under the Mayor's plan.

The present bills, the committee was informed, had been introduced because of the development of the mortgage bonds by the Department of Commerce. Mr Holcombe pointed out that the bill would provide for a new bond issue. Mr Holcombe said that the City Council was backing the bill.

Recorded in favor of the bill were Franklin Collier, aviation editor of a Boston newspaper; Gardner Fiske, Frank S. Davie of the Maritime Association of Massachusetts; and the Massachusetts Yacht Clubs' Association, represented by Edward Morris of Boston. Representative Hearn also expressed approval.
**Civil Service Commissioners So Say About Mayor’s Rejected Appointees**

Copies of letters sent to Mayor Curley by Elliot H. Goodwin, State Commissioner of Civil Service, regarding pending appointments submitted by the Mayor were made public today by Mr. Goodwin.

He acknowledges the resubmission of the appointments of James E. Maguire as Institutions Commissioner, Joseph A. Rourke as Public Works Commissioner, Edward F. McLaughlin as Fire Commissioner, Joseph A. Conry as Traffic Commissioner, and states that the commissioner will proceed to continue its investigation of the qualifications of Messrs. Rourke and Maguire. Regarding Messrs. McLaughlin and Conry, the commissioner says the investigations have been completed but if any new evidence is offered the cases will be reopened.

In considering the appointments of Theodore C. Haffenreffer and John J. Martin, Mr. Goodwin says a legal question has arisen which the commission would like to have the Law Department of the city consider and give a ruling in season for the commission to take up the names of Messrs. Haffenreffer and Martin at its meeting next Tuesday.

**“Glad to Receive New Evidence”**

The first letter reads as follows:

“The Commissioners of Civil Service have received the certificates of the appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaughlin, and Joseph A. Conry and considered them at their meeting yesterday. In the cases of Mr. Maguire and Mr. Rourke, they informed you that, if their names were resubmitted they would give them further consideration. I have to say that they will proceed to the completion of the investigations without delay.

In the cases of Mr McLaughlin and Mr. Conry, the commissioners completed the investigations and reached a decision thereon. If there is no new evidence in regard to their qualifications for the positions to which you have nominated them, the commission is not willing to reopen the cases and give such evidence careful consideration. They will be glad to consider before, any new evidence which you as Mayor may desire to submit, either orally or in writing, as you may prefer.”

**SCHOOL BUILDINGS BOARD TO DISCUSS NEW QUARTERS**

Asked to comment on Mayor Curley’s announcement regarding the quarters occupied by the new Department of School Buildings in City Hall Annex, Richard J. Lane, chairman of the Board of Commissioners of School Buildings, stated last evening that it will be discussed at the meeting that the commissioners are to hold this afternoon.

In his communication Mayor Curley is quoted as demanding a rental of $70,000 a year for the quarters occupied by the department or, in lieu of that, having the offices moved out into other quarters. Mayor Curley believed the new department had no right, because it operates outside the authority of the Mayor, to take up space needed by city functions that the staff of the Mayor’s officers moved out into other quarters from the time of its organization.

Mr. Lane said that the department has been considering changing to other quarters from the time of its organization. The department is at present working in very crowded quarters and lacks proper light and space for the draftsmen to work in, he explained.

It is understood that the department asked some time ago for additional money in its budget to enable it to secure other quarters.

**Curley Will Plead for Two Appointees**

Mayor Curley will appear before the civil service commission to plead for the appointment of two of his nominees on Monday afternoon at 3 o’clock, the Mayor will be accompanied by Edward F. McLaughlin, who has been named fire commissioner, and Joseph A. Conry as traffic commissioner.

Both the above named have been rejected by the commission and the purpose of the visit is in reply to an invitation of Chairman Elliott Goodwin of the state commission to present new evidence either in person or writing, on behalf of the men nominated.
New Hope Seen for Relief at Governor Sq.

Harriman Feels Differences Can Be Arranged at Conferences

Dispute Is Financial

Admits That Suburbs Are in Crying Need of Better Service

By Forrest P. Hull

Though differences of opinion between the city of Boston and the Boston Elevated Railway over the question of financing a subway under Governor square appeared just as pronounced as ever before the legislative Committee on Metropolitan Affairs today, there was a ray of hope in the suggestion of Henry I. Harriman, chairman of the Elevated board of trustees, that the committee could appoint a sub-committee to meet with the trustees and the mayor of Boston with a view to bringing about an agreement so that legislation could be passed at the present session.

Mr. Harriman, in fact, expressed the opinion that such an agreement could be arranged although the burden of his argument had been that the Elevated road could not meet the entire cost of the subway. $135,000 a year on the $3,000,000 relief project, without perhaps providing means through one or more of the three avenues open to the trustees in increasing fares. He had suggested that perhaps the difficulty might be solved if the road were to pay half of the balance to be paid by the public.

Three bills were before the committee on this important question that the trustees were interested in. The committee had passed the enabling act. One by Representative Martin Hay of Brighton, provided that the transit department be authorized to construct an extension of the Boylston street subway from Governor square to Brookline. The bill of Representative M. Birmingham and Mr. Hay, jointly, provided for some destruction of the crossing at Governor square, and the assessment of the financial burden on certain communities. The bill of Mayor Curley provided for the underpass under the long-time financial method in vogue and with no increase in fares.

Trusting's Stand Abroad

Most of the discussion centered in the remarks of the mayor and Mr. Harriman, the former declaring that it was his opinion that the Elevated would have any difficulty in meeting its rental charges if it decided to improve its service. He summarized the success of the Dorrchester rapid transit system as evidence that people would use the service if it were provided in preference to automobiles if they suffered fewer inconveniences in getting in and out of the city, and made it plain that the city of Boston had gone the limit in providing vehiculario accommodations for the public of other cities and towns. Both Mayor Curley and Mr. Harriman agreed that the Huntington avenue subway project is perhaps the most important project of those for Government service, but the former improvement would mean an expenditure of approximately $2,900,000, while the latter would go to $3,000,000. The mayor thought the trustees had no legal standing to insist on a decision that the public should be placed on the car riders and that the bill that fare should not be increased.

In view of the expenditures of the road for the last ten years at $40,781,000, the mayor could not see how the trustees could talk on a mere matter of $150,000 annually for the Governor square problem. In this connection he expressed the opinion that the public would increase the feasibility of public ownership, and saw no reason why they should not do so.

No Further Extensions

In answer to questions from the committee, Mayor Curley saw no reason why the Legislature of this year should not pass his bill, even though the question of the transversal management of the road will come before the public next fall on a referendum. It would at least three years, he said, if the transit department could go to work on it. It was not until we have a metropolitan city is it hardly right to hand over $33,000,000 worth of property, and I think we shall have the metropolitan city.

Mayor Curley, continuing, said it is now a question whether the city would expend nearly $600,000 on an underpass at Massachusetts avenue and Commonwealth avenue, since the new traffic lights went into operation.

There was a lengthy series of questions for Mr. Harriman from Representative Wadsworth, prompted by a statement which the mayor had made on expenditures of the Elevated, and the increase in the number of the car riders. Mr. Wadsworth pointed out the fact that in spite of the heavy maintenance costs, there is not so much property as in 1918. Though Mr. Wadsworth raised the important question of the comparison of rapid transit and public transportation, saying that the Elevated must be limited in expenditures, Mr. Harriman insisted that that would not stand as evidence.

Chairman Warren asked the mayor a pointed question regarding his opinion, the trustees had expressed as well, to the city of Boston there would be $17,000,000 to the city's credit and $1,000,000 a year, and that if the city and towns served by the Elevated and other communities benefitted.

"Boston has been a juicy, luscious melon for the suburbs," declared Mr. Harriman in commenting upon the allocation of construction costs. "Boston has paid for the construction of subwayways for an enormous sum, which should be used to pay for the service to the suburbs. The residents of those towns have benefited from the construction of this road and the service to the suburbs should have a part of the cost.

Harriman Explains

When Mr. Harriman stepped to the table, he said the trustees were in agree-
Civil Service Commissioner
Quizzes Mayor

Asks More Information About Qualifications of His Appointees

Elliot H. Goodwin, State commissioner of civil service, sent two letters to Mayor James M. Curley today relative to appointments which he has made to municipal offices. The first letter dealt with the remission of the names of James E. Maguire as institutions commissioner, Joseph A. Rourke as public works commissioner, Edward F. McLaughlin as fire commissioner and Joseph A. Conry as traffic commissioner, all appointments which the board had previously refused to confirm. The other letter requested a ruling from the corporation counsel as to whether the ordinance providing that relative to the appointment of John J. Martin and Theodore C. Haffenreffer, the Civil Service Commission had questioned Mayor Curley's right to appoint these men because of an old city ordinance.

In the first letter Commissioner Goodwin said:

"The Commissioners of Civil Service have received the certificates of the appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaughlin and Joseph A. Conry, and considered them at their meeting yesterday.

"In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed you that, if their names were resubmitted, they would give them further consideration, I have to say that I can proceed to the completion of their investigation without delay.

"In the cases of Mr. McLaughlin and Mr. Conry, the commissioners completed the investigation and reached a decision thereon. If there is any new evidence in regard to their qualifications for the positions to which they have been nominated, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will not receive from you any new evidence which you as mayor may desire to submit, orally or in writing as you may prefer."

Consider Park Commissioners

The other letters, having to do with the appointments of Theodore C. Haffenreffer and John J. Martin as park commissioners, followed the investigation and a decision thereon. If there is any new evidence in regard to their qualifications for the positions to which they have been nominated, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will not receive from you any new evidence which you as mayor may desire to submit, orally or in writing as you may prefer."

Civil Service Commissioner
Quizzes Mayor

Silverman Rules That Law Requires No Architect

Boston Park Commissioners need not be landscape architects. Corporation Counsel Samuel Silverman advised Mayor Curley in a ruling yesterday relative to the appointment of John J. Martin and Theodore C. Haffenreffer. The Civil Service Commission had questioned Mayor Curley's right to appoint these men because of an old city ordinance.

In the first letter Commissioner Goodwin wrote the Mayor that the Park Commission was created by statute law, which superseded the city ordinance. The Civil Service Commission asked an early opinion in order that it may act on the nominations of Haffenreffer and Martin at Tuesday's meeting.

"The commission's letter to the Mayor follows:

"The Commissioners of Civil Service at their meeting yesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A legal question has arisen under the law creating the Park Commission, Chapter 185 of the Acts of 1875, and the city ordinances of 1914, Section 1, stating that one of the commissioners shall be a landscape or architect of not less than five years' experience."

"The commissioners are in doubt as to whether or not this provision of the ordinance is in effect at the present time, but have been informed that it may act on the nominations of Haffenreffer and Martin at Tuesday's meeting."

"Mr. Goodwin wrote the Mayor:

"The Commissioners of Civil Service at their meeting yesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A legal question has arisen under the law creating the Park Commission, Chapter 185 of the Acts of 1875, and the city ordinances of 1914, Section 1, stating that one of the commissioners shall be a landscape or architect of not less than five years' experience.

"The commissioners are in doubt as to whether or not this provision of the ordinances is in effect at the present time, but have been informed that the provision had been observed in the past, Robert S. Peabody, an architect, having served for years and later Charles A. Coolidge, architect. Upon the resignation of Mr. Coolidge the position was not filled except by the assignment of an 'acting commissioner.' They, therefore, request that you obtain a ruling from your corporation counsel in relation to the ordinance. Will you kindly do this as promptly as possible, inasmuch as the commissioners will consider the appointment of Mr. Haffenreffer and Mr. Martin at their meeting on Tuesday next?"
UNEXCELLED AIRPORT
PLANNED BY CURLEY

Mayor Will Recommend
Order for $250,000
Would Fill and Grade 40 Acres of
State-Leased Land

The development of a permanent seaplane port as filling progresses to the north rather than toward the south, would provide a landing place for seaplanes and airplanes now in use or soon likely to be in use.

Gumption for the Airport

This city has shown, during the last two years, a forceful determination to halt the possibilities of Boston's future in the air down to the earth of progressive reality. That statement mixes metaphor but it tells no lie. Among the numerous strong signs of wide-awake commerce lately manifest in this community, none has been stronger than the energetic and far-sighted work done for the development of the East Boston Airport.

The pioneers who were smiled at in this connection, are plainly winning their battle. They have carried the day against fear and have set Boston's mind running toward favor of an airport development not trifling or cramped in any way, but of the Federal Class A-1 in every respect.

Right now the Boston Chamber of Commerce is endeavoring to the Legislature a comprehensive plan for the airport's future which has in it, both for practical reasons and as a matter of spirited pride, just the ring and force which the civic mind of Boston displayed seventy years ago in the planning of Commonwealth avenue. Having found out that if the State abided by the original agreed plan to have the street one 189 feet wide, it was by no means sure that Boston could make this street, as the was determined to make it, one of the finest residential avenues in any city of the world. Boston promptly smashed the old agreed plan, and added sixty feet more breadth, bringing the total to 240.

Thus the city acquired an avenue of the highest distinction, even though the change cost the State, as a matter of barter with the old Boston Water-Power Company, a great part of the State's previously existing title to lands which, though then merely mudflats, later became the present valuable Fenway district.

The details of the plan for the Airport approved by the Boston Chamber have been frequently described in this newspaper, it seems sufficient to state here the Chamber's main contention, namely, that "the further expansion of the Boston Municipal Airport is essential if Boston is to keep abreast of the growing air traffic here and the development of aviation throughout the United States. In fact, without such expansion, the Airport cannot meet the minimum requirements for Class I rating on size from the Department of Commerce." That is the basic consideration which underlies the present endeavor to have the Legislature authorize the State Department of Public Works to lease to the city a still further area to the southeast of the existing airport in order to provide, among other things, ample runways for the largest types of seaplanes and airplanes now in use or soon likely to be in use.

We think that the essential need which the Chamber here points out is imperative, and should meet certain be fulminated. But that does not necessarily mean that the State Department of Public Works should be bound to any over-rapid decision as to whether, this essential need can be met only by use of the particular State-Leased flats now in question. It is true that some of this land, in close proximity to the deep ship-channel has a possible value for the future port. The pioneers who were smiled at in this connection, are plainly winning their battle. They have carried the day against fear and have set Boston's mind running toward favor of an airport development not trifling or cramped in any way, but of the Federal Class A-1 in every respect.

The building of a hydroplane ramp in the triangular space between the National Guard hangars and Wood Island Park (this area to be used for such additional hangars as may be required) should be an order to the City Council Monday morning, recommending an appropriation of $250,000.

The general development of the Airport will be filled stretches from the airport's future which has in it, both for practical reasons and as a matter of spirited pride, just the ring and force which the civic mind of Boston displayed seventy years ago in the planning of Commonwealth avenue. Having found out that if the State abided by the original agreed plan to have the street one 189 feet wide, it was by no means sure that Boston could make this street, as the was determined to make it, one of the finest residential avenues in any city of the world. Boston promptly smashed the old agreed plan, and added sixty feet more breadth, bringing the total to 240.

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Fence Planned

The erection of a fence with opening for planes in front of the hangars to be used by the operators for the land-
Gov. Green of Michigan Visits Boston

Comes in Connection with "Maine" Memorial Exercises at Faneuil Hall

Governor Fred W. Green of Michigan, general commander of the United Spanish War Veterans, arrived in Boston this morning for a two-day visit in connection with the "Maine" memorial exercises to be held this evening at Faneuil Hall under the auspices of the United Spanish War Veterans.

He was met at the Huntington avenue station by a committee of the Spanish War veterans' organization and at 11:30 was received by Gov. Allen at the State House. A call on Mayor Curley at the City Hall followed and the greeting executive was the guest of honor at a luncheon at the Parker House given in honor by Governor Allen.

The Ohio governor, Governor Green, the station included Charles J. McCarthy, department commander, United Spanish War veterans, Colonel J. Murphy, past department commander, General Edward Gilson, past national commander; Timothy W. Kelly, Charles Nattle, Charles J. Cockery and Charles J. Hogan.

With Governor Green on the train was Thomas W. Fain, assistant advocate general of the U. S. W. V. of Louisville, and James J. O'Brian, assistant quartermaster general of the organization, at Washington, D. C. Arriving at 10:40, Governor Green and his guests drove to Hotel Statler, escorted by two depot guards.

That he was briefly interviewed by newspaper reporters, Governor Green was non-committal as to the position he may take on the issue, as the committee had not yet heard the argument in the case, and in the opinion of the mayor, he saw no occasion for hastening the proceedings.

Mayor Curley will be host to Governor Green at Governor square, which will broadcast the remarks of the speakers.

Again Appeals for Governor Square

Curley Says Overpass at Cottage Farm Bridge Not 'Pressing'

When Mayor Curley today received a letter from Henry L. Harriman, chairman of the board of trustees of the Boston Elevated Company, urging consideration of plans for an overpass of the Cottage Farm Bridge, he immediately replied, in language similar to that used by him at the legislative hearing yesterday that the principal traffic consideration now is the subway at Governor Square and the Elevated should be extended to accommodate 45,000,000,000 people at once.

Mr. Harriman transmitted a sketch prepared many months ago for the overpass, expressed the opinion that final plans would differ from the original in detail and asked if he would have either the railroad department or the transit company prepare a plan for his consideration. The trustees of the Elevated would be glad to cooperate, Mr. Harriman said, "on this very important improvement which will serve alike in speeding up trolley service and increasing the usefulness of the Commonwealth and the many thousands of automobiles that use it.

Curley's reply, in effect, was, "I see that it wasn't a man who said that tough the for an opinion on this point, inasmuch as there was no way of knowing what the opinions of those who were present at the hearing were.

"The mayor, in effect, remarked that in view of the fact that the suggested overpass could be construed in six months, and be an additional feature to the city had a position on the proposal at Governor Square, he saw no occasion for haste concerning the overpass. He could not reiterate what was said before the committee on the question whether the Boston Elevated railway system shall be operated under public control and public ownership or private ownership with public control, which is necessary to assure major expenditures for the improvement of traffic.

"Under the mayor's direction there is no way to evade the necessity for prompt action. Once with the extension of subway transportation facilities in the vicinity of Kenmore square, and in view of the fact that the carrying charge is sufficient to cover amortization represents, but $1,000,000,000,000,000 in which the public control trustees of the Boston Elevated Railway system can evade what is clearly their duty, namely, to approve of this improvement at once."

Curley Will Plead for Two Appointees

Mayor Curley will go before the Civil Service Board Monday morning to plead for the confirmation of Joseph C. Conley, appointed as traffic commissioner, and Edward F. McLaurin, appointed as fire commissioner, and will take his position with the board that has no opposition to the application.

The commissioners indicated a willingness to discuss the appointment of three competent persons. "Therefore," the mayor said, "the matter may have any new evidence to the statute should be considered and the creation of the board and the commissioners may be the law department that brought the case for an opinion on this point, inasmuch as it is the final action on the mayor's nomination of creating the department provided the Trust Company and Theodore C. Haffen-
**Two-Fisted Mayor**

With one hefty swing Mayor James M. Curley lands on the chin of a pestiferous group known as "tax title sharks." Then he crosses his left on an equally undesirable element, the "political contractors."

Property owners, realtors and the building trades will all benefit from the mayor's offensive against these gentry who slice off graft, directly or indirectly, from the community.

The "political contractor" bids on city contracts. He usually has no legitimate office. He escapes the overhead and other responsibilities of the bona fide contractor. Obtaining a contract he sub-lets it and takes a commission as his rake-off. His interest in the contract and in the work to be performed ceases forthwith.

Mayor Curley has assured labor leaders and building trades employers that "political contractors" will be barred from City Hall. City contracts are to go only to reputable firms.

The "tax title shark" operates thus: The city sells at auction a tax title to a property on which taxes have not been paid. The "shark" bids in the tax title. The property owner has two years in which to redeem his title. Meanwhile the "shark" collects the property rents, but refuses to pay the taxes, claiming the owner must pay them. But the owner is receiving no income from the property with which to meet the taxes.

The mayor calls these tax title exploiters "racketeers" and has instructed the city law department to sue them for taxes due.

**JOINT TRIBUTE FOR LINCOLN, WASHINGTON**

Public observance in Boston yesterday of the anniversary of the birthday of Abraham Lincoln will be renewed next Sunday when the official city of Boston exercises in memory of Lincoln and George Washington will form a combined program in Symphony Hall.

Julian D. Rainey, prominent attorney and assistant corporation counsel, placed a wreath yesterday at the foot of the Lincoln statue in Park Sq. Hurrying throngs paused to observe this tribute.

Mr. Rainey represented Mayor Curley at a Lincoln-Douglas celebration in the Ebenezer Baptist Church, West Springfield st., last night.

Judge James A. Lowell paid a tribute to Lincoln at the opening of Federal court yesterday and closed his remarks by reading Edwin Markham's poem, "Up From the Log Cabin to the Capitol."

Anniversary exercises were held in the schools, the lessons of the life of Lincoln being impressed again on youthful minds.

Many persons visited the Lincoln Cabin on the Milton estate of Miss Mary Bowditch Forbes where exercises took place at 2 p.m.

Dr. Louis A. Warren, Fort Wayne, Ind., was Lincoln Day speaker to the New England Historical and Genealogical Society, 9 Ashburton pl. Alaine Locke spoke on "Self-Emancipation and the Negro" before the Women's City Club.

Addresses, music and exhibit of Lincoln relics were on a Lincoln program last night at Dorchester High school center. Rev. Vaughn Debney was speaker and the Lyric Male Quartet sang negro spirituals.

Governor Allen, speaking before the Middlesex Club at its annual dinner in the Hotel Stater, said that the Republican party should firmly adhere to the lofty principles which dominated it during the regime of Lincoln, and eulogized the Great Emancipator.

**Hub Airport Must Lead, Says Mayor**

Boston intends to extend the East Boston airport within the next five years until the port assumes superiority over any in the country, Mayor Curley told the legislative committee on harbors and public lands yesterday.

The statement was made during a period when the Mayor was seeking a favorable report on authorization for the leasing of 40 acres of mud flats. Sen. Henry Parkman, Jr., sponsored the bill.
For the Airport

A brief submitted by the Boston Chamber of Commerce to the Legislative Committee on Harbors and Public Lands yesterday summarizes clearly and forcibly the reasons for legislation to permit the leasing of additional land to the city for expansion of the Municipal Airport at East Boston.

Further expansion of the Airport is necessary, the Chamber points out, if Boston is to keep abreast of the increasing air traffic here. Since the city assumed control of the Airport two years ago the landing area and other facilities have been greatly increased. But traffic has developed so rapidly that the present area shows signs of soon becoming crowded.

The proposed expansion, as the Chamber argues, involves filling of adjacent flats. This will require a year after the work has begun. Hence the urge for action now on Beacon Hill.

CURLEY PLANS PERSONAL PLEA FOR NOMINEES

Mayor Curley proposes to go in person before the Civil Service Commission to urge the certification of Edward F. McLaughlin as fire commissioner and Joseph A. Conry as traffic commissioner.

This will make the first time that a Boston Mayor, so far as recalled at City Hall yesterday, has visited the Civil Service Commission to plead for men appointed by him who have been rejected.

The mayor was notified yesterday by Chairman Elliot H. Goodwin of the commission that Messrs. McLaughlin and Conry stand definitely rejected.

The appointments of James E. Maguire as institutions commissioner and Joseph A. Rourke as public works commissioner are still under the commission's consideration.

Chairman Goodwin notified the mayor, in regard to McLaughlin and Conry, that the commission would reopen consideration of these appointments if the mayor would submit new evidence as to their qualification. To this offer the mayor immediately wrote the following reply:

"I shall be very pleased to avail myself of the very gracious tender contained in your communication, provided the same is agreeable to you, I shall request the two gentlemen whom I have nominated for these positions to accompany me to the office of the Department of Civil Service and Registration upon such day and at such hour as you may designate during the week of Feb. 17."

In the communication regarding Conry and McLaughlin Chairman Goodwin also notified the Mayor that a legal question has arisen over appointments of Theodore C. Haffenreffer and John J. Martin as park commissioners, an assurance requiring one of the commissioners to be a landscape engineer or architect of five years' experience.

BILL ASKS CITY FUEL LICENSES

More than 100 coal peddlars lent their presence to a hearing before the legislative committee on mercantile affairs on two bills designed to vest local authorities with the power to license fuel peddlars, an authority now exercised by the state.

Congressman Charles L. Underhill of Somerville and others favoring the measure held that the present licensing fee, $27.50, is excessive, and should be replaced by a nominal fee to be exacted by local authorities.

Maj. Francis Meredith, state sealer of weights and measures, spoke in opposition to the bills. He pointed out that the fee covers not only the sale of fuel but certain other "wares -Ind merchandise" as well, and that the present law which became operative last September and which he said is working satisfactorily is "not yet old."

URGES MORE AIRPORT LAND

Curley Is Speaker Before Legislative Committee

Appearing yesterday at the State House before the legislative committee on public lands and harbors, Mayor Curley declared that the city proposes to expand its airport facilities to such an extent that within five years this city will have one of the finest fields of its kind in the country.

The bill being heard by the committee was the petition to authorize the State Department of Public Works to lease to the city of Boston an additional 40 acres of mud flats in East Boston for purposes of enlarging the municipal airport.

As sponsor of the bill, Senator Henry Parkman, Jr., said the idea of the measure was to enable the city to increase its facilities sufficiently to obtain a field to accommodate the federal Department of Commerce, and to provide more accommodations for seaplanes.

Samuel Silverman, corporation counsel for the city of Boston, speaking with direct reference to the airport, stated that Boston would appropriate $250,000 for filling in the flats and erecting runways there. He also requested a strip of water whereupon the city could construct a concrete seaplane ramp at a cost of $100,000.

WANT MAXIMUM SET TAX LIMIT

A joint committee representing the Boston Chamber of Commerce and the Boston Real Estate Exchange yesterday sent a communication to the legislative committee on municipal finance advocating a maximum tax limit for a period of years for the city of Boston.

The suggestion was discussed as a substitute for the present practice of endeavoring to fix an exact tax limit each year, at a recent legislative hearing.

URGE PLAYGROUND NAMED FOR GALLIVAN

A resolution calling on the City of Boston to purchase the abandoned Boston Elevated car barn site on Washington street, near Ashmont street, Dorchester, and to transform it into a playground to be named for the late Congressman James A. Gallivan, was passed last night by Thomas J. Roberts, Post American Legion, at a meeting in Dorchester High School.

Copies of the resolution will be sent to Mayor Curley and to the City Councilors.
To Go Before Civil Service Board with McLaughlin and Conry Appointments

ASKS COMMISSION FOR ORAL HEARING

Mayor Curley will undertake next week to convince the civil service commissioners that his appointments of Joseph A. Conry as traffic commissioner and ex-Senator Edward P. McLaughlin as fire commissioner merit official confirmation. He intends, if the commission interposes no objection, to take Conry and McLaughlin to the State House. He asked the commission to designate any convenient hour next week for the meeting which Commissioner Elliot H. Goodwin, in a communication to the mayor yesterday, said would be acceptable.

Goodwin admitted that the commission had agreed not to consider the appointments of Conry and McLaughlin. However, the commission indicated a willingness to allow Mayor Curley to submit orally any evidence which he may desire to present. The mayor said he would make a full presentation of the qualifications and fitness of McLaughlin and Conry. He also asked permission to invoke his right to appeal to the commission in the cases of Mr. Maguire and Mr. Rourke, inasmuch as they inquired as to their qualifications for the positions to which they were appointed.

In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed the commission that they had not received the certificates of the appointing body, the mayor requested that the certificates be resubmitted with the applications for their reappointment. The mayor also expressed the opinion yesterday that the ordinance so provides, is untenable.

Furthermore, if it is agreeable to the civil service commission, Mayor Curley announced last night that he will appear personally at the State House next week to plead for the confirmation of former Congressman Joseph A. Conry as traffic commissioner and former State Senator Edward P. McLaughlin as fire commissioner.

DEFINITELY REJECTED

Accepting the offer of the State Civil Service Commission, Mayor Curley announced last night that he will appear personally at the State House next week to plead for the confirmation of former Congressman Joseph A. Conry as traffic commissioner and former State Senator Edward P. McLaughlin as fire commissioner.

CURLEY TO PLEAD FOR NOMINEES

Will Take McLaughlin and Conry Before Civil Service Board

Glad of Opportunity

Respecting the civil service invitation to the Mayor to give his evidence "either orally or in writing," the mayor stated "I am esteemed to avail myself of the very gracious tender contained in your communication and provided you are agreeable to you, I shall request the two gentlemen whom I have nominated for these positions to accompany me to the office of the department of civil service and registration upon such day and at such hour as you may designate during the week of Feb. 17th."

The State commission has not taken final action on the Mayor's nominations of former Public Works Commissioner Joseph A. Rourke for another term in that capacity, and former State Senator James R. Maguire for institutions commissioner, as they are still under consideration, Chairman Goodwin informed the Mayor.

CURIOS OVER ORDINANCES

The State civil service commission also called upon the Mayor to clear up their doubts regarding the legal constitution of the park commission, so that on next Tuesday they may take final action on his nominations of President John J. Martin of the Exchange Trust Company, and Theodore C. Haffenreffer of Jamaica Plain as park commissioners.

The commission noted that the city ordinances of 1914 provided that one of the commissioners should be a landscape engineer or architect. Chairman Goodwin requested the Mayor to obtain a legal opinion from the law department on the question.

Statute Supersedes Ordinances

In an opinion handed down to the Mayor last night, Corporation Counsel Samuel Silverman stated that the statute, creating the park commission provided that it should be composed of "three competent persons," and he declared that the statute should supercede the ordinance.

Chairman William P. Long insisted that the park was qualified as the technical member of the park commission, and that it was not necessary for the other two members to be engineers of architects even under the ordinances.

DORCHESTER TRADE BOARD TO BANQUET

The annual banquet of the Dorchester Board of Trade will be held Tuesday evening, Feb. 25, at Copley-Plaza Hotel, R. J. McPhail, chief statistician of distribution of the Department of Commerce, sent herewith the personal representative of R. P. Lamont, Secretary of Commerce, will be the speaker. Among the invited guests are Mayor Curley, Mayor Thomas J. Maguire of Quincy, and Major-General Alfred E. Foulke. Special entertainment has also been arranged. P. J. Curley, chairman of the committee on arrangements.

Tickets to the banquet can be obtained by applying to the chairman of the Board of Trade, 1491 Dorchester Avenue, or to the chairman of the committee on arrangements.
BOSTON PROPOSES LEAD IN AVIATION

Mayor Curley Speaks for Lease of 40 Acres More

Forty-Passenger Plane May Come—Seaplane Facilities Sought

Boston proposes to expand its airport facilities so that within five years the city will take the ascendency in aviation development in this country, Mayor Curley told the Legislative Committee on Harbors and Public Lands yesterday. A hearing was held on a petition to authorize the State Department of Public Works to lease to the city of Boston an additional 40 acres of mud flats in East Boston to enlarge the airport.

The purpose of the bill, Senator Henry Parkman Jr., of Boston, its sponsor, was to enable the city to increase its facilities sufficiently to obtain a class A rating from the Federal Department of Commerce and to provide more accommodations for seaplanes.

Level Island, Fill Flats

Samuel Silverman, corporation counsel for the city of Boston, explained that the city would appropriate $250,000 for filling in the flats and erecting runways, also for a slip of water, upon which the city would construct a concrete seaplane ramp, at a cost of $100,000. Two years ago, he stated, Boston obtained a lease of the East Boston airport district for $1 and had expended $500,000 since then. William P. Long, park commissioner, presented maps of the airport territory.

The airport bill is only a portion of an ambitious plan for development of Boston Harbor, Mayor Curley disclosed. The plan, he said, was to be the subject of a conference to be held later to be attended by interested parties.

Separate Fields Needed

Theodore G. Holcombe of the Boston Chamber of Commerce said the municipal airport desired sufficient area, so that one portion could be devoted to a landing field and a separate zone for taking off.

Waldo Brown of the Colonial Air Transport Company said the Tri-Motor planes and airplanes on present islets could not be handled with the necessary economy, so additional space was necessary.

Frank S. Davis of the Maritime Association of the Boston Chamber of Commerce, Crawford Hollis, gardener, and Arthur L. Richmond, chairman of the State Advisory Board of Aeronautics, were among those record ed in favor.

A related project was urged by proponents of a bill sponsored by the United Improvement Association, authorizing the Department of Public Utilities to dredge the Bird Island flats between the harbor line and East Boston shore. The Massachusetts Bay Yacht Club's Association was recorded as supporting the bill.

Another bill was explained by Representative Owen A. Gallagher of Dorchester to vest the licensing of trip lines and cables in the Department of Public Works.

HARBOR IMPROVEMENT PROJECTS ADVISED

Improvements in Boston harbor to aid shipping, to enlarge the present airport and dredging of areas of mud flats were urged yesterday before the legislative committee on public lands and harbors. Mayor Curley told of plans to level Governor's island and to fill in intervening flats to the airport, comprising about 40 additional acres. This would be utilized for expansion of the airports so that it could obtain a class A rating from the government.

Other related bills were filed by Representative William J. Hearn, United Improvement Association and Representative A. Gallagher, F. W. Mer rick, representing the association, suggested that the present Bird island flats be dredged, thus eliminating a menace to shipping at that point.

LONG TERM TAX LIMIT FOR BOSTON ADVISED

A joint committee of the Boston Chamber of Commerce and the Boston Real Estate Exchange in a communication to the legislative committee on municipal finance yesterday advocated a maximum tax limit for a period of years for this city in place of the present method of fixing a tax limit each year. It was signed by Albert M. Chandler for the chamber and Tarrant P. King for the exchange.
Michgan Executive Greeted
by Allen on Visit Here:
Will Speak Tonight

While Detroit officials today branded as "lies" the statement of Walter W. Liggett, magazine writer, before a committee of Congress, Governor Fred Green of Michigan, whom Liggett named, declared in this city today that he would not dignify his accuser by making a reply.

Gov. Green was here as national commander of the United Spanish War Veterans and guest of the Massachusetts department, which he will address tonight at Faneuil Hall.

Liggett, whose previous charges about graft and corruption in Boston were repeated by him yesterday before the judiciary committee of the national House of Representatives, charged also that liquor was served and scantily clad dancers performed at Michigan party which high officials attended.

REFUSES TO COMMENT

"I would not dignify this man (Liggett) on his charges by replying to them," said Governor Green at the State House where he visits Governor Allen. "I never heard of him until this 'Bawdy Boston' story was published." According to the declarations of Liggett at Washington, which Michigan officials denied today, Gov. Green, Police Commissioner William P. Rutledge of Detroit, former Mayor John W. Smith and four municipal judges and other officials attended the party which he described and which took place on November 17.

One of the judges said today at Detroit that nothing stronger than cream was served and that the entertainment was provided not byule dancers but by a boys' band of 40 pieces. Other officials branded Liggett's statements as "lies." It was said yesterday that Gov. Green would gladly appear before the committee of Congress should his presence be desired.

POLICE HEAD TASES

"An attempt to discredit Gov. Green was the characterizations made of Liggett's story by Judge former Ferguson of Detroit. He said there were speakeasies at the party, both dancing and playing and songs and dances by well known professional performers.

"Don't go where liquor is served or where dancers entertain, anybody who says I do is a liar," said Police Commissioner Rutledge. Governor Green was asked point blank today by Governor Allen during their conversation in the executive offices, if he was going to run again. He replied: "A good many people want to know that, so I won't commit myself here."

Governor Green was met at Huntington Avenue Station of the Boston & Albany by a committee composed of Col. Charles J. Murphy, Department Commander. Charles J. McCarty, Past National Commander, Col. Edward Gibson, Past National Chief of Staff Timoney, W. Kelly; Dr. Peter O. Shea, past surgeon general; Past Department Commander, Charles J. Flannery and Richard Flynn, Maj. Thomas Murphy of Natick and others.

He was Governor Allen's guest at luncheon at the Parker House. He also visited Mayor Curley at City Hall. His address tonight at Faneuil Hall is part of the anniversary of the sinking of the battleship Maine in Havana harbor.

"We have heard out in Michigan how economically you run things in Massachusetts. He (Liggett) on his charges by reply-

SEEKS MORE NAVY YARD WORK HERE

Metal Trades Council in Mass Meeting Tomorrow

A mass meeting under auspices of the Charlestown Metal Trades Council, to direct attention to the loss of between $6,000,000 and $8,000,000 annually, said to be caused to Greater Boston by lack of work at the Charlestown Navy Yard, will be held tomorrow evening, in Faneuil Hall.

Boston is getting much less than its fair share of Navy Department work, it is claimed, and the meeting intends to adopt measures looking toward the building up of a force of 2500 civilian employees at the Navy Yard.

The speakers invited are Gov. Frank G. Allen, Mayor James M. Curley, Congressman John J. Douglass, Congressman A. Platt Andrew, Hon Joseph A. Conry, Frank S. Davis and Thomas F. Lockney, the latter a director of the Jordan Marsh Company. The public is invited.
Michigan Governor at Mayor's Luncheon
In Address Emphasizes Opportunities Through Tercentenary Celebration

Speaking of the educational, industrial and historical centers of Massachusetts as being “extremely valuable from a pub-lic standpoint,” Governor Fred W. Green of Michigan, predicted a “most wonderful year for the people of this State!” if they take advantage of the Tercentenary celebration, in an address at a luncheon today at Hotel Stroger, given in his honor by Mayor James M. Curley.

“Massachusetts should become during the coming year the playground of the world,” Governor Green continued. The attractions or not only historical signifi-cance but many other things should want to make people from all over the world come to your Tercentenary cere-monies.

A tremendous amount of public-ity will be secured by this celebration and I, on one, envy what may be reaped from it.

“The whole State should capitalize, constantly, the treasures which are to be found within your Commonwealth. You should be willing to spend unlimited funds to familiarize the world with what you have to offer. Historically you are very wealthy, but you must not lose sight of the useful things which are just as important. I want to say that I like Boston very much, much better than any other words can express.

“I have never been more cordially received in any of my official visits, by any part of the country,” he continued, “and what has impressed me most is the hospitality of the people. I have felt during my stay in Boston that I was always in the hands of friends who were anxious to do themselves for me.”

At the mayor’s luncheon, besides Mayor Curley and Governor Green at the head table were: Mr. McCarthy, state comman-der of the United Spanish War Veterans; Colonel Homer S. Grant, chief of staff of the American Legion; Lieutenant Colonel W. H. Headley, adjutant of the United States Marine Corps; State Com-mander H. H. Webb, G. A. R.; State Com-mander John J. O’Connell, American Legion; President William G. Lynch of the Boston City Council; J. C. Joseph Flannan, French consul; Commander Diem Giovanni Maria P. Monello, consul gen-eral of Italy; Mayor Michael J. O’Hara of Worcester, former Mayor John F. Fitzgerald, Major James W. H. Myrick, commander of the Ancient and Honorable Artillery Company; State Commander Max Singer, Veterans of Foreign Wars; Major General Alfred F. Foote, Kurt von Tippelskirch; German consul; Commanders Rear Admiral W. C. S. S. Order of the World War; District Attorney William J. Foley, Adjutant Henry D. Cor-ners of the Ancient and Honorable Artillery Company; John J. Martin and Colonel Edward J. Gibbons, national commander, Military Division, Naval Order of the Spanish American War.

The governor paid an unexpected visit to the Charlestown Navy Yard also. As Rear Admiral Philip Andrews was away on business, he was greeted by Com-mander P. K. Roberts, personal aide to Admiral A. A. C. Webb. When at the yard Governor Green visited the irate Consti-tution.

A sight-seeing trip to Lexington, Concord and the Wayside Inn at Sudbury was made this morning by Governor Green, who is concluding a two-day visit to Boston. In connection with the exercises held last night in Faneuil Hall by the United Spanish War Veterans, of which organization he is in general command.

Accompanied by Charles F. McCarthy, Massachusetts department commander; J. M. Morehead, quartermaster-general of the U. S. W. V.; Colonel Thomas Paterson, Judge advocate-general, and Colonel Edward Ward of Governor Green left Hotel Stroger at ten o’clock for a two-hour drive. He had arranged to stop at the Soldier’s Home in Chelsea upon his return, and luncheon at Federal Building Mayor Curley’s luncheon in honor of the last night in commemoration of the sinking of the battleship Maine in Havana Har-bor.

Governor Green, as principal speaker before the veterans last night in Faneuil Hall, directed himself to a plea for em-ployment of the veterans. “I am not so much concerned about the wage,” he said, “but whether every man is going to have a job. Industry has to adjust itself to this end.” Governor Green assured those present that he was confident of the success of the American Veterans’ pension bill in Congress. If it carried in the floor of the House, it would have a good chance of passage. More than 400 guests attended the banquet in the Ancient’s Armory on the upper floor of Faneuil Hall, which preceded the exercises in the main hall.

No formal engagements have been scheduled for Governor Green for the rest of the day. He will depart at 7:35 tonight for Washington, where he will attend the annual exercises tomorrow night in commemoration of the sinking of the battleship Maine in Havana Harbor.

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Charlestown Physician Who Enters City Service Given Testimonial Dinner

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Responding to the opposition voiced last year by West Roxbury residents, Mayor Curley late yesterday revealed his intention to drop the proposed widening of St. Ann street, from Forest Hills to Roslindale square, which was to have cost $50,000.

But he will start without delay the widening of Centre street, to relieve traffic congestion on the Boston-Providence national motor route, for which the Legislature authorized an expenditure of $1,210,000.

To develop the Boston airport into a first class field and assure its approval by the federal government as a port of entry for foreign planes, Mayor Curley yesterday informed a conference of air transport executives at his office at City Hall, that he will ask the City Council to adopt a loan order of $350,000.

With an unexpended balance of $307,000 remaining in the treasury from the 1929 appropriation for the airport, the Mayor explained that he will be able to complete improvements amounting to $350,000 this year, and that next year he will provide $1,170,000 more to complete his two-year programme calling for expenditures of $1,500,000 on the airport.
Making a Beggar of Boston

Boston is the only city in the commonwealth that has to go up to the State House with its hat in its hand, grovel before legislators from Hampden, Berkshire and the rest of the counties and beg humbly for the right to appropriate money to run its affairs. The Legislature has Boston do this because the Legislature believes that Boston is either too stupid or too dishonest to conduct its own affairs.

You may have read about the “tax-limit” of the city of Boston. Every year the mayor of Boston must drop everything, go up to the State House with a lot of statistics and ask the legislators’ permission to appropriate money to run the city’s business.

For years the Legislature has resisted attempts to remove this handicap from Boston. At last there appears to be some appreciation of Boston’s point of view. This year the legislative committee on municipal finance is reported to be considering a proposal which has the support of the Boston Chamber of Commerce and the Boston Real Estate Exchange.

The proposal is that instead of fixing an exact limit that applies for only one year, the Legislature decide upon a maximum limit that will hold for a period of years and give the city some leeway. The city would be able to use as much as it found necessary.

The suggestion is good. It has been tested. Under it Boston operated satisfactorily until the yearly “exact” limit was established in 1918. The “exact” limit has never worked well. It has delayed budgets for months and has been a constant source of controversy.

If the Legislature feels that it must keep control of Boston’s purse-strings, this “maximum” plan meets its desire. There is scant danger that city officials will try to spend the limit every year. To do so would mean high taxes and high taxes bring political unpopularity. They will be avoided if at all possible.

CHARITY BALL

At 11 o'clock there were memorial exercises in honor of all the absent Elks who have passed away. Following this there was a military dance given by a group of girls as Tercentenary exercises to remind the people of the 300th anniversary of the founding of Boston.

Governor, Mayor Among Noted Guests

The annual charity ball given by the Boston Lodge of Elks was held last night in the main ballroom of the Elks Hotel. There were over 1000 present among them being Mayor Curley, Governor Allen, former Mayor John F. Fitzgerald, Lieutenant-Governor William S. Youngman, and many other prominent political men.

WILL SEEK RELIEF OF NAVY YARD

Prominent Men Out for Action to Halt Unemployment

That he was planning for the calling of a conference of business men of the city of Boston for the purpose of devising means and methods for relieving the conditions that now exist at the Boston Navy Yard, was the message sent the mass meeting of those workers held at Faneuil Hall, last night, by Governor Allen.

PASS RESOLUTION

The answer of the meeting was that it would pledge cooperation and support of the calling of a representative conference with the Governor and the Chamber of Commerce, with the object of bringing the working force at the navy yard up to not less than 2500 workers.

This action was followed by the passing of a resolution proposed by Congressman John J. Douglas, pointing out that unemployment conditions show no improvement, and that the Boston navy yard is not getting its true proportion of work, that as a result the citizens of Boston petition the acting secretary of the navy to instruct his department heads to assign work to the Boston navy yard that will employ at least 2500 men.

Agree Politics to Blame

Joseph A. Cooley, ex-Congressman, representing Mayor Curley, brought his greetings, saying that His Honor considered the matter of unemployment pictures a ghastly condition not only here but throughout New England, and that he still hopes to form a New England bloc.

The meeting last night was presided over by General Charles H. Cole. The entire blame for the existing conditions at the local navy yard was placed at the door of politics. Congressman Douglas declaring that he for one, and as a Democrat, did not propose to shoulder it.

Frank S. Davis of the maritime division of the Chamber of Commerce, brought forth some very telling figures to prove that the discrimination was not alone against the navy yard, but against the port of Boston. He urged that the representatives at Washington instruct the merchants here to instruct the working force at the navy yard to instruct the working force at the navy yard that will employ at least 2500 men.

It must be politics. What else can it be?” declared Thomas G. Lockney of the Jordan Marsh Company, outlining some of the things that are creating havoc, among them the tariff, and the attitude being taken by Congress.
If Mr. Curley Wants Action

As time goes on, Mayor Curley's unceasingly keen intelligence will, we believe, see that Governor square subway extension question is more complete than his remarks on this matter, during the last two or three days, may suggest.

For years it has pleased City Hall to insist that remedy of the traffic conflict in Governor square is a task of which the Elevated should bear the whole financial cost. But no amount of such talk can do away with facts. The basic trouble in Governor square is most evidently due to the conflict between street cars and motor cars. This being so, it is no more possible to say that the trolley riders should bear the whole expense of making the square comfortable for the automobilists, than it would be to argue that motorists should have a one-cent toll levied upon them to pay the entire cost of building a subway extension under the square so that car riders could pass through it in speed and comfort. The matter, in the language of the street, is plainly a fifty-fifty proposition, or thereabouts.

Of course, if the Elevated's volume of business and revenue were now running along in such handsome condition that the public trustees could readily afford to carry all of the three million dollars of further capital burden which the extension will add, then, as a practical matter, it might be as well to insist that they do so. But again this attitude does not square with the facts. In view of the immense new carrying charges recently thrown upon the Elevated by the Department of Public Works of Massachusetts—an extremely valuable asset to the city of Boston but by no means of any net profit to the Elevated as yet—the road has been brought close to its limit. Any further fixed addition whatever stands a great chance of producing a deficit, and that deficit must, under the existing law, be followed by an increase of fares.

We cannot believe, therefore, that Mayor Curley and the chairman of the Elevated's board of public trustees, Henry J. Harriman, stand any chance of agreeing on this matter as some news-accounts in the press have suggested. The ultimate rights of the problem are too clear to permit on either side a blind parsimony. Differences of form may appear, as to the particular plan of solution which should be adopted, but we still feel confident that as between two such fair and far-sighted men differences of that sort can and will be adjusted. An inscrutable attitude adopted by City Hall on this issue during the past administration led to just one result—namely, delay and do-nothingism. Mr. Curley, we believe, dislikes nothing so much as he dislikes that.

City to Make AIA Airport Into a Reality

Mayor Curley Will Ask for $250,000 on Monday to Continue Work of Filling

Following up his support of bills for additional land at the Airport, Mayor Curley showed his intention to make an AIA rating for the Boston Municipal Airport a reality and not a talk-project. When he disclosed at a conference of Airport officials yesterday at City Hall that he will ask the City Council for $250,000 on Monday as the start of about a million and a half dollars to be expended during 1930 and 1931.

With legislation this year of permission to lease forty additional acres of land, the present unexpended balance of $80,000 and the requested $250,000 will make available $330,000 for filling in the flats toward Governor's Island and making the much needed increase in the length of the runways.

Definite projects outlined besides the fill include the building of a seaplane ramp in the rear of the present hangars, putting in a road back of the hangars (you can't call the mud path there now a road), surfacing the parking space, additional lighting equipment to gain an A rating, fencing in front of the hangars and a loading apron.

Late it is planned to fill in land on the Wood Island side to make room for additional hangars beyond those of the National Guard. The A1 rating requires at least 2500 feet of effective landing area in all directions or four landing strips at least 2500 feet long and 500 feet wide. Eventual, even 5000 feet landing area will be sufficient for the passenger planes carrying more than twenty passengers require a much longer run. Waldo Brown, New England manager of the Colonial Air Transport, Inc. has estimated that 4000 feet will be necessary for the forty-passenger Ford planes which his company contemplates running out of Boston.

Among those present was Park Commissioner William P. Long, Mayor Robert F. Raymond of the Aviation Business Bureau, Raymond R. Baldwin of the Boston Airport Corporation, Waldo Brown, Fred Ames, East Coast Aircraft; Major Arthur L. Richmond, Lieutenant Crocker Snow, Chandler Hovey, Gardner Fiske and Theodore Holcombe, manager of the Aviation Bureau of the Boston Chamber of Commerce.

Attempts to increase Mayor Curley's $46,000 loan order for the establishment of a playground at Webster avenue North End, were rejected by the City Council committee on finance, which had yesterday reported the measure "ought to pass."
TRIBUTES

TO DR. JOHN F. O'BRIEN

Laud New Assistant Superintendent of City Hospital

Leaders in the church and business and professional world joined with 400 friends and neighbors of Dr. John F. O'Brien, recently appointed assistant superintendent of the Boston City Hospital, in charge of the sanatorium division, in paying tribute to him at a dinner in his honor at the Hotel Somerset last night.

WARMLY EULOGIZED

He was described by members of the clergy as a man of outstanding character; by members of his profession as a pioneer; by his friends as a man of patience, kindly and gentle, with a sympathetic understanding and a whole-hearted desire to be of service to the afflicted.

The Rt. Rev. Mgr. Richard J. Habelin said that he was glad of the opportunity to make a public testimonial of the gratitude he owed Dr. O'Brien, in whom he "found one who took me by the hand in my first days at St. Elizabeth's Hospital, where he was a member of the staff, and led me carefully over the slippery steps that might lead to destruction." He closed with a benediction that God may see fit to bless Dr. O'Brien with good health for many years to come.

Mayor Sends Letter of Praise

The Rev. James H. Dolan, S. J., president of Boston College, from which Dr. O'Brien was graduated in 1888, spoke of the great sympathy of Dr. O'Brien, his self-sacrifice, and his service to the community. Father Dolan stressed also that the policy of education of Boston College, religiously and morally, laid the foundation from which Dr. O'Brien developed his own outstanding character.

Mayor Curley was unable to be present, but sent a letter of regret, in which he wrote that the position to which Dr. O'Brien had been appointed is "one that is most responsible in character, and that calls not only for executive ability, but for those responsibilities of heart and mind with which God endows few men.

"Capable, Kindly, Genial, Lovable"

"I rejoice as Mayor that Boston and the unfortunate sufferers from that dread scourge, tuberculosis, are to have as physician in charge of these weary walkers in the shadows, capable, kindly, genial, loveable, Dr. John F. O'Brien."

Representative Charles S. Sullivan, Jr., represented Mayor Curley and personally brought the greetings of the city.

Joseph P. Manning, chairman of the trustees of the Boston City Hospital, said that in seeking a man for the position as assistant superintendent, they looked for a physician whose general practice had been of a comprehensive kind, a man of mature judgment, whose sympathetic interest in a mixed hospital population was certain from the start, without fad or prejudice, personal or professional, and one whose tact, ability, courtesy and diligence would win respect from patients and staff alike.

"An Understanding Heart"

"In short," he said, "we desired a doctor with an understanding heart. We believe that in Dr. O'Brien we have found that man."

The speaker told of the long career of Dr. O'Brien, his varied experience which he said would be of great benefit to the hospital. Plans are already maturing which will greatly add to the equipment of the hospital, Mayor said, and other plans are also under consideration and may soon be announced.

"Upon such men as Dr. O'Brien the trustees must lean at all times," he said. "Into this chaste we will give the greetings of the trustees. After all we ran and we will aid him with good health for many years to come."

CURLEY TO DISCUSS TWO APPOINTEES

Mayor Curley will discuss the qualifications of Joseph A. Conry and ex-Senator Edward P. McLaughlin, the municipal positions to which he has appointed them at a conference with the civil service commission at 3 o'clock Monday afternoon.

Inasmuch as Commissioner Elliot H. Goodwin, in setting the hour for the meeting, did not deny the mayor's request for permission to have Conry and McLaughlin present, it was assumed today that no objection will be made to their attendance.

DEMANDS WORK BE APPROVED

Mayor Says Subway Beyond Gov. Sq. Paramount

Fearing the approval by the Elevated of the necessary extension of the Boylston street subway beyond Governor square, Mayor Curley made it plain last night that he would not commit the city to the construction of an overpass of Commonwealth avenue at Cottage Farm bridge, as recommended by Chairman Henry I. Harriman of the Elevated trustees.

Chairman Harriman informed the Mayor that the Elevated would "be glad to co-operate" in the plan to carry both the trolley and the motor lanes of Commonwealth avenue over the Cottage Farm bridge crossing, saying that it was of "almost equal importance to Governor square as the delay was longer."

While the Mayor has favored the Cottage Farm overpass, he pointed out that the Governor square extension was even more important and should be started without delay through the approval of the Elevated officials who have declined to sanction it although the Legislature authorized the development in a special act passed five years ago.

Warning that the voters will decide in November as to their preference for the future control of the railway, the Mayor stated "There apparently is no way in which the public control trustees of the Boston Elevated can evade what is clearly their duty, namely, to approve this improvement at once."

GIRL HONORED

Miss Sylvia Marcus of 331 Seaver street, Roxbury, a senior at the Roxbury Memorial High School, has been selected to represent the school girls of Boston at the joint Lincoln-Washington memorial exercises Sunday night at Symphony Hall. She will read excerpts from Washington's Farewell address. Mayor Curley will preside, and his son, Paul J. Curley, a senior at the Public Latin School, will deliver the tribute to Lincoln. James E. W. Stewart, of English High, will give Lincoln's Gettysburg address.
Advocates Enabling Bills for Governor-Sq Work

Road of Rope on Economics, Declares Chairman Harriman

Advocating bills to enable beginning immediately of improvements in the Elevated system, Mayor Curley said yesterday before the Legislative Committee on Metropolitan Affairs that the delay in making the improvements is costing the road large amounts of money.

Potential riders, he said, are now using their automobiles rather than trolley cars. With the Governor-sq and the Huntington-av situations cleared up, the road, the Mayor felt, should be given a breathing spell of 10 years in which to make other improvements.

Mayor Curley said that as far as he was concerned the existing financial system would be followed in the construction of the Governor-sq underpass, unless the people in the referendum position of the Elevated indicate otherwise.

Proposes Conference

Henry L. Harriman, chairman of the Boston Elevated trustees, suggested that a subcommittee meet the trustees, the newly created Metropolitan Transit Board and Mayor Curley with a view to bringing about an agreement on Governor-sq legislation.

Representative Eliot Wadsworth of Boston said figures given out by the company show that while millions have been spent in improvements, the number of people served by the company is constantly falling.

Mayor Curley pointed out that Boston has relieved traffic by construction of thoroughfares costing more than $15,000,000 in 12 years. He spoke of costs in repaving streets battered by buses of the Elevated.

Curley “May Reply on Stump”

When asked by Senator Charles C. Warren of Arlington, Senate chairman of the committee, whether he believed the trustees “have acted in the interests of the stockholders or of the public,” the Mayor remarked smilingly:

“I don’t believe I’ll answer that now. Maybe I will on the stump next fall.”

Mr Harriman said the Elevated already has been compelled to curtail service because it has reached the end of its rope in economics.

Representative Luke D. Mullen of Charlestown, a member of the committee, claimed that the depreciation accounts of the company have been juggled.

Representative Martin Hays of Brighton spoke in favor of this bill to construct a subway to Brighton and Newton from Governor sq. The cost, he said, would run from $17,000,000 to $20,000,000.
MICHIGAN GOVERNOR WARNS AGAINST SETTING AGE LIMIT ON WORKERS

"If industry adopts the policy of ruthlessly scrapping the human element in favor of the machine, then I feel certain that we are destined to a condition where we shall see the pensions paid to men when they arrive at a certain age, and that will be a burden on industry that it ought not to have to carry," declared Gov. Fred W. Green of Michigan, addressing his Spanish war comrades last evening in Panhandle hall.

"I am not so much concerned about the rate of wage," he continued, "but whether every man is going to have a job. Industry has to adjust itself so that in the future every man can have a job."

The Governor of Michigan spoke at the Massachusetts department banquet of the United Spanish War Veterans and the Massachusetts Commandery, Naval and Military Order of the Spanish American War in the Ancients' armory, and at the Maine memorial exercises, conducted in the main hall on the second floor. The latter ceremony was held by authority of the city of Boston, but under the auspices of the Municipal council, U.S.W.V.

400 AT BANQUET

The banquet was the most largely attended department dinner that has been held by the U.S.W.V. More than 400 were served and many others attended for whom there was no provision, because previous banquets have had such an attraction as the Governor of Michigan, who is commander-in-chief of the organization.

Gov. Green assured his comrades of 1898 that he believed confidently that the Spanish War Veterans' pension bill will be reported favorably in Congress, and that if it ever reaches the floor of the House it will have a good chance to pass.

He declared that the veteran of '98 desires peace, but he warned against abolishing adequate national defense.

During the conference Waldo Brown of the Colonial company suggested the construction of the area between the national airport and Governor's island necessary. Legislation to transfer control of additional lighting equipment, including a beacon, and the filling of the reservoirs of the nation must learn a lesson from Spain's experiences in the Spanish-American War in the Ancients' armory, and also at the "Maine" armory, and also at the "Maine" memorial exercises, conducted in the main hall on the second floor. The latter ceremony was held by authority of the city of Boston, but under the auspices of the Municipal council, U.S.W.V.

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Survivor present

Neither the state nor the city administration was represented at the banquet, but Lt.-Gov. Youngman spoke at the memorial exercises in memory of the destroyed battleship Maine, as did Congressmen Douglas, Rear Admiral Philip Andrews, Col. George H. MacManus of the army and many others. One of the personages given a special position of honor at both meetings was Charles Bergman, the sole survivor hereabout of the battleship Maine. A large delegation of members of the ladies' auxiliary of the U.S.W.V. attended the Maine exercises, and at 9:45 P.M., the exact time at which the explosion occurred, the lights were dimmed and a trumpeter blew "Taps," the entire assemblage standing.

Gov. Green, accompanied by Quartermaster-General James J. Murphy, were from Washington and "Tomb" Payne, arrived in Boston yesterday morning. They are stopping at the Hotel Statler. They were received by Gov. Allen at the State House and by Mayor Curley at City Hall. It O'Connell, and Governor Allen from the visitors with heads of the various veterans' organizations, at luncheon at the Parker House.

During the afternoon Gov. Green was presented to both the Senate and the House. There he also declared that the nation must learn a lesson from the present depression, and spoke seriously of the consequences of barring men past 45 years from obtaining employment in industries.

Today he and his party will be guests of Mayor Curley at a luncheon at the Hotel Statler.

CURLEY APPROVES PLANS DESTINED TO GIVE BOSTON AIRPORT SECOND TO NONE

The Boston airport will eventually be entitled to a class 1 rating from the department of commerce if proposed expansions and improvements to which Mayor Curley committed the city yesterday are made possible by the cooperation of the commonwealth.

To attain class 1 rating, control of the flat lands between the present limits of the airport and Governor's island is necessary. Legislation to transfer the latter property to the city has been sought by the mayor. On the assumption that favorable action will be taken, he has approved plans for immediate improvements which will entail an expenditure of $330,000.

A fund of $80,000 is available. The mayor will ask the council Monday to appropriate $250,000 additional.

At a conference yesterday attended by officials of Boston liying corporations, the improvement plans were discussed. Among the conferees were Maj. Robert P. Raymond, Chandler Hovey, Gardner Fiske, Theodore G. Holcombe, Fred L. Ames, Maj. Arthur L. Richmond, Barker Snow, Waldo Brown and Raymond P. Baldwin.

Mayor Curley agreed to recommend the following improvements to the city council:

Construction of a hydroplane ramp near the present hangars; construction of a permanent hangare at the rear of the hangars and the creation of a large parking area; erection of a fence in front of the hangars; development of a permanent seaplane port; the locating of suitable markers, installation of additional lighting equipment, including a beacon, and the filling in of the area between the national guard hangars and Wood Island paves.

The city expects to pay 40 acres of flat lands from the state. Hydraulic dredging will reclaim the flats. Additions to present runways will be made and the ultimate expenditure of $1,500,000 is expected to make the Boston airport one of the finest in the world.

It is believed that it will be two years before the work mapped out will be completed. From time to time changes and additions will be approved as the need of them arises.

DR. JOHN F. O'BRIEN IS HONORED AT DINNER

Friends of Charlestown Physician

His Hosts at Hotel Somerset

About 400 friends and admirers of Dr. John F. O'Brien of Charlestown honored him at a dinner given at the Hotel Somerset last night. The dinner was a tribute to his long service as a physician and in recognition of his recent appointment as assistant superintendent of the Boston City Hospital.

Atty. Richard S. Teeling was chairman of the committee. The toastmaster was Joseph E. Donovan.

The speakers were the Rt. Rev. Mgr. Richard J. Haberlin, vicar-general of the Boston archdiocese; the Rev. James H. Dolan, S. J., president of Boston College; Representative Charles S. Sullivan, Jr., who represented Mayor Curley; Joseph P. Manning, chairman of the board of trustees of Boston City Hospital; former Mayor John F. Fitzgerald, and Dr. Wilfred Gear and Grandson of Charlestown. Dr. Grandson announced the gift of a radio set to Dr. O'Brien.

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Elementary Group Urges
School Board to Petition Legislature

DIRECT APPEAL
ALSO ADVOCATED

Two thousand teachers in the elementary and intermediate schools of Boston will request the Boston school committee at its regular meeting Monday night to ask the Legislature for money to raise their maximum salary to $2500 annually, an increase of $192 a year.

This was voted at a meeting of the Tremont Temple late yesterday afternoon. The president, Miss Anne Allard, of the Norcross district, presided. The resolution asking for school committee co-operation in obtaining the raise was introduced by Miss Adelaide Nelson of the East Boston district, a former president of the club. It passed unanimously.

SEEK LEGISLATIVE ACTION

If the school committee fails to grant the request of the teachers by including the $60,000 needed for the raise this year, the committee will be asked to give the teachers permission to petition directly the Legislature for the sum considered necessary. Should the committee refuse to grant this permission, it was indicated yesterday that the matter will be dropped.

Fully 200 members of the club, representative of every school district in the city, attended the meeting. Reporters were barred. Miss Allard, when the meeting adjourned, gave out the following statement:

The club voted unanimously to request the school committee, first, to ask the Legislature to give them the money needed for the raise, or, second, to give us permission to make this request directly to the Legislature.

The teachers feel that they deserve a raise of two annual increments, or $192, which would make their annual salary approximately $2500. They were given to understand that when the small groups had been taken care of, they, the largest single group of teachers in the system, would be given an increase.

Of course, we realize that the school department will shortly embark on a huge building program and that there is a large deficit in the schoolhouse commission accounts that must be settled, but we ask for such a small sum that we feel it should be granted, particularly in view of the fact that we have waited since 1929 for it.

In addition, we feel that the salary schedule should be shortened so that a teacher will not have to wait 11 years before she reaches the maximum salary. The board of apportionment has favorably greeted our petition and has recommended a raise to the committee. We feel that the money necessary for increasing our salaries could very easily be included in the sum the committee intends to ask from the Legislature.

ELEVATED TRUSTEES
CHIDED BY CURLEY

Demands Action on Governor
Square Subway Extension

Mayor Curley is as unconcerned about the proposed overpass on Commonwealth avenue at Cottage Farm bridge as are the trustees of the Elevated about the extension of the subway beyond Governor square.

He made his attitude clear in an exchange of letters yesterday with Chairman Henry L. Harriman of the trustees. The mayor chided the trustees for their insistence that a new form of financial arrangement must be made before they will approve of the Governor square extension and pointed out that if they are disposed to perform their duty they will approve the subway project at once.

The overpass suggested by the trustees will extend from Chilmark to Amory streets and will be of sufficient width to carry trolley cars and vehicular traffic.

Mayor Curley is willing to concede that the suggestion is not without merit, but to his mind the subway extension deserves the approval of the trustees.

The mayor's belief that the voters may render a verdict in favor of public ownership of utilities at the November election has induced him to emphasize such a probability and to cite it as a reason for his refusal to give immediate consideration to any major improvements for rapid transit service in Boston.

GIVE CURLEY HEARING
ON APPOINTMENTS

To Appear Before Civil Service Board Monday

Mayor Curley has accepted an invitation from the Civil Service Commission to appear Monday at 3 p.m. before it to give further reasons why his appointment of Edward F. McLaughlin as Fire Commissioner and Joseph A. Conry as Traffic Commissioner should be confirmed.

Those two nominations were recently disapproved by the commission. The two appointees will appear with the Mayor on Monday.
**DR O'BRIEN TENDERED BANQUET IN HONOR OF NEW APPOINTMENT**

Recently Named Assistant Superintendent at City Hospital

Greeted by 350 Professional and Business Friends

And Presented Radio Set

A complimentary banquet in honor of his recent appointment to the post of assistant superintendent of the Boston City Hospital was given Dr. John F. O'Brien, long a widely-known and esteemed practicing physician in Charlestown, last night by more than 350 professional and business friends of the doctor. The banquet was served at the Hotel Somerset.

While the banquet was being served a handsome radio set was being installed, without his knowledge, at Dr. O'Brien's home, and in the course of the after-dinner speaking Dr. William G. Brandison informed him of the gift which he said was presented as a token of the goodwill of the gathering present.

** Daughter Listens to Tribute**

Among the speakers were: Rt. Rev. Richard J. Haberlin, Vicar General of the Archdiocese, representing Cardinal O'Connell; Joseph F. Manning, chairman, and Carl Dreyfus, both of the City Hospital Board of Trustees, to whom Dr. O'Brien is indebted for his appointment; Ex-Mayor John F. Fitzgerald, who acknowledged a friend of Dr. O'Brien; William F. Fitzgerald, another lifelong friend; Rev. James H. O'Brien, who blessed the future of Dr. O'Brien's college; five became physicians, six priests, two lawyers and a business man, all, he said, contributing richly to public service.

**Speakers Offer Praise**

Representative Charles E. Sullivan Jr., assigned by Mayor Curley to represent him, stated that the Mayor had remained away only to be at the bedside of his sick wife. He then expressed the greeting for the municipality entrusted to him by the Mayor.

Chairman Manning of the City Hospital trustees promised Dr. O'Brien every possible cooperation on the part of the trustees.

Ex-Mayor John F. Fitzgerald, introduced as "the youngest old man in Boston," gave reminiscences of his association in youth with Dr. O'Brien and told with high appreciation of the service rendered years ago by Dr. O'Brien as trustee of the Tufts Medical School to which he had been appointed in 1900 by Mr. Fitzgerald, who had that institution built.

When Dr. O'Brien arose to speak he was given a noble reception, in which cheers and applause alternated. He expressed his grateful thanks to Cardinal O'Connell through the vicar general and to Dr. Dolan. To Mayor Curley and Chairman Manning he pledged his utmost endeavors to preserve the administration of Mattapan Sanatorium at the present high standard.

**Recalls College Days**

Vicar General Haberlin brought greetings from the Cardinal and from St. Elizabeth's Hospital, with which Dr. O'Brien was long connected professionally. In closing he invoked a blessing on the future service of Dr. O'Brien.

Rev Fr. James H. Dolan, for Dr. O'Brien's alma mater, Boston College, tendered a blessing from that institution, and credited him with having been a student there of consistently high moral character. Fr. Dolan recalled that of the 16 graduates in Dr. O'Brien's class five became physicians, six priests, two lawyers and one a business man, all, he said, contributing richly to public service.

**CURLEY FROWNS ON “L” LINE APPEAL**

Writes Harriman That Overpass Is Not Urgent

Mayor stresses need of quick action on subway extension.

In an exchange of letters between Henry I. Harriman, chairman of the Boston Elevated trustees, and Mayor Curley, the former asked the Mayor to cooperate with the Elevated trustees in a plan for an overpass at Cottage Farm Bridge and Mayor Curley, in his letter, called attention to disinclination by the trustees in the plan for subway extension at Governor sq, which the Mayor believes to be more urgent than the Cottage Farm overpass.

Preference for the overpass is asked by Mr. Harriman, who said that the trustees, while considering both projects of equal importance, that the movement of cars is more seriously interrupted at Cottage Farm Bridge than at Governor sq.

Mayor Curley's letter in part was as follows:

"I have conferred with competent authority and find that the overpass suggested by you could be constructed in a period not in excess of six months. In view of this fact, the additional fact that the city of Boston has already taken a position on the question of improving conditions at Governor sq, I can see no occasion for haste in the matter at this time.

"I can only reiterate what was said at the State House yesterday before the Committee on Metropolitan Affairs: that the presence on the ballot of the question as to whether the Boston Elevated Street Railway System shall be operated under public control and public ownership, or private ownership with public control, should first be settled before major expenditures are made for the improvement of traffic.

"Under the circumstances there is no way to evade the responsibility for proceeding at once with the extension of subway transportation facilities in the vicinity of Kenmore sq, and in view of the fact that the carrying charge sufficient to cover amortization represents but $135,000 each year, there apparently is no way in which the public control trustees of the Boston Elevated Railway System can evade what is clearly their duty, namely, to approve of this improvement at once."
GOV GREEN GUEST AT VETERANS DINNER

Memorial Exercises Held in Faneuil Hall

Michigan Chief Executive Also Honored at State House.

The 32d anniversary "Maine" memorial exercises commemorating the sinking of the U. S. S. Maine in Havana Harbor in 1898 were combined with the annual dinner and get-together of the Department of Massachusetts, U. S. W. V., in Faneuil Hall last night.

With Gov Fred W. Green of Michigan, commander-in-chief of the Spanish War Veterans' organization, as the chief guest of honor the exercises were the most elaborate and colorful yet held and the two halls were filled to capacity.

Gov Green and the other speakers, representing city, state and nation, Army and Navy, and all veteran organizations, addressed the veterans in the Ancient and Honorable Artillery quarters and the men and women assembled in the main auditorium.

A dramatic feature during the evening was the lowering of lights at 9:15 o'clock, the hour the battleship "Maine" was destroyed, while buglers in the corners of the balcony sounded "Taps."

Gov Green appeared in the regulation uniform of the Spanish War Veteran and was accorded an ovation in both halls. He expressed himself as greatly pleased with his reception in Boston, which included audiences with Gov Allen and Mayor Curley, appearances at the Senate and House at the State House.

This morning he will go sightseeing and this noon at 1:15 will attend a luncheon in his honor at the Hotel Statler by Mayor Curley and in the afternoon will speak over the radio. He will leave for Washington at 8 o'clock tonight.

Cheering Message

Gov Green brought the Spanish War Veterans a cheering message concerning the proposed legislation in Congress which would raise the pension they are entitled to annually. He said the Spanish War bill had been given a respectful hearing by the Congressional committee and he expected favorable action.

Gov Green proved himself a real humorist during his visit, and his contagious smile won him the hearts of his audiences. He made numerous references to the prohibition problem, especially as concerned the charges made against him in Washington. He referred to it at Gov Allen's office in the afternoon and last night constantly aroused laughter.

Twice during the night, mention of Gov Green as a possible candidate for President aroused great cheers, but the Governor himself disclaimed any possibility of attaining higher office.

Gov Green made a strong plea for more consideration for the man over 50 years of age. It is a sad day, he said, when a man reaches 50 years and must go out and look for a job. Industry has prospered, he agreed, but it

proceeded in a measure very ruthlessly with the human element little considered.

He declared that if anything is to be done by the Government for the older man, it must be done now. He said that unless something is done at once the time is coming when pensions will have to be paid to the older men at Washington. He said that industry must be adjusted to provide work for everybody and he offered continuous employment as the only solution of a serious problem.

Urges Preparedness

The high point of the Memorial Exercises came when Congressman John J. Douglass of East Boston made his plea for preparedness. He referred to the naval parley in London and expressed the hope that peace may come from it.

He said that Americans are lovers of peace and emphasized that representatives of the Army and Navy are not looking for war. Rather, he said, they are giving their lives that the country may be prepared in time of war.

Referring again to the naval parley, he evoked thunderous applause when he declared that "no matter what the London conference decides, if it requires the United States Navy one ship less than any other Nation in the world, be it Great Britain or France, I am against the treaty which comes out of the parley."

The greetings of the Commonwealth were brought to the gathering by Lieut Gov William S. Youngman, himself a member of the Spanish War veterans. He assured his comrades of his cooperation in legislative matters and paid tribute to the memory of those who died in the disaster they were commemorating.

Charles Bergman, only survivor of the Maine in this section, was a guest of honor, and was accorded ovation.

Luncheon Guests

After calling on the Governor and Mayor Curley at their offices, Gov Green was the Guest of Gov Allen at a big luncheon in his honor at the Parker House.

At the head table sat Col Payne, national judge advocate, U. S. W. V.; Maj Gen Walter E. Lombard, senior vice state commander, U. S. W. V.; Maj Gen Alfred F. Foote, commissioner of public safety; Maj Gen Clarence R. Edwards; State Commander John J. O'Connell, A. L.; Pres Gasparr B. Bacon of Massachusetts Senate, Mayor Curley, Lieut Gov Youngman, Dr Peter O. Shea, U. S. W. V., past national surgeon; Speaker Saltonstall, Massachusetts House; Rear Admiral Philip Andrews, State Commander Charles F. McCarthy, U. S. W. V.; Postmaster Charles H. Gow and Judge Edward L. Logan.

The only other speakers besides Govs Allen and Green were State Commander McCarthy and Lieut Gov Youngman, who jokingly remarked, "The less I say the better, for I've been pretty well advertised recently."

Welcomed on New Job

Joseph A. Cahalan found his desk profusely ornamented with flowers from friends and well-wishers when he took up his new duties as secretary to Health Commissioner Francis X. Mahoney in City Hall. Cahalan had been assistant registrar of births, marriages and deaths for many years.
STORMY HEARING
LOOMS OVER STREET
 Residents Ask Lamartine
St Name Be Altered
Jamaica Plain People Differ on
Point at Issue

The proposal of 83 residents of Lamartine at, Jamaica Plain, that the name of part of the street be changed to Whittier road, promises to develop a stormy hearing Wednesday before the street commissioners at City Hall.

For 82 years the thoroughfare has borne the name of Lamartine at, but Alice Bentley of No. 301, has a petition signed by 83 residents, alleging that the northern end has been given a "bad reputation" and asking that the name of the street between Boylston and Centre streets be changed to that of Whittier road, leaving the name Lamartine for the residents between Boylston and Centre streets.

Once the news of the petition became public, Alfred the Burkhardt, captain in the Ancient and Honorable Artillery, sounded a call to defend the treasured name, which before 1898 was known as Boston at. He has 17 residents in his army but expects recruiting to build the ranks before next Wednesday.

Lamartine at is not the only one assumed to come up Wednesday. On that date the petition of the Boston Friends Society to change the name of Congress sq. to Quaker Lane will be considered. Quaker Lane is to commemorate the old Quaker Meeting House which once stood at 33 Congress at George C. Lee, N. Peabody Hallowell and Courtenay Guild are among the Quaker Lane petitioners.

Residents of Ogden at, Dorchester, headed by Fred J. Rockwell, ask that the name of the street be changed to Wilmington av, of which Ogden at is now a continuation.

A hearing on Thursday morning is expected to eclipse the others when a petition will be heard to change the name of the so-called Southern Artery in Dorchester, to Gallivan Boulevard, in memory of the late Congressman James A. Gallivan. The traffic thoroughfare at present has no legal name. The City Council at the direction of Councilor Michael J. Mahoney of South Boston went on record in favor at naming that portion of the artery Gallivan Boulevard. Another petition was filed asking that it be christened the Southern Artery.

OPPOSE CITY OUTLAY TO EQUIP PLAYGROUND

The appropriation of $40,000 recommended by Mayor Curley for completing the Webster-av playground in the North end did not meet with the approval of certain representatives of welfare and religious organizations who voiced their opinions yesterday before the City Council Committee on Finance. The Councilmen advised they accepted it rather than the chance losing the $40,000 by asking for more.

Among the speakers were Charles K. Bolton of the Old North Church, Felix Marcella and Miss Agnes Haskell of the Catholic Guild. The North End Improvement Association, Sons of Italy, Columbus Society and 12 religious organizations approved the appropriation.

The committee will report to the Council Monday, ought to pass. The same holds good for Mayor Curley's recommendations amounting to $82,000, among them $300,000 for a municipal printing plant, $27,000 for enlarging the East Boston Courthouse, $160,000 for enlarging the Brighton Courthouse, $30,000 for Mary River improvement, $45,000 for the Boston Founders' Memorial for the Common and $25,000 for the Brighton playgrounds.

MICHIGAN GOVERNOR GUEST AT LUNCHEON

Tendered by Mayor Curley to U. S. W. V. Leader

Gov Fred Warner Green of Michigan believes Ex-Mayor John F. Fitzgerald is the "Governor in embryo" of Massachusetts. He made this remark at yesterday's luncheon tendered at the Hotel Statler by Mayor Curley to Gov Green, National Commander-in-chief of the U. S. W. V. and 120 other Spanish War veterans.

"Honey Fitz" sang "Sweet Adeline." Then he made his way among the tables and led all in singing the same tune. It merged into the "Sidewalks of New York" and later into "There'll Be a Hot Time in the Old Town Tonight."

The Ex-Mayor was called upon by the Mayor, and Mr Fitzgerald hammered home the plea of Gov Green for sympathy and consideration toward the men of 85, thrown out of employment and rejected by machines.

Men prominent in veteran and patriotic organizations, as well as State and city officials, were present.

URGE ACCEPTANCE OF PLAYGROUND SUM

Council Tells Welfare Groups
Protest Might Cause Loss

Representatives of religious and welfare organizations of the North end who protested to the city council committee on finance, yesterday, that the $42,000 appropriation recommended by Mayor Curley, for completing and equipping the Webster avenue playground is insufficient, were told by the councilmen to accept the sum set aside rather than run the risk of losing it by seeking an increased appropriation.

The SPEAKERS were Representative Felix Marcella, Miss Agnes Haskell of the Catholic Guild and Charles K. Bolton of the Old North Church, who expressed the belief that the appropriation was inadequate.

Approval of the appropriation was given by the North End Improvement Association, the Sons of Italy, the Columbus society and 12 religious organizations.

The committee voted to report to the council that the appropriation ought to be passed. Similar action was voted on other recommendations of Mayor Curley involving appropriations of $840,000. They are $300,000 for a new municipal printing building, $25,000 for enlarging the East Boston courthouse, $160,000 for enlarging the Brighton courthouse, $35,000 for improvement of Muddy river; $45,000 for the memorial to the founders of Boston and $25,000 for the Brighton street playground.


Mayor Curley to Confer With Officials

Of M. G. A. Thursday on Plan to Expand Facilities

By W. A. WHITCOMB

One can almost hear the crystal-pure note of Gabriel’s trumpet sounding in the upper blue. The Millennium must be close at hand. On Thursday next, Mayor James M. Curley will confer with officials of the Massachusetts Golf Association concerning the formulation of plans for the immediate expansion of municipal golf in Boston.

Recognizing the fact that holiday courses at West Newton and Franklin Park have reached a point where supplementary playing units are necessary to meet the normal growth of golf in Boston, Mayor Curley is going ahead with plans for additional facilities and, at the same time, will take steps to revitalize the present Franklin Park equipment.

One pause to wonder what peculiar quirk of behaviorism caused Boston to hesitate so long in adding to its golf structure. Usually the most progressive municipality east of the Mississippi where improvements of this sort are concerned, Boston has made haste rather slowly in attempting to meet the popular demand for increased facilities. The need for additional courses was imminent 10 years ago.

Golf Paid City $32,000

An idea of what golf means to the city every year may be had from a perusal of figures obtainable at the offices of the Park Department. Last year during the regular season from April to November more than 50,000 full rounds were played at Franklin Park alone, and approximately $32,000 divided into the municipal treasury in revenue from playing permits, greens fees and other fixed charges.

Mayor Will Be Receptive

The Mayor is said to entertain strong personal feelings against the hit-or-miss attitude that prevails at Scarboro, and will be receptive to any suggestion that Rydstrom may offer on that score. Rydstrom believes that a more rigid insistence upon etiquette and a closer observance of handicap regulations would not only be a boon to sectional golf but would, as well, tend to elevate the general standards of municipal golf.

It is a fact that ignorance of the rules and lax handicapping by clubs, is a system employed by the M. G. A., it is not proof against club carelessness.

Mayor Curley disclosed a plan to enlarge the Boston Airport over a two-year period at a cost of $1,500,000 in sending to the city council yesterday an order for the immediate appropriation of $250,000.

Expenditure of this sum is made possible by additional leases of land to the city by the state as the result of recent legislative enactment. It will be used to build a hydroplane ramp to make it easy for seaplanes or boats to land close to the hangars.

A hydroplane ramp will also require additional filling, more lighting equipment, including powerful beacons, the construction of a permanent road, and clearing of a large area for parking purposes. For facility in loading and unloading passengers a fence is to be erected with openings for planes in front of the hangars.
CITY ACCEPTS BUILDING AT HUB AIRPORT

Administration Quarters Will Be Open to the Public in Two Weeks

OFFICIALS TO MOVE IN

Colonial Air Transport to Operate Two Additional Flights Each Day

THE completed administration building at Boston Airport was accepted and taken over by the Boston park department last night, according to John E. Dolan, contractor.

The building will be closed to the public for two more months until restaurant facilities and furniture are installed, but those with offices will start moving in immediately.

Capt. Albert L. Edson, airport superintendent, and A. D. Ross, meteorologist, already have taken quarters there.

Quarters originally designated as a press room have been given over to commercial telegraph operating companies and no others provided.

OTHER MAYORS IN FEDERATION INVITE CURLEY

Want Boston's Executive in Municipal Organization; May Aid Arlington "L" Fight

The newly formed Federation of Greater Boston Municipalities met at Cambridge City Hall yesterday, with Mayor Richard M. Russell of Cambridge presiding.

The organization discussed rapid transit and boxing bouts among other matters, and also voted to invite the city of Boston to become a member of the federation.

Mayor Curley will be invited to attend the next meeting, to be held in Cambridge, March 1.

Transportation was brought to the front by Selectman Luke Manning of Arlington. He asked the federation to cooperate in bringing about the extension of the subway from Harvard sq. to Arlington.

"Manager Edward Dana of the Elevated has given me statistics," said the Selectman. "I also received a notice of a hearing to be held for this extension; but the notice came to me the day after the hearing had ended.

SOMERVILLE SEeks AID

"I do not know who was to blame for this laxity. I am vitally interested in this bill. It seems as if it had been by design that the note was belated."

Mayor Murphy of Somerville urged that his city was also in need of a rapid transit system.

Michael C. O'Neill, mayor of Everett, offered a motion that the federation co-operate in bringing about the extension of the subway.

CRIPPLED BOXING HEADS

Mayor O'Neill attacked the State commission. He added that there were too many "foul fights and unsatisfactory decisions." He held promoters of the bouts responsible and asked for removal of the present commission.

SCORES BOXING HEADS

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"Some of the decisions in these bouts are simply deplorable," said Mayor Murphy of Somerville. "They are deplorable spectacles, these fights."

Mayor Edward H. Larkin of Medford and Selectman Kenneth D. Johnson of Milton declared they had seen "many boxers" practiced in boxing and wrestling.

Mayor Russell put the motion to invite Boston into the federation. The motion was unanimously carried.

ONOTHERS

MAYOR TO PROBE BOILER COLLAPSE

A full investigation into the collapse of two modern high pressure boilers at the Long Island Hospital, where 1,200 aged men and women, the chronic ill of the city are housed, will be made by the Finance Commission at the request of Mayor Curley.

The boilers were installed about a year and a half ago. They are part of the heating system under installation which is costing the city $175,000.

Today a conference will be held at the hospital at which will be present a member of the contracting firm, Technology experts, city engineers and Acting Institutions Commissioner John J. Lydon, in an effort to determine what happened.

According to Supt. John J. Ryan of the hospital, he was forced to order the shutting down of two boilers because leaks developed.

It was intimated last night that the probe may be extended into an investigation of the entire institutions department, although Mayor Curley refused to comment on this phase of the situation.

ATTENTION will be called tomorrow to the "shame of Boston," the way in which the state's largest city is held in chains by law and legislature, when the mayor appears in person before the Civil Service board to plead for Mr. Conry and another nominee.

H O W does Boston like that picture, the picture of its elected chief magistrate, who received his mandate from the people, bowing low before three political appointees of as many governors, who sit in judgment upon his appointments and have power to reject them without explanation?

Paul Curley, son of Boston's mayor, led off for Boston Latin in its relay with Boston English and ran splendidly to hand over a three-yard lead to the second Latin racer, Kerwin. Kerwin held the lead for Latin though Giordano of English stayed within reaching distance. On the third leg of the relay Al Scanlon of English passed Paul Lawler of Latin.

CURLEY AND GOODWIN TALK TO BE PRIVATE

Conry and McLaughlin Likely to Be Present

The conference between Civil Service Commissioners Elliot H. Goodwin and Mayor Curley at the State House tomorrow afternoon at 3 will be private. The Mayor, it is expected, will be accompanied by Joseph A. Conry, whom he has nominated for Traffic Commissioner, and Edward F. McLaughlin, nominated Fire Commissioner.

Commissioner Goodwin has stated that, although the Civil Service Commission has failed to approve these names, it will be willing to receive any new evidence.
BARS COAST GUARD OUT OF PARADE

Washington and Lincoln Programme at Symphony

Commander Will Not Allow Outfit in Big March 17 Event

DECLARES HIS MEN SLIGHTED LAST YEAR
Not in Proper Place in Line, He Says in Explanation

Because the detachment was last year forced to march behind the naval reserve outfits rather than ahead of them, the coast guard will not participate in the Evacuation Day parade this year, according to an announcement by Commander Hiram R. Sears of the New England division.

Commander Sears, it became known yesterday, has definitely refused the invitation extended to his organization to participate in the South Boston feature by the chief marshal, Edward C. Carroll, charging a "tactical error" in formation of the parade a year ago.

"We were not given our proper place in line last year," Commander Sears stated, "but when the parade lined up, the coast guard was pushed in ahead of us. To have taken our proper places would have disrupted the whole line of march."

"I protested to the chief marshal, William J. Kendrick, and asked that an apology be made. That was nearly a year ago. No apology has been made, and we will not participate."

It was said last night that Congressman John W. McCormick will be asked to talk with neither minds of the coast guard in an effort to force the participation of the guard in the parade, which is planned as the greatest in Boston's history, due to the fact that it is part of the tercentenary celebration.

Tactical Error Real Reason

The parade is expected to have the largest number of participants in history, with every military and civic organization in Boston already invited to take part.

Commander Sears, outlining his reasons for failure to participate, further stated that most of his men will be away from Boston on Evacuation Day. He named this his first reason for ordering the coast guard contingent out of the roster, but later admitted that the real reason back of it is the tactical error of last year.

A large military and naval contingent will take part in the parade, and steps are being taken to have the schools closed on the day of the celebration in order to make the demonstration more spectacular.

Edward C. Carroll, chief marshal of the parade, declared last night that he and the Coast Guard had conferred with Commander Sears on the situation and that the commander made it plain to him that only onés in active service, not in the ranks of the Coast Guardsmen would not parade this year because of a feeling they had been mistreated in the matter of their position in the line of march.

"I Said No Such Thing"

"Commander Sears said that the Naval Reserves last year were placed ahead of the Coast Guardsmen. He said the Coast Guard felt that inasmuch as they are in active service, they should receive a place in line ahead of any non-active service. That was all there was to it," Carroll said. He was perturbed at reports that he had said the Coast Guardsmen were disqualified because of a feeling against the men, following the recent Black Duck shooting and the refusal to participate, adding that a Coast Guard poster on Boston Common with the words: "I said no such thing." Carroll declared. "All I know about the refusal of the Coast Guardsmen to take part in the parade is what Commander Sears stated."

INQUIRY INTO BREAKDOWN OF LONG ISLAND BOILERS

City officials turned yesterday to placing the responsibility for the breaking down of two of the five boilers at the Long Island Hospital buildings, Corporation Counsel Silverman will investigate the contractor should be held liable.

Acting Institutions Commissioner John J. Lydon have the three small boilers, now being used, inspected as soon as the two damaged boilers are restored to service. This may be today or tomorrow. Experts from M. I. T. will visit the island today not certain the cause of the disabling of the two boilers, but also to determine whether it is advisable to continue the use of soft coal in the sugar boiler at the island.

Mayor Curley declines to comment on the island situation until he receives a report from those investigating it.
Joseph A. Conry
No Recent Mayor Has Made a Better Appointment

As if the Republican party in Massachusetts did not have enough trouble on its hands the members of the Department of Civil Service and Registration seem to be doing what they can in that direction.

These commissioners are Eliot H. Goodwin of Cambridge and Patrick J. McMahan of Westfield, Republicans, and George M. Harlow, of Plymouth and Boston, Democrat.

Within the past six or seven months these gentlemen confirmed without hesitation the appointment by Mayor Nichols of William A. Fisher to be Chairman of the Boston Traffic Commission.

There are, as yet, no "experts" on traffic. There are theorists and students of the problem, but no experts.

What were Mr. Fisher's qualifications for the place? What was his previous experience?

When Malcolm Nichols was a member of the State Senate, Fisher was one of the Senate pages, or messenger boys. He was graduated from this position to a place in the Income Tax department. He joined the staff of Mayor Nichols as an assistant secretary at $3200 a year, to which there was subsequently added $1800 as secretary of a municipal Commercial, Industrial and Publicity Bureau.

With the change in administration, last month, the new mayor made his selection for chairman of the Traffic board. Whom did Mr. Curley choose?

Mr. Curley selected Joseph A. Conry, who needs neither introduction nor explanation in Greater Boston and who is well-known throughout New England.

A former Member of Congress, Mr. Conry was appointed by Governor Eugene N. Foss to a place on the Board of Directors of the Port of Boston and reappointed by Governor Walsh. During the World War he served by appointment of Governor McCall as an unpaid member of the Commission on Port Terminal Facilities; and in that capacity was instrumental in having the Federal Government purchase the Boston Dry Dock from the Commonwealth of Massachusetts for $4,500,000.

For twenty-five years a respected member of the Bar, Mr. Conry merits and enjoys the esteem of his fellow citizens. Scandal has never touched him, even remotely. No other citizen numbers more friends.

Why have Goodwin, McMahan and George Harlow turned thumbs down on a man like this?

We don't know nor do we know anyone who does know.

According to announcements which have appeared in the public press, the Mayor of Boston plans to appear on Monday before the Civil Service Commissioner and his associates for the purpose of making a final plea for this appointee.
We wish Mr. Curley success in his mission, not so much on his own account or Mr. Conry's as for the good of the community morale.

It certainly is a humiliating spectacle to see the mayor of New England's largest city, his hat in his hand, pleading for the right to name his principal subordinates WHEN his nominees are men of CHARACTER AND ABILITY.

Talk about home rule!

Lincoln, Washington Exercises Tomorrow

Joint memorial exercises commemorating the birth anniversaries of George Washington and Abraham Lincoln will be revived tomorrow night at Symphony Hall by Mayor Curley with the co-operation of the school children of the city.

A chorus of 400 pupils with the schoolboys' band and orchestra will provide the musical program, which has been arranged by Director of Public Celebrations, J. Philip O'Connell, assisted by Judge Frank Leveroni, chairman of the committee. Mayor Curley will preside and Dr. Jeremiah E. Burke, superintendent of schools, will deliver the oration.

BUILDING AT AIRPORT DONE

Finest Structure of Its Kind in U. S.

Boston's new $180,000 administration building at the municipal airport was officially completed last night when William D. Austin, architect, accepted what is universally conceded to be the finest structure for its purpose in the country.

This building, which stands at the entrance to the airport, at the head of the long line of hangars, will contain the offices of the superintendent of the airport, Captain Albert Edson; offices for customs officials and an immigrant detention room when Boston becomes an airport of entry from Canada; and for planes from ships at sea; and will provide daily working space for the meteorologist as well as offices for two telegraph companies.

Part of the lower floor is made into an attractive waiting and reception room and one end will contain a modern high grade restaurant. Bids for which concession will be advertised for this week.

The building contains nearly $2000 worth of New England marble alone and its interior walls are paneled in dark birch. It represents, according to Mayor James M. Curley, the first of a series of improvements which he believes will make the Boston airport the finest in existence.

Mayor Curley's Proposal

Mayor Curley has presented several legislative bills in which the city's finances are concerned. They are:

(1) That the debt limit of all cities and towns be increased from 2½ to 3 per cent of the assessed valuation. In Boston, this would mean an increase of $9,000,000 in the borrowing capacity of the city within the debt limit.

(2) That the practice whereby the State Legislature establishes an annual tax limit for Boston be abolished. We may expect that the old arguments for and against this proposal will be threshed out, but the discussion may also center around a new consideration which has become prominent in recent years, as to whether the tax limit is in reality or can be made, an effective curb upon Boston's expenditures.

(3) That one-half of the gasoline tax proceeds be distributed to cities and towns. At present these funds are expended entirely by state authorities, but with the anticipated higher yield, Mayor Curley believes that highway construction by cities and towns should be assisted by his proposed diversion. It is apparent that, despite the higher yield, a fifty per cent diversion would compel a curtailment of state work.

(4) That Boston be given authority to borrow $10,000,000 outside the debt limit for the acceptance and construction of streets. Mayor Curley points out that, while this amount may seem large, it is but one-fifth of the amount required to put Boston's highways in suitable condition for public use. In prior years it has been the practice of the city to borrow $1,000,000 annually for this purpose.

(5) That a Metropolitan District Finance Commission, representative of cities and towns subject to metropolitan assessments, be appointed to "supervise, investigate and report upon" work conducted by the Metropolitan District Commission "with a view to safeguarding the money of the taxpayers" in these communities.