1930

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James Michael Curley

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Volume 23
THINGS THAT MAKE BOSTON WHAT SHE IS

By R. L. DUFFUS

In her time Boston has been known as The Hub of the Universe and as the Athens of America. She has been famous for her tea party, her Common, her baked beans, her codfish, her trade with the Orient, her Back Bay section, her literary men and her philosophers. Somehow these things have made a picture which hangs together. But the news of recent American Tragedy, the Boston Massacre of 1927, when sixty-eight books fell under the ban of censorship, has made the city harder to classify. She has become a patchwork of incongruities: on the one hand the quaint old group of Puritans who have been punished in long dominant her affairs, on the courts and the other Mayor James Michael Curley, who took office for his third non-consecutive term at the beginning of the year; on the one hand the Watch and Ward Society and the book and play censorship, on the other a recent mass meeting in Faneuil Hall, which ended in the tearing down of Coast Guard recruiting posters; on the one hand the influence of near-by Harvard College, on the other the accepted fact that musical comedies do well in Boston and serious plays do not. This sort of antithesis could be kept up indefinitely. Boston in 1930 is a city of contrasts and of conflicts. She is not so much one city as many cities. The police strike which started Calvin Coolidge on his way to the Presidency; the Sacco-Vanzetti case, whose bitterness is not yet forgotten; "the Boston Massacre of 1827," when sixty-eight books fell under the ban of the censor; the refusal to license "Strange Interlude" and the proceedings against Dreiser's "An American Tragedy"; the extreme tolerance with which offenses against the Watch and Ward Society's list are regarded—these are high lights in a portrait which resembles the scrambled features of the work of modernistic painter. Something similar might be said of other cities. But the truth is that the more striking in the case of Boston because this city, more than most, once had a sedate and conscious uniformity. In those days it might have sat to Copley or Stuart for its portrait. But now Boston's uniformity is as out of date as powdered wigs and snuff boxes.

That is to say, it is out of date if Boston is considered to be the sum total of its inhabitants. But it is impossible to understand much of what goes on in the metropolis on the Charles unless one realizes that there still exists a very important minority in whom the old traditions are very much alive. The little old Boston which achieved so much and made its name so widely known survives as a kind of enclave within the—relatively—tumultuous new Boston. The Brahmin class have not died. Neither have they resigned. An interpretation of Boston must still begin with them, though it may have to end with Mayor Curley or with John M. Casey, who sits in the Mayor's office under Democratic and Republican administrations alike and passes upon the virtues and vices of plays for which licenses are requested.

In actual numbers the Brahmins, descendants of the God-fearing farmers, clergy and merchants who founded the Commonwealth of Massachusetts, are probably not numerous. There may be 500 or even 1,000, counting all the aunts and cousins, who can be considered as belonging to the entitled aristocracy of the city and its suburbs. They are influential because they still hold the main citadels of capital, because they still seem to possess a considerable degree of administrative ability and because they are woven into almost all the charitable enterprises of the Commonwealth. A friendly critic says of them that though they no longer give off new ideas they are none the less excellent executives. President Lowell of Harvard stands out among them as a leader who can manage a great university and also keep well abreast of educational thought.

The Brahmins of Boston and Cambridge may be seen at the symphony concerts, taking the joys of music somewhat soberly but conscientiously. They belong to the Atheneum, part library, part exclusive club. If they wish to bestow the accolade upon a newcomer they extend to him the privileges of this admirable institution for a stated season. Their men folks are members of the Somersett Club, most of whose ancestors came over in the Mayflower. Their women folks keep up what are called sewing circles, though little sewing is done at the meetings, and the sewing circles make up the membership of the exclusive Vincent Club.

They have a consciousness of relationships and an addiction to funerals which would delight the heart of the traditional English novelist. If one of their tribe makes a poor marriage or in some way wanders outside the ancestral fold they refer to him or her deprecatingly as "Poor, dear Richard," or "Poor, dear Sally." Their social life is unspeakably respectable. Outsiders say that it is also unspeakably dull. Its defects, as nearly as unbiased judgment can present them, are a certain reserve, coldness, a passion for conformity and a profound distrust of enthusiasm. "Nowhere in the United States," said one observer, "who knew them well and loved some of them, "is there a severer penalty for being different." They retain nevertheless, an Old-World culture and charm. They are well educated in the polite branches of learning, they do not like to hurt people's feelings, and, men and women alike, they love their gardens and will talk endlessly of bulbs. They are so confidently aristocratic that they often seem perfectly democratic.

But—to quote indirectly severa
shrewd and dispassionate outside observers—they are haunted by a growing apprehension. They have long been outnumbered by a different race with a different temperament and a different religion. Now they begin to fear that before many years their carefully guarded power, and with it their cherished culture and traditions, will disappear. Therefore they tend to be completely conservative, resisting any deep change in their own lives or in that of their community. They offer the most inhospitable soil conceivable for the planting of new economic, social or moral ideas. The Sacco-Vanzetti case still lingers in their minds, though it may not be present in their conversations. They saw in it not only a question of two men’s guilt but a challenge to their whole system of law and order. But they also seem to see this challenge in such very different phenomena as the new movements in the arts and the younger generation’s ideas about family life.

**But** the Brahmins are not crusaders—they are far too dignified for it. They are fundamentalists in manners rather than in morals or religion, and they do not attempt to convert their 800,000 fellow-citizens to their own notions of perfect behavior. Indeed, they seem slightly oblivious to the masses of their fellow-citizens, except as objects of worthy charity. They are public-spirited. They are gracious. But they are undeniably aloof. None the less, though they do not crusade, Boston’s crusading does get done.

The Brahmins are, in short, a kind of backdrop against which there goes on a very lively drama. It is impossible to discuss the actors in this drama without using religious terminology. In times past Boston was a Protestant city, with a predominant English infusion. In fact, it was more like a bit of transplanted England than anything this side of the Scilly Islands. But the majority of the city’s residents and voters are now Catholics of Irish descent. Naturally there are differences of opinion between the Irish and English stocks in other matters than religion. There are temperamental differences, too. But in respect to their opinions about domestic morals the two stocks and the two religions are not far apart.

Fundamentalism in Boston strikes deep and wide. Cardinal O’Connell, one of the ablest and most vigorous servants of his church in America, and such Protestant clergymen as the Rev. A. Z. Conrad, pastor of the famous old Park Street Congregational Church, differ in their theology but not in their attitude toward questionable books and plays. Whether one is a Catholic, a Methodist, a Baptist, or a Congregationalist in Boston, one is
held to pretty exacting standards. The tradition of Puritanism, if not its blood, runs everywhere.

This fact does much to explain the local censorship of books and plays. The censorship is very much on Boston's mind—perhaps because it has exposed the community to so much derision, perhaps because it makes the more enlightened members of the community feel a little silly. Everywhere one goes the talk sooner or later turns to this subject. Whether an individual citizen is in favor of censorship or against censorship or sitting on the fence, he feels it necessary, like the Ancient Mariner, to stop an occasional passer-by with his long beard and glittering eye and explain himself. Boston may not yet be book-conscious, but it certainly is censorship-conscious.

THE famous Watch and Ward Society, of which the late Rev. Frank Chase was long the main prop and stay, is a perfect example of the catholicity—with a small "c"—of Boston's Puritanism. Though its original impetus and present driving force may be described as fundamental Protestant, it has always included representatives of all the important sects. Catholic and Protestant joined hands when an attempt was made to circulate in Boston books which threatened what both regarded as the ideals of family life. The outsider will never understand Boston's censorship until this point is clear. The leaders in the crusade are not interested in literature. They are resisting in every way they can every modern influence which, as they see it, threatens to break up the traditional family group. They are just as definite in their ideas as Bertrand Russell and Ben Lindsay are in theirs. Censorship is a means, not an end.

For some years under the reign of the Rev. Mr. Chase censorship was not an issue because no one but the booksellers and the members of the Watch and Ward Society ever heard anything about it. A committee from the society sat...
with a committee of the booksellers. If a majority of the joint committee thought a book bad it was withdrawn from sale, no advertisements of it were published and no newspaper reviewed it. If a majority thought it safe reading nothing was done. The booksellers liked this plan better than being arrested, haled to court and perhaps tried before a jury which had never so much as read a book. Mr. Chase's death ended the era of good feeling, and in 1927 some sixty-eight books were suppressed by the police, denounced by the Watch and Ward or withdrawn voluntarily by frightened booksellers. Sherwood Anderson, St. John Ervine, Olive Schreiner, Count Keyserling, H. G. Wells, Eden Phillpotts, Sinclair Lewis and May Sinclair were among the authors whose books felt the axe.

Since 1927 there has been a feeling in some quite respectable and decorous quarters that censorship, though necessary, had been crude in its methods. This feeling was strengthened when agents of the Watch and Ward Society used the tactics of the agent provocateur to entrap a Cambridge bookseller who had been vending D. H. Lawrence's latest volume. Even the judge who had to sentence the guilty merchant was moved to denounce the manner in which the evidence against him was obtained.

However, it is not certain that Boston in the mass takes the book censorship very seriously. Like most American cities it fails to take books very seriously. A single Boston bookstore does 1 per cent of the general retail book trade of America and the local book-buying public spends about $1 per capita of the population annually on books. But this figure, though above the national average, is not dazzling. Most of Boston, like most of New York, sticks to the newspapers and magazines. It could go on enjoying life even though all modern books were suppressed.

The play censorship is on a different footing. No play can be presented without a license, which the Mayor may give or refuse, and no play can continue if a commission consisting of the Mayor, the Police Commissioner and the Chief Justice of the Municipal Court decide that it ought not to. Few plays with naughty words or suggestive situations in them ever get by John M. Casey's watchful eyes and attentive ears. Thus hundreds of Bostonians were compelled to go to Quincy in order to attend a performance of "Strange Interlude."

Though Boston has been made extremely sensitive by outside criticism of its peculiar institution its citizens are not in the least likely to dispense with it. An effort is being made this year to bring the State censorship law into line with those of other States. It probably will not succeed. The army that is fighting to keep the serpent out of the Bay State Eden has suffered from dissensions in its own ranks but it stands firm against the common enemy.

But the forces which present such a united front against suspected immorality in print or on the stage fall into bitter internecine
Beacon Hill and the Custom House Tower. From the Charles River Basin.

Etching by Scars Gallagher. Courtesy of Kennedy & Co.

THE KILLING OF THREE RUM-RUNNERS

by Coast Guardsmen off Newport stirred as hot resentment in some breasts as did the Boston Massacre of a century and a half ago. It probably strengthened the movement which has been on foot this year to repeal the Massachusetts "baby Volstead act." But though Boston is overwhelmingly wet, it is more or less under the thumb of an up-State legislative majority who think that hard cider is good enough for anybody. The legislative majority is aided in its efforts to keep Boston pure and honest by the fact that the State controls the municipal police and supervises the municipal finances.

But the moving finger continues to write. Sons of the elder families marry daughters of more recent arrivals. The new immigration—by which is meant almost anybody and everybody who has settled in Boston within the past hundred years—is beginning to make itself felt financially as well as politically and to sit on boards of directors as well as in caucus meetings.

CHANGE is on the wing. Old traditions are giving place to new. Yet if one forgets the traditions and the principles over which radicals and reactionaries wrangle, the city has an outward personality that is pungent of the salty past. It cannot fail to strike a visiting New Yorker, no matter how often he goes there, as a happier city than his own, though certainly not so gay a one. The Common is an integral part of it, which one uses in going from one business street to another. The buildings that rim the Common are still relatively low. The old winding streets have a charm that can be found on Manhattan only rarely. Beacon Hill retains many of its old houses, with their air of ineffable leisure and security. No walk in an American city, except perhaps Riverside Park in New York and the Marina in San Francisco, surpasses the esplanade along the River Charles.

There is no question, either, that the inhabitants are calmer and more polite than those in most cities north of the Mason and Dixon line. This may be due to topography, street plan, racial composition or any of a dozen different factors. It is not, however, due to the climate, which is often regrettable. But it makes even a stranger understand that a sensible Bostonian may be willing to put up with a good deal of nonsense from his narrower-minded fellow-citizens rather than take steps to make his city too different from what it is.
RUNNING WILD

The indictment of the school administration by Chairman Goodwin of the Finance Commission failed to mention the courageous and insistent fight by Chairman Hurley of the School Committee against the very abuses which Mr. Goodwin mentions.

For months Chairman Hurley has been demanding reforms in the school administration, seeking to cut down the enormous cost of side issues which have little bearing on education, but which call for heavier and heavier expenditures and more and more valuable space in the school buildings.

The situation is such that it costs the city of Boston almost twice as much per pupil per hour to carry on the trade school activities as the ordinary school routine.

There is no limit to the demands made by the Board of Superintendents for manual training courses and the like. Today in some of the new schools the most valuable space in the entire building is devoted to these courses.

At the rate things are going the schools of the future, especially the high schools, will be structures of enormous size and cost, of which only a relatively small part will be devoted to class rooms, which are supposed to be the important part of the schools.

Mr. Goodwin points out that, following the appropriation for a 40-room school building in the Agassiz-Bowdoin district, the Board of Superintendents' specifications called for 38 class rooms, two science rooms, two free-hand drawing rooms, one intermediate school library, three cookery rooms, one practice suite, two sewing rooms, one millinery room, two wood-working shops, one sheet metal shop, one electrical shop, one auto repair shop, one assembly hall, one drill hall, one health room, two rest rooms and an administration suite.

This is a fantastic waste of money. With the best city library in the country and branches all over the city, the school superintendents are now insisting on putting libraries into the intermediate schools. One assembly hall is not enough for even an intermediate school—an extra drill hall is demanded.

Thousands and thousands of dollars' worth of expensive machinery is being put into school buildings for trade school purposes and much of it stands idle.

Such fads as swimming pools, rifle ranges and even an airplane hangar are being foisted on the schools.

This reckless waste of money cannot go on without seriously crippling the finances of the city. Chairman Hurley is making a gallant fight against it. The citizens at the polls have demanded a halt on the expensive fads and fancies which are obscuring the fundamentals of education.

The School Committee should turn its immediate attention to the correction of this dangerous situation.
PACIFISM ASSAILED BY CURLEY

Mayor Gives Luncheon for V. F. W. Commander

More than 200 representative leaders of military, naval and veterans' organizations, attending the official luncheon given yesterday at the Ritz-Carlton by Mayor Curley to Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars, stood for a silent moment in prayer for the speedy recovery of Mrs. James M. Curley in her long illness at home.

ASSAILED PACIFISM

The impressive tribute was sponsored by Mrs. Beside Hanken, national president of the V. F. W. Auxiliary, who thanked the Mayor on behalf of the 47,000 women in her group, for his recognition of the veterans, and expressed the wish that he and his family would be spared for long years of service to the country.

In presenting the national commander-in-chief, the Mayor commended the organization for its work in aiding the widows and orphans of departed heroes of the World war and its campaign for the advancement of Americanism. In his remarks the Mayor said: "Never do the soldier and sailors start a war. Modern wars are promoted by the munition manufacturers and the statesmen seeking to retain office, forcing the soldier and sailor to go in and save their bacon."

Bacon Also Flays Pacifism

President Garver G. Bacon of the State Senate joined the Mayor in a demand for preparedness, contending that "pacifism is going a little too far at the present time in this country. Peoples of the world are still actuated by selfishness, natural in human beings," stated the Senate president, warning "We have not arrived at the time for scrapping the army and the navy, for we still face the possibility of conflict.

National Commander-in-Chief Duff, stating that he had been inspired by the patriotic spectacles which he had witnessed in the city on Patriots' Day, stated "Would to God that there may be more Bosons in this country of ours."

Other Distinguished Speakers

Among the other speakers were Rear Admiral Philip Andrews, commandant of the Charlestown Naval Yard; Col. Wilson B. Burt, U. S. A., representing the First Corps area; former Mayor John E. Fitchfield, State Commander Max Singer, F. W.; National Second Vice-Commander Paul Wolman, V. F. W. of Hallinan, Md.; National Assistant-Commander Robert H. Handy, Jr., V. F. W. of Kansas City, Mo.; Past National Commander-in-Chief Eugene Carver, National Director William J. Corbett of Chicago, Mrs. Mary O'Keefe, State department president, V. F. W. auxiliary; President William G. Lynch of the City Council, Assistant District-Attorney Daniel H. Gillen, president of the Roxbury Taunton Club; National Junior Vice-President Ards, Dora E. Raffensperger of Camp Hill, Pa., and Past National Commander-in-Chief Brigadier-General John H. Dunn.

Others at the head table were the Rev. Wallace Hayes, national chaplain; National Chief of Staff Agnes Killian of Pawtucket, R. I., National Secretary-Treasurer Grace H. Davis, State Commander Monroe Curtis of New York, Col. P. O'Keefe of Connecticut, David Dorgan of Rhode Island, Joseph Belvin of Maine, Frances C. Malley of New Hampshire and Past State Commander Joseph H. Hanken of Revere, with State Quartermaster Stephen C. Parker of New York.

FIRE HOUSE COST CAUSES INQUIRY

The new fire station at Cambridge and Rulifitch st., West End, with which the land will cost nearly $750,000 and which was under criticism as a side issue at the time of the Exchange st. inquiry during the Nichols administration, is again under scrutiny.

The Finance Commission has reported to the mayor regarding certain "extras" which are entering into the cost. Mayor Curley called city officials and contractors together yesterday to discuss the question. Guy Emerson, Finance Commission engineer, being present.

The station, a central firehouse for the West End, was contracted for by the city under the last administration. There was much criticism of the amount paid for the site.

MAYOR AT GRAVE OF HIS DAUGHTER

Mayor Curley and his four sons, James, Jr., Paul, Leo and George, visited Old Calvary Cemetery, West Roxbury, yesterday and placed a wreath on the grave of his daughter, Hortenon, an Easter custom which has not been observed since her death a few years ago.

The grave is close to that of the Rev. Denis F. Sullivan, who was pastor of St. Patrick's Church, Dudley st., Roxbury, where the mayor and his family worshipped when they lived in that section.

The mayor and his sons returned to their Jamaica home to spend the evening with Mrs. Curley, who has been ill for several months.
CURLEY PRAISES REVERE'S SPIRIT

Lashes Pacifists After Marching in Parade; Dedicates Two Tablets; Speeds Messenger on Way

“PAUL REVERE” AT THE OLD NORTH CHURCH

Mayor Curley is shown handing a message to SGt. Rbd. D. Rodes, of the 110th Cavalry, M. N. G., as the latter left Old North Square yesterday on his reproduction of Paul Revere’s ride.


UNVEILS SECOND TABLET


PAY TRIBUTE TO SERVICE MEN

In his address to the large assemblage that crowded every foot of available space in the square, the Mayor paid tribute to the soldiers, sailors, marines and other delegations before him for their spirit in participating in the patriotic exercises. The parade was the second military and civic procession with Commander Louis A. Selvitella of the North End, Post, V. F. W., serving as marshal, and Joseph A. Scoponetti as chairman.

UNVEILS SECOND TABLET

The combined parade marched into Garden Court Street, where near the junction of Prince, Mayor Curley unveiled the second of the tablets, marking the site of the home of Thomas Hutchinson, which was barred at the time of the Boston Riots in 1773. Judge Frank A. Leveroni of the Commission for Marking Historical Sites responded to the Mayor for the residents of the district.

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CROWD CHEERS WARNING

The Mayor’s warning against disarma-ment was cheered by more than 5000 people as he delivered Paul Revere’s message to Sergeant Robert D. Rodes of the 110th Cavalry, M. N. G., to carry it through Middlesex County to Lexington in the 12th annual reproduction of the “famous midnight ride.”

THE MODERN “REVERE” WAS SOMewhat handicapped in his race against Stoughton White of the Tercentenary staff, who whisked off in his automobile fully five minutes before the crack horseman to check on the comparative speed of Revolutionary and modern transportation methods.

Does a “Jimmy Walker”

But Mayor Curley for the first time

Parade Starts From City Hall

Marshaled by Captain Anthony Moschella, U. S. M. C., retired, the parade of 15 military, veteran, naval and civic battalions started from City Hall. One of the commanding attractions of the parade was the Girl Scout troop with drum corns of Dorchester, with Miss Virginia Wilson, sister of City Councilor Robert Gardner Wilson, Jr., starring as the alert drum major.

Swinging into Washington Street, the parade halted in front of the Exchange Trust Company building to place a bronze tablet at No. 13, the site of Paul Revere’s shop, where he served as silversmith. The tablet was unveiled by Wilfred F. Kelley of the City Commission for Marking Historical Sites and Chairman Charles L. Burrill of the
URGES RETURN OF NATION TO 'SPIRIT OF '75'

Mayor Takes Part in Patriots' Day Celebration in the North End

ASKS 'ETERNAL VIGILANCE'

Parade Forms at City Hall Where Executive Raises Stars and Stripes

A scathing denunciation of pacifism by Mayor Curley, one that shook old North sq., featured the Patriots' Day celebration in the North End.

The mayor spoke to the crowd of 5000 gathered in the square as "Paul Revere" began his ride to Lexington.

"If these patriotic observances were left to the pacifists," he thundered, "there would be no celebration of this great day here or elsewhere.

"Adams, Hancock and the others believed in preparedness; they were all marksmen; they shot straight, and their movement for liberty saw its realization.

"PRICE OF LIBERTY"

"In these days when pacifism is preached on every hand, when disarmament seems to be the order of the day, when our navy yard might just as well be closed as operating under conditions as at present, when church organizations and others are preaching pacifism, our minds might well go back to the days of Concord and Lexington.

"Let not the spirit of Paul Revere be lost on a thoughtless America; let us remember the words of our first President, when he said: 'Eternal vigilance is the price of liberty.'

"A nation prepared is a nation in whose hands the safety of its citizenship may well be pleased.

GRAVES DECORATED.

Led by Capt. Anthony Moschella, U. S. M. C., retired, as chief marshal, a parade proper formed at City Hall at 8:50 a.m., where Mayor Curley raised national flag and municipal emblem as well.

The line then continued to Washington st. At Washington, adjoining the Ames building, a bronze tablet was unveiled, marking the site of the goldsmith's shop of Paul Revere.

At Garden Court st., adjoining North sq., another bronze tablet was unveiled, marking the site of the mansion of Governor Thomas Hutchinson erected about 1687.

PAUL REVERE, impersonated by Sergt. Robert D. Rodes of the 110th Cavalry, M. N. G., receiving his papers from Mayor Curley at North sq., just as he starts on his dash to Concord.
Impressive Airport Program Marks Good Will Ship’s Start

Throng Cheers as Herald Craft, Carrying Tercentenary and Legion Message to Nation, Leads Squadron of 36 Planes

Escorted by 36 planes in perfect flight formation, the New Arbella, good-will airplane sponsored by The Herald, flew over the city shortly after 11 o'clock yesterday forenoon on the start of her 6000-mile flight to 47 cities in 22 states, bearing a message of good-will for the Massachusetts Bay Tercentenary and the American Legion convention.

The take-off, which marked the first move of the Arbella on the voyage to the nation to attend the tercentenary celebration, was made at the Boston airport, according to the program attended by state and city officials, a large delegation of Legionnaires and members of the tercentenary committee. More than 1000 persons were on the field to witness the ceremony and cheer when the powerful ship took off to the air with her great convey of army, navy and commercial planes of all types.

OVER MARATHON COURSE

Picked up by Russell Boardman, one of Boston’s most able aviators, the New Arbella, a spacious cabin monoplane, swung from her course for the first stop at New Bedford, long enough to fly over the route of the marathon and be pointed out by thousands below as the vehicle inviting the people of the United States to visit the Bay state this year.

The ceremonies at the airport were broadcast from 10 A.M. to the take-off at 11 A.M. and the many thousands of listeners were able to hear the powerful motor of the Arbella as she raced down the runway and into the sky. Her escort was in formation over the field waiting and for the benefit of the spectators and also the radio audience, the 36 planes with the good ship in their line, the aircraft dived slowly overhead before swerving out over the city.

Because of the murky weather with accompanying static, those on the ground at the airport were unable to follow the speaker’s mind and as the Arbella picked up her escort, B. Wentworth Emmons, radio engineer aboard the ship, read the general letters and the special letters followed by an announcement that he would be back in 30 days to tell about the flight.

AT VETERANS’ HOSPITAL

While flying from New Bedford to Springfield the Arbella passed over the United States Veterans’ Hospital at Putnam and Lt.-Col. Alfred J. L. Ford, the Herald representative on the flight, called on over the side and Boardman dipped a wing of the plane for the soldiers of veterans. The Herald received a request from the patients to have the ship pass over the hospital, and the pilot of the Arbella tour is Frank Mary, a mechanic.

After stops at New Bedford and Springfield, the ship flew to Albany, N. Y., where an overnight stop was made.

The exercises at the airport were opened by Dean Gleason L. Archer of the Suffolk Law school, who is chairman of the radio broadcasting committee of the Boston Tercentenary. During his speech he announced that on Friday he had completed arrangements for a coast-to-coast radio broadcast of the tercentenary message. It will take place on May 9 and on that day the Arbella will be over New York city.

200 YEARS AGO

Dean Archer said in part:

Just 300 years ago there came to the shores of America a little fleet of sailing vessels, the flagship of which was called the Arbella. On that flagship was the charter of the Massachusetts Bay Colony. On it also were high officials whose duty it was to get up and to administer the first constitutional government in America.

To the ideals of the founders of New England we owe our greatness as a nation for it is the soul of a nation, enduring from generation to generation that makes for stability and progress in that nation. Reference for law, devotion to duty and a willingness to sacrifice, if needed by our children, to endow our children with the blessings of liberty that our fathers handed down to us are the true attributes of patriotic citizens.

The mission of this new Arbella, the ship that is to focus the attention of the nation on the ideals and high moral purposes of those who came to these shores three centuries ago. Pitting it is that this celebration of the ideals of and aspirations of the fathers of America should harness modern science to make those ideals vocal to the responsive heart of the nation.

On the wings of the wind the New Arbella will fly from city to city, from state to state. Or, that either will flash its messages calling upon citizens everywhere to renew their faith in the essential integrity of the nation.

LONGEST FLIGHT

Dean Archer then introduced Col. Carroll J. Swan, who acted as master of ceremonies. Col. Swan before introducing the first speaker said:

Through the splendid action of the Boston Herald, we are about to witness the start of a journey in a way comparable to that of 300 years ago. How the first Arbella from the shores of England. If those gallant colonists of that memorial voyage could be present today, imagine their feelings in viewing "Arbella" the second. This flight which carries the American Legion and an age of optimism connected with the tercentenary that this action on the part of the Boston Herald in sponsoring this flight is one of the greatest publicity features that this country has ever seen.

After a message the Arbella sails westward, over the pathways of the clouds, and by the course of the stars, as once 300 years ago, she brought over the stormy ocean, message and promise of liberty under the law, like that she bears today in the hands of those brave sailors of the sky, to cities, towns and hamlets.

Massachusetts extends her welcome to all those who shall make their pilgrimage due to the centennial season to the homeland of their ancestry. Massachusetts sends her greetings to the folk of her ancient firesides, and to the citizens of our national faith, and tells them that her land is preserved and safeguarded by a grateful and pious people, remain the temples and shrines of the monuments and the inspirations of the old days, as they will ever be of the new.

CURLEY LAUDS HERALD

At that point in the program, Mayor Curley arrived at the field and was brought almost immediately to the microphone.

He said:

I have just arrived here from North Square after starting the modern Paul Revere on his journey with his message of optimism to the cities and towns traveled by the patriot Paul Revere, 155 years ago. After starting Paul Revere on his journey it was my privilege to unveil a bronze tablet to the memory of one of the early governors representing the Crown unveiled within 30 years from the home of the patriot Paul Revere.

The Lawrence situated in Lawrence, New England is now on his journey to Concord and Lexington, and shortly, through the enterprise, through the courage, and the vision of the great newspaper, The Boston Herald, a plane called Arbella will start on her journey through 8000 miles of America to bring the message of this day, the message of that most interesting day three centuries ago, most interesting in the life of the world; that day when through the courage, through the self-sacrifice of the first emigrants to America was sown the seed whose fruit is the most progressive, the most broad visioned nation and people to be found in the entire world.

We call on all America to come as guests of the commonwealth of Massachusetts in this year of our Lord 1635, the Massachusetts and Boston aim to convey, the message of the fathers, the message of the founders, the message of the men who never should be lost sight of under a re-publican form of government—eternal vitality is the price of liberty.
TERCENTENARY ADDS ZEST TO PATRIOTS' DAY

Thousands Take Part in Programs Offered in Cities and Towns

ARLINGTON PORTRAYS CLASH WITH BRITISH

Seldom in Boston's history, since the event which made the day famous, has April 19, been attended by so many significant events as yesterday's varied programs provided.

Essentially a Massachusetts and a Great Boston event, its importance this year was far greater than ever before by reason of its being the 300th anniversary of the founding of the Massachusetts Bay Colony, and the establishment of the principles which the Minute Men fought to defend.

In spite of gray skies, and the constant threat of rain, not a single Patriots' Day program was called off by reason of the weather.

PATRIOTISM STRESSED

Patriotism and honor to the heroes who have served the United States were emphasized in the exercises everywhere, and many communities combined with their programs for the opening of their tercentennial programs.

Sgt. Robert D. Rodes, impersonating Paul Revere, and Sgt. John Reagan as William Dawes, with Sgt. Andrew McKnight, representing Dr. Samuel Prescott, rode over the historic route from Boston to Lexington, their arrival at each city and town along the way being the signal for tremendous public receptions and appropriate exercises and speeches.

The riders bore messages of good will from Mayor Curley to each municipality on their route, and returned with best wishes and genial expressions of good will expressed by mayors and others by whom they were received.

Mayor Curley, in his address at North square, drew from the story of Paul Revere an illustration for his attack upon pacifism and disarmament and support of his plea for eternal watchfulness.

The riders bore messages of goodwill and friendship from Mayor Curley were carried to the residents of Lexington and other towns yesterday by riders who impersonated Paul Revere and William Dawes.

Since 1916, the re-enactment of the ride of Paul Revere has been a feature of the observance of Patriots' Day and since 1920 riders impersonating Dawes have covered the route from Eliot square to Lexington, through Brookline, Cambridge and Arlington to Lexington, Green.

Yesterday Sergt. Robert D. Rodes impersonating Revere and Sergt. John Reagan was the modern Dawes. Both are of troop A, 110th cavalry and both had an escort of eight riders from the troop.

Mayor Curley sent Sergt. Rodes on his way to Lexington from North square a few minutes after 10 o'clock. Hundreds greeted him at Saxon C. Pess park in Somerville, where he stopped a few minutes.

Under escort of the Somerville committee, Rodes continued at a slow pace to Paul Revere park at the top of Winter hill, where Mayor John J. Murphy and members of the city government awaited him.

From Somerville, Sergt. Rodes continued to Medford where a gathering of at least 10,000 assembled about the Capt. Isaac Hall house on High street.

There the 1930 Paul Revere handed to Mayor Curley the message of greeting from Mayor Curley to Mayor Edward H. Larkin who incorporated it in a historical address which was followed by a patriotic address by Asst. Dist.-Atty. Warren C. Bishop of Middlesex county.

Medford police escorted Sergt. Rodes to the Arlington line, where a squad of motorcycle officers relieved them. At Arlington Town Hall, Sergt. Rodes, arriving at a gallop, and with his escorting troop matching the speed of his steed, dismounted and handed Mayor Curley's message to Chairman Arthur P. Wyman of the selectmen.

While Rodes and his escort were resting their horses, Sergt. Reagan and his accompanying escort clattered up to the town hall.

From Arlington the modern Paul Revere continued at a slow pace to Lexington with the impersonator of Dawes following him at an interval of 15 minutes.
Mayor Curley Hits at Pacifists in Address Before Giving Message For Rider To Carry to Lexington

Old Deacon Larkin's swift horse of historic memory was theoretically commandeered once again in the North End of the city yesterday, in order that Young America, residing within the confines of Boston, Lexington and Concord, might see reenacted the famous ride of the immortal Paul Revere.

Upward of 5000 men, women and children, 85 percent of them foreign born or of foreign extraction, jammed North Sq yesterday morning outside the original house in which Revere lived in the Revolutionary days of 1775. Fourteen times before in as many years, a modern mounted messenger of Colonial days has set out from the North End of Boston to cross the bridge into Charlestown, awaken the captain of the Minute Men in Medford and then gallop away on horseback through the Middlesex countryside, bent on reaching Lexington and Concord to tip off the patriots, Hancock and Adams, that the redcoats were coming. The enthusiasm down in the North-Sq area yesterday was just as sincere and demonstrative as the first time the great heart-quaking ride of the Revolutionary days was reproduced.

Crowd Gathers Early

The policemen from Hanover-st division had their hands full for a few hours in the forenoon trying as best they could to hold in check the huge, noisy throng that milled around as Sergt Robert D. Rodes of Troop A, 110th Cavalry, M. N. G., as his well-groomed horse stood rearing to go as soon as the hands of the official watch reached the hour of 10. Ten minutes before "Paul Revere" of 1930 made his getaway a small automobile set out to cover the original route of the history-making ride. The idea was first to demonstrate that mode of travel as of the present day, and in the second place to furnish an interesting test of the time required by modern traffic conditions to go over the same ground. The automobile conformed with all traffic and signal regulations along the road, slowing down to eight miles an hour at intersecting thoroughfares. On the other hand, the roads were kept open and clear for the horseback rider's passage. High overhead an airplane droned as it covered and recovered the route of the mounted rider to illustrate the modern method of transmitting such a message as was sent just 155 years ago by the fastest means then available. The distance covered by the immortal Paul that 19th of April in '75 is "recorded as about 10 miles, and it took the mounted rider about three hours to reach his destination. It is figured that Revere made a mile every eight minutes, while the automobile made two miles every minute, thereby covering in about 30 minutes the distance it took Revere three hours to go over.

Ringing Speech by Curley

Mayor Curley responded to the demonstrative welcome with a ringing patriotic speech, in which he paid high respect to the patriots in unmistakable terms. His words were punctuated with noisy applause and loud hand-clapping. Mr Curley concluded his remarks by presenting the rider with his message to Hancock and Adams. In a jolly "Paul Revere," dressed in the costume of the Revolutionary period, was off for Lexington amid a tumultuous roar. All this took place in front of the house where Paul Revere used to live back in 1775.

The horseback rider on his way, the crowd resumed the program with the singing of "The Star Spangled Banner" by the school children. The paraders then reformed and departed for Copp's Hill by way of Hanover, Charter, Salem and Holl st, to
PLANE ARBELLA ON TERCENTENARY TOUR

Will Invite Folks of 65 Cities to Boston

The new Arbella, the airplane which will visit 65 cities throughout the country on a goodwill tour to invite visitors to Massachusetts during the tercentenary celebration and the Legion convention, was given a royal sendoff yesterday noon by more than 7500 persons at the East Boston Airport. Before the plane left, about 30 airplanes circled overhead and dropped American flags attached to tiny parachutes.

Ines Dudley Kenyon christened the plane, which is piloted by Russell Boardman. The Legion representative is Lieut Col Alfred J. L. Ford. The plane left Boston for Worcester, Springfield and Albany, where the party stayed last night.

Gaspar G. Bacon, president of the State Senate, who represented Gov Allen, spoke on "What the Tercentenary Celebration Means to the Nation" at the exercises. Mayor Curley spoke on Boston's participation in the tercentenary celebration and the importance of the Legion convention. The American Legion was represented by State Commander John J. O'Connell, who landed 200 uniformed Legionnaires. Other speakers were Commander Thomas E. Barry of Lieut Lawrence J. Fisharty Post, A. L., of East Boston; Col Carroll J. Swane, president of the 1933 National Convention Corporation; Gen William Dow of Salem, John Jackson Walsh of the State tercentenary committee; Ex-Mayor John F. Fitzgerald of the Boston tercentenary committee and Mrs Stephen Hurd, president of the D. A. R.

REGULATION OF TAXIS

The bill for the regulation of taxicabs was given its second reading in the Senate last Thursday without a voice being raised against it. That will not be repeated when the House gets up again tomorrow or Tuesday. A move will be made to substitute Representative Finlay's bill for the one up to date. Henry W. Parkman has some set ideas on the subject. An able and resourceful fighter he is likely to consolidate some support among his associates, and a big fight will be staged in the Senate. If it reaches the House now, another bitter discussion will be staged.

The committee on power and light hopes to have the hearings on the power issue completed by the end of the week and a report ready about May 8. That measure must go then to ways and means, so the optimism of an early prorogation is beginning to be dissipated. The power hearings have begun to arouse interest.

Hearings have been concluded on the phase relating to the regulation of holding companies, while municipal plants are being continued. After that will come hearings on the residue of the recommendations of the special recess commission on power and light, following which the committee will hold its executive sessions. The entire subject then will be gone over again in the Legislature.

The big items ahead, therefore, are taxicabs, insurance, taxation, boxing, old age pensions and power and light. The supreme court has somewhat simplified the insurance issue for the House by its decision on the two cases heard last week. The result was a victory for the management of the State Insurance Co, of which the House counsel, Anthony J. Ekelly, is general counsel.

HEARING FOR TAXICABS

The committee on taxation, with the assistance of the House counsel, has been drafting a new bill, and this will be presented by the end of the week. It is hoped. It will go directly to ways and means, but when it gets back to the deliberative body an extensive discussion is anticipated.

The bill for old age pensions is with the House, as are the plans to seek promotion.

PENSIONS FOR WIDOWS

Mrs. Hanks, presenting the view point of the wives and widows of veterans, said that she from the state department: Col. William H. Trott, U. S. A.; John P. Fitzgerald, former mayor of Boston; Maj. Elting, commander of the state department, who was toastmaster at the banquets of the National Senior Veterans; Vice-Commander Paul Wolman, Past National Commander-in-Chief Eugene F. Corbett; Lt. Comdr. R. J. Curley, commanding officer, and Francis C. Malley, commander of New Hampshire. She is likely to consolidate some support among his associates, and a big fight will be staged in the Senate. If it reaches the House now, another bitter discussion will be staged.

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5000 IN ROXBURY SEE START OF "DAWES" TO LEXINGTON

Patriots' Day Gathering in Eliot Sq Hears Speeches by Youngman, Fitzgerald, Curley, Bacon

More than 5000 persons gathered in John Eliot sq, Roxbury, yesterday morning at the annual Patriots' Day exercises held outside the Norfolk House under the auspices of the Patriots' Day committee of Roxbury and Boston. After the exercises "William Dawes Jr," impersonated by Serg. Joseph L. Reagan of Troop A, 116th Cavalry, started from Eliot sq and went over the famous route once traversed by Dawes to warn the countryside of the approach of the British. "Dawes" rode along Roxbury at to Roxbury Crossing, to Tremont st, to Huntington av, to Boylston st, to Brookline Village and from there to Lexington. A mounted escort of eight cavalrymen accompanied the rider, who was attired in Colonial costume, similar to that worn by the original on his famous ride.

Melhado Presides

At the historical exercises George Melhado, president of the Roxbury Board of Trade, presided. He was introduced by Frederick J. Soule, director of the Norfolk House Center and a member of the Roxbury Tercenten-
MRS HANKEN "STEALS SHOW" AT LUNCHEON

Head of V. F. W. Auxiliary
Likened to Jeanne d'Arc

Mayor Curley Host to National Commander-in-Chief Duff

With apropos witticisms, many degrees above "wiscrack," Mayor Curley introduced the speakers at the Patriots' Day luncheon which he gave yesterday at the Rita Carlton to National Commander-in-Chief Hezekiah N. Duff of the Veterans of Foreign Wars of the United States.

But Mrs Evelyn W. Revere, national president of the V. F. W. Auxiliary, "stole the show" just as she had two days before at Gov Allen's luncheon for the same veterans at the Parkers' House.

The Mayor has run the patriotic gamut from the early pioneers of this country, who "made possible the Republic," through Cuba, the Philippines, China, France, Belgium and even Russia, to the present day.

He contrasted Mrs. Hanken to Jeanne d'Arc and said that if she were a man she was worthy to be an officer of Caesar's Legion. "Always on the march, just having completed a tour officially of 45 States.

"Papa," as sometimes, was not sounded for departed veterans.

After praising Boston, Mrs. Hanken cast an iron view on the present, just as she had two days before at Gov Allen's luncheon for the same veterans at the Parkers' House.

Then she visualized the picture she had recently seen of the kiddies bearing bedtime stories from the "home mothers" in 10 two-story cottages comprising the V. F. W. National Home for orphans and widows of deceased veterans, at Eaton Rapids, Mich.

"The wife who by her charming companionship makes it possible for Major Curley's wonderful wife." Then she visualized the picture she had recently seen of the kiddies bearing bedtime stories from the "home mothers" in 10 two-story cottages comprising the V. F. W. National Home for orphans and widows of deceased veterans, at Eaton Rapids, Mich.

"It is probably a fact that, in declining the Army, that body has put down until it rise and stand a minute in silent prayer for the speedy recovery to complete health of Major Curley's wonderful wife." Then she visualized the picture she had recently seen of the kiddies bearing bedtime stories from the "home mothers" in 10 two-story cottages comprising the V. F. W. National Home for orphans and widows of deceased veterans, at Eaton Rapids, Mich.

She told how the latter as a Congsressman had gone to Montauk Point to cheer up the sick returning soldiers of the Spanish War with that song. He added:

"It's not the soldiers and the sailors that start a war. It's the munitions makers and the statesmen desirous of remaining in office. Then the soldiers and sailors go in and save them both."

For other singing at that time the Mayor called on Brig Gen "Jack" Dunn, former national commander-in-chief of the V. F. W., who revived memories with the old Philadelphians: "Home, Boys, Home," of which he omitted some of the 40-odd verses.

Singing became general and was engaged in by Mrs Helen Calvin, Joseph J. Mikolajewski of the Licensing Department, Jacob Lampert, one of Commodore Dewey's fleet, and State Commander Max Singer of the V. F. W. The last named gained much applause with "The Road to Mandalay."

Introducing the State Commander, Mayor Curley said:

"Max Singer, still a police officer."

And of Mrs Teresa Singer:

"The wife who by her charming companionship makes it possible for him to remain still a police officer."

When National Commander Duff concluded the speaking he referred feelingly to the hospitality Boston, through Gov Allen and Mayor Curley, had shown him. Then he said:

"I was struck this morning by the contrast of what I saw: Paul Revere starting off on a horse for Lexington, and nearby a giant airplane starting on a good-will tour of most of the States of this country east of the Rocky Mountains."

"And it came over me how different Boston is—reviving our forefathers."

"Would there were more cities in the country like it."
The Patriots' Day program in the downtown section of the city began officially about 8:50 yesterday morning with the pealing of the bell in King's Chapel at the head of School St. This bell was recast in the Boston foundry of Paul Revere and his son in 1816. While the bell was ringing a patriotic group was assembling in front of City Hall to participate in the raising of the American flag and the municipal flag. J. Philip O'Connell, director of public celebrations, hoisted the Star and Stripes to the top, and Charles L. Burlil, chairman of the citizens' committee, raised the city flag to the top of the pole.


Next in line was a detachment of Spanish War Veterans, the American Legion, Veterans of Foreign Wars and a family group of Puritans, arranged for a tercentenary feature; colonial organization representatives, High School Cadets with a band, City Scouts with a drum corps, a troop of Boy Scouts with a band from the Farmer and Trade School, cadets from St. Joseph's parish over in the West End, and last, "Paul Revere" with his cavalry escort.

Line Pauses Three Times

On the way to North Sq the line of march paused three times, twice to unveil and dedicate tablets to mark historic sites, and once as they passed the American House on Hanover St., to mark the site of the home of Dr. John Warren. It was there that Revere got his instructions before he took up the famous midnight ride. The two tablets were placed under the auspices of the city of Boston on the advice of Walter Kendall Watkins of the Mayor's Municipal Historical Committee. The first tablet was unveiled on the building at 173 Washington St., near Court St. and now occupied by the Exchange Trust Company. It is a bronze plaque to commemorate the site of the golden shop of Paul Revere. The colonial colors of blue and yellow formed a small canopy over the tablet. Here Wilfred F. Kelley, a Dorchester schoolmaster, spoke briefly.

Second Dedication

The second dedication took place down in the heart of the North End in Garden St., a narrow thoroughfare extending from Fleet St. to North Sq. The group halted five minutes while Judge Frank Leveroni of the Boston Juvenile Court unveiled the plaque on the brick house on the site of the home of Thomas Hutchinson. The house is on the north side of the little street. An Italian woman living on the second floor hung out an American flag and three variicolored pom poms in celebration of the dedication. Mayor Curley had the tablets put in place in the belief they would be interesting markers for the great many visitors that are sure to come to Boston in connection with the tercentenary celebrations all through the Summer and Fall months.

The paraders then marched into North Sq to join in the celebration attending the departure of "Paul Revere".

CITY TO CO-OPERATE
WITH NEW SHIP LINE

Full co-operation of the City of Boston has been promised by Mayor Curley to officials of the Cosulich Line, which has announced that Boston is to be made a port of entry for its European lines.

STATE DEMOCRATS KEEP CLOSE EYE ON DEVELOPMENTS WITHIN RANKS OF THEIR OPPONENTS

By W. E. MULLINS

Marking time seems to be the favorite pastime these days for candidates, both Democratic and prospective, for the nominations for the chief offices on the two state tickets in the September primaries. Those few brave and bold individuals who have made the jump insist on conserving their ammunition against the more intensive days of warfare ahead lest they find themselves bereft of topics and issues when the voters will be more susceptible to persuasion.

Within the week it is expected that Marcus A. Coolidge of Fitchburg will put himself formally into the hustings, where he will seek to be ordained as the Democratic candidate for the United States Senate. He was in Boston Fri-
day making a survey of the situation, and now that the Garrett investigation holds forth promises of giving politics a chance to make the front page again he will take the voters into his confidence to the extent of telling them why he is the logical man for the seat now occupied by Senator Gillett.

Up Springfield way considerable promotion work has been done in building up Joseph H. Ely as Democratic candidate for Governor. It is known that he is in a receptive mood but reluctant to consider the prospect of waging a fight against a Boston Democrat. The ancient game of second guessing now reveals forcefully what a dreadful blunder he was guilty of committing when he forfeited the opportunity of taking the Democratic nomination for congressman in the second congressional district last February.

COULD HAVE HAD IT

Although not a resident of that district, he might have had for the asking the nomination which went to William J. Granfield. Subsequent developments proved conclusively that the nomination was the equivalent of election, and had he accepted he unambiguously now would be the foremost candidate the Democrats could put forth for Governor. Granfield is content to return to the Congress.

Right now the prospective Democratic candidates are awaiting developments in the Republican ranks. Frankly, they have been looking over the controversial aspects of the tremendous explosion which is expected to follow swiftly in the wake of former Gov. Fuller's terrific blasts at his enemies within the party.

Friends of Judge Logan have been painting Judge Logan's Fitzgerald's friends the following picture of power which might be generated by a Democratic ticket of Fitzy for senator and Logan for Governor, but the former mayor remains unmoved. Senator Walsh is eager to have a Yankee Democrat at the head of the ticket, and possible candidates advanced during the week have been Judge Frederick H. Chase, Sherman Whipple, Ely, Andrew J. Peters, Coolidge, Jeremiah Smith and William G. Thompson. The candidacy of Representative Roland D. Sawyer of Ware they refuse to consider.

The great difficulty the Democrats face is to find a man who can surge to the forefront. Walsh, Mayor Curley and Fitzgerald admirably are the most prominent figures in the party, but truthfully speaking the prospective candidates question the sincere support that either Walsh or Curley might contribute. Republicans have repeatedly pointed out that Walsh is not enthusiastic at the prospect of having another Democrat in the Senate, while they assert that Curley cannot afford to build up any one for Governor lest it interfere with his own ambitions in 1932.

BUTLER AND DRAPER

The Republican senatorial contest will not be a duel between the dry William M. Butler and the wet Eben S. Draper. There is a section of the party to whom neither is acceptable. These dissatisfied ones shudder at the prospect of supporting Fuller, and the field is being canvassed for a powerful alternate. It seems to have settled down to one among the group of President Gar-
gor B. Butler of the Senate, A. Platt Andrew or Mrs. Edith Nourse Rogers of the House. If Andrew can be persuaded to divorce himself from his close friend, Fuller, he may be the one. This will be the crucial campaign of recent years for the Democrats. They must capitalize their chances now or stand aside, because two years hence the Republican party will have some new figures of state-wide proportions ready to break a lance in President Bapcr and Speaker Leverett Saltonstall, the two outstanding men in the Legislature. There is the possibility of a comeback by Atty.-Gen. Warner, who quite properly has held himself completely aloof from any political considerations during the conduct of the Garrett investigation. Powerful and de-
cisive action on his part from now on cannot help but force him into prominence.

Gov. Allen now faces the delicate as-

CANNOT GET ON BALLOT

In any event, the question cannot go on the ballot. There is a precedent for preventing that by the Brooks vs. Secretary of State issue in 1926, when a petition of mandamus was brought to keep the baseball bill off the ballot. That precedent is conclusive and ex-

COVETED BY LAWYERS

The appointments carry little financial reward, but they are coveted by lawyers because of the prestige that goes with the privilege of using "judge" before their names. Political pressure for these appointments has been applied from many sources. It is not mandatory for the Governor to make them, and to avoid the dissatisfaction which is cer-
tain to be caused to the disappointed candidates he may decide to delay making them until after the election.

One recent appointment that has cre-
ed considerable discussion was that of John C. Hull of Leominster, former speaker, to be head of the new sale of securities division in the department of public utilities. The last Legislature created the position and the appointment could have been made last fall. More than a week ago Hull was ap-
pointed by Henry C. Attwill, the chair-
manship last week, but there may be some good reason for the delay, because Hull undoubtedly possesses the qualifications for the position. The name of Andrew A. Highlands had been prominently mentioned in the fall when the ap-
pointment first came up.

The most important occurrence last week at the State House in matters related to the Legislature was the ad-
verse verbal opinion of the supreme court on the Goodwin state fund insurance bill. It has resulted in creating a confusing state of affairs. There is no precedent to go by in handling the situation thus created.

It has so many legal aspects that it will be taken up in conference by the Governor, the attorney-general and the heads of the two branches because they are anxious to be sure of their position before taking any definite action. The chances are that the insurance committee, now holding the bill, may be discharged of it on the ground that the supreme court has declared it unconstitutional and so not properly before the Legislature. There is, however, nothing to prevent the Legislature from passing a bill which is unconstitutional.
organization in the Mayor's campaign for the mayoralty. He charged the latter with being in favor of a settlement of the present dispute from the last Thursday, if the allegations were true that the power plant at City Hall was being turned over to a police office.

**Talks of "Octopus"**

In reporting for the committee, Mr. Russell is not a delegate here, but at City Hall wearing the banner of the labor movement.

Mr. Russell, in opening his talk, said that he believed a political debt was being paid when a municipal power plant was being turned over to the "ever-growing power octopus." He further said that a continuance of the present policy will mean the engineers' and firemen's unions advocating public ownership.

John J. Kearney, business agent of the Walters' Union, Local 34, said that he had decided to be a delegate here. Mr. Russell had refused a conference with a labor committee, but he believed that a settlement of the present plant and the cost for service from the company, showed a saving under the proposed plan.

"I believe," he said, "Mayor Curley has not only sanctioned the change, but has already signed a contract, with the result that the labor committee is getting a tossing around. This should be stopped.

"Pointing his finger at Pres Sidd, Mr. Kearney said: 'You lent your name and the endorsement of the organization in the mayor's campaign.' Mayor Curley as a friend of organized labor.

Mayor Curley attacked the president of the C. L. U. arrangement for today.

**Conference Arranged Today for Craft Unions' Committee**

The meeting of the Boston Central Labor Union yesterday afternoon was featured by a hot debate after charges were made that Mayor Curley was "paying a political debt" by turning the power and heating of City Hall over to the Edison Electric Illuminating Company instead of maintaining the plant that has been in operation "very satisfactorily for many years." Mayor Curley was attacked and defended by various speakers following the reports made by a committee, which discussed the proposed change with Supt. of Public Buildings Englert, to the effect that no satisfactory result had come from this meeting.

Speakers antagonistic to Mayor Curley immediately charged him with "being too big for the committee from the Boston Central Labor Union," and one speaker demanded that Nathan Sidd, president of the C. L. U., who supported Mayor Curley, collect the debt owed the labor movement by obtaining a conference with the city council, so that a demand could be made for the retention of the City Hall power plant.

**Defenders of Mayor**

Mayor Curley was defended by Pres Sidd, P. H. Grages, secretary of the C. L. U., and Operating Engineers, a member of the committee representing different craft unions, which went to City Hall last Thursday to seek an interview with Mayor Curley.

Because of no previous appointment, Mayor Curley could not find time to meet the committee. At the suggestion of one of the secretaries at the Mayor's office, the committee called on Mr. Englert to talk over the situation.

When this committee failed to make the progress desired of the C. L. U., arranged the meeting with Mayor Curley for 11 o'clock this morning.

**Russell's Remarks**

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CURLEY C. L. U. STORM CENTRE
Attacked and Defended in Debate on City Hall Power Plant

CHAIRMAN DENIES MAYOR WAS 'TOO BIG'

Mayor Curley was assailed and defended at a meeting of the Boston Central Labor Union yesterday concerning his decision to turn over the operation of the municipal power plant in City Hall to a power company. He was charged with "paying a political debt" and being "too big" to see a committee of the labor body.

The heated discussion started with a report by Harry J. Russell, supervisor of the local unions of the International Union of Steam Operating Engineers, as one of a committee of labor men who visited City Hall Thursday to protest to Mayor Curley, but who saw Superintendent of Public Buildings Engler instead, to whom they were directed by one of the mayor's secretaries.

"We are informed," Russell declared, "that the power company has filed a brief to the effect it will turn up heat and light at City Hall with a saving of $12,000 a year, which we doubt. Mayor Curley, however, didn't stop to think or consider economy when the additional cost of $6000 to the city was made in changing over the municipal plant to burn oil in place of coal and by so doing giving preference in employment to non-union oil handlers to the detriment of union coal teamsters."

President Nathan Sidd replied that at no time had the mayor refused to meet a committee from the central body and that the secretary had been informed by the mayor that if the conference with Supt. Engler was not satisfactory he would see him personally.

A conference appointment with the mayor had been set for this morning, he said.

John J. Kearney, a delegate from the Waiters' Union, 34, denounced the mayor's action.

"I believe Curley has not only sanctioned the contract with the power company, but that it is already signed and that they are simply tucking the C. L. U. around football fashion. This should be stopped. The change over means the discharge of nine union men to begin with; fewer jobs and a saving on the city payroll in one respect at the expense of union employment."

Pointing his finger at President Sidd, he continued: "You lost your nerve and the imprint of this body to the mayor in his campaign, so that your place is at City Hall demanding that the jobs of these men be saved. You can't afford to duck the issue and you can't do it here. If Curley is paying political debts, you should not be sitting silent here, but be at City Hall wearing the banner of the labor movement in behalf of your member. Mayor Curley has gubernatorial aspirations."

In reply, President Sidd accused Kearney of seeking newspaper publicity and attempting to confuse the issue. He explained that as Friday was Good Friday and Saturday a holiday, Monday was the first day on which an appointment with the mayor could be made.

"The mayor at no time has refused to see a committee from the C. L. U.," he declared. "I was with the mayor in his last election and am proud that it was. If the election was tomorrow I would still be with him and I am not looking for, never have and never expect gratuities for my political adherence."

Delegate P. Harry Jennings, a former business agent of the central body, was equally emphatic in defence of the mayor.

No Fault Is Discovered in City's Budget

City Council Committee Regards $50,000,000 Order as Watertight

Tribute to the Mayor

Favors $10,000,000 Loan for Streets and School Investigation

By Forrest F. Hull

Mayor Curley's $49,601,799.53 annual appropriation bill, which represents an increase in the tax rate of $1.95, has been adjudged a watertight document by the City Council's committee on appropriations, Robert Gardiner Wilson, Jr., chairman, which today submitted its report to the full body. The committee in registering its complete confidence in the mayor and his department heads, pays high tribute to executive efficiency for the third or fourth time in the latter day history of the city.

The committee, which held several public hearings and received the testimony of all department heads, reviews the budget in more or less detail and makes several important observations. Most important is the expressed hope that the Legislature, which gave the mayor a tax limit of $1.50 per $1000 in valuation more than he required, will express similar confidence in the city government by granting the requested $10,000,000 outside the debt limit for street improvements. It also approves the mayor's suggestion that $10,000 be granted the Finance Commission for an investigation of school expenses.

Though the budget as submitted totals $49,601,799.53, it represents a reduction of $3,431,243.17 from the original departmental estimates for 1930 and an im-

Pass Bill to Widen Summer and L Sts.

The House passed today, and sent to the Senate, the bill based on Mayor Curley's petition calling for widening of Summer and L Sts, from a point in the vicinity of the Army Base to Broadway, South Boston. Under the bill, the city is authorized to borrow $1,000,000 outside the debt limit.

No loan, under the bill, will be authorized until a sum equal to 10 per cent is voted for the same purpose from taxes or other sources of city revenue.

THE AMERICAN 4/1/30

$49,501,000 BUDGET IS APPROVED

Boost Is Attributed to Larger Salaries and New Positions

Predicting a boost of $1.95 in the city tax rate, the City Council committee on appropriations today reported Mayor Curley's 1930 budget of $49,501,799.53, "ought to pass."

The committee reported that its analysis of the budget disclosed that 75 per cent of the increase in personal service requirements due to salary increases and new positions established during the year.

"Through its chairman, Robert Gardiner Wilson, Jr., the committee praised the mayor for his efficient decisions and reported to the council that careful inquiry failed to show where any reductions of the mayor's allowances could be made."

The various expenditures of the city departments were commented on by the committee, increases and decreases being explained with each detail.

In closing the committee reported that its position of this body to the mayor in his campaign, so that your place is at City Hall demanding that the jobs of these men be saved. You can't afford to duck the issue and you can't do it here. If Curley is paying political debts, you should not be sitting silent here, but be at City Hall wearing the banner of the labor movement in behalf of your member. Mayor Curley has gubernatorial aspirations."

In reply, President Sidd accused Kearney of seeking newspaper publicity and attempting to confuse the issue. He explained that as Friday was Good
COUNCIL COMMITTEE PRAISES CURLEY BUDGET

Makes No Changes or Deductions and Reports It "Ought to Pass"—Totals $49,501,799

The committee on appropriations of the Boston City Council which for the past two weeks has been going over the initial budget of Mayor Curley's administration, today reported to the City Council the budget, without change or deduction, submitted by Mayor Curley, "ought to pass."

The allowances recommended by the Mayor total $49,501,799.31, representing a deduction of $1,000,000 from original department estimates for 1929, and an increase of $1,131,797 above total budget recommendations made in 1929.

From a taxation standpoint the proposed budget for 1929 represents an increase of $4,733,790, or approximately $1.85 increase in the tax rate.

Mayor Curley, in the committee's report, pointed out by far the greater part of the 1930 increase in the expense of operating the city business is of a capital nature and new buildings are to be erected. These are the result of grants from the states due to the city's participation in the reconstruction of New England. The officials of the city are to receive no salary increase, and a relief unemployment condition, as well as a vote of the financial conditions, as well as for the election this year; an increased budget of $337,186.27 for the Public Welfare Department and $377,748.98 for Soldiers' Relief Department, thereby locally meeting that national-wide industrial depression. An $11,000 increase in salary for 236 of the lowest paid city employees; $40,000 representing additional retirement benefits in the Police and Fire Departments, for the retirement of the older members of the uniformed forces; $70,000 additional for food and medical supplies in the hospitals and institutions of the city because of the increased number of patients following the construction of new buildings; approximately $120,000 for necessary trucks in the paving and the sanitary divisions of the Public Works Department, chiefly for replacement of heavy trucks purchased two years ago; $75,000 for the Tercentenary; $20,000 as the committee complimented.

PROPOSES TERCENTENARY PLAYGROUND AFFAIR

Joseph Lee of the American Play- ground Association today suggested to Mayor Curley that the public celebration committee in conjunction with the Park Department, plan to make this year a tercentenary playground affair, with weekly competitions between representatives from all parts of the city on the city playgrounds, the competition to last 19 weeks. On Thursday, at 10:30 am, Mayor Curley will confer with Mr. Lee and Park Commissioner William F. Long on the matter.

CURLEY BUDGET IS APPROVED

Committee Compliments Mayor on His Wise Decisions

In recommending adoption in its entirety of the budget of $49,501,799 submitted by Mayor Curley and embracing what he believes are all necessary appropriations or departmental maintenance, the committee pointed a realization that such an appropriation would for once permit the city of New England to do more than merely scratch the surface annually in street construction and incidentally supply employment when work is needed most. In hypothesis that the Legislature will this session permit the requested loan outside of the debt limit for this reconstruction and repair of streets. and sidewalks. These funds have been allotted to those items in the budget.

In passing, the committee calls attention to the incident in jury expenses by the present district attorney of Suffolk County from $165,000 in 1926 to $106,640 in 1929; the $75,000 profit in the Water Department amounting to $341,000; the Printing Department net profit of $23,000 on a business volume of $364,245; a continuation of the Perley deficit in excess of $975,000, and a net loss of $905,914 in the Statistics Department, chiefly due to expansion resulting from the new building.

PRAISES CURLEY BUDGET

"Ought to Pass"—Totals $49,501,799

The Massachusetts Legislature this year, said the committee, "in its fixing of a tax limit of $1.00 has displayed a welcome tendency to place some measure of reliance on our presentation of the city budget and general government, and that confidence to date would appear to have been not wholly misplaced in the light of the budget of the Massachusetts Institute of Technology.

Dr. J. H. Curley, professor of the Boston University of the Boston Central Labor Union; Harry P. Gragee, who is president of the Boston Central Labor Union, told the Mayor that he and his associates were of the opinion that the committee at present could, with slight and inexpensive alterations, make serviceable for continued use.

The expert from Tech submit a report commencing with that of the City Hall Officers, Mayor Curley said today that the plant will be permitted to continue in operation as at present.

STEAMSHIP OFFICIALS VISIT MAYOR CURLEY

Dr. J. H. Scheuerel, director, accompanied by the visiting staffs of the American Steamship Line, visited the offices of Mayor Curley this morning at City Hall. The delegation, numbering five, was at the appearing of the Mayor's office to the advantage of both Boston and New York. The Mayor-Curley conference with Gov. Allen regarding the building of a huge grain elevator to accommodate grain from the West via the ports on the Great Lakes and also described plans for an increased airport.

TECH EXPERTS TO INSPECT CITY HALL HEATING

Mayor Curley will invite an inspec- tor and a foreman from the engineering department of the Massachusetts Institute of Technology to inspect the City Hall heating plant. The heating system was installed when the building was erected, and the controller has reported that it is not working properly. The committee hopes that the Legislator and Mr. Curley and Mr. Russell, in its wisdom will go one step further in the direction of the original plan of the City Hall heating plant.
Thousands of motor car owners in the city of Boston will be saved from the danger of arrest or seizure on their cars for non-payment of the 1929 auto excise taxes through drastic remedial action taken yesterday by the city authorities.

In addition, hundreds of thousands of dollars assessed under the alleged illegal provisions of the present state auto excise tax law will be refunded if collected.

Further largess that will be saved to other car owners who have not yet paid these 1929 taxes, has passed both branches of the Legislature and is before the Governor for signature. This measure, Mr. Kelly pleads for abatement of the 1929 excise tax has already been paid for 1929 by the first owner.

If there were multiple sales of the same car in one year there was a corresponding number of full-year assessments. One of the chief troubles with the present auto excise law is that it has levied a tax on successive owners of the same car during the same year. If A bought a car in January he was taxed on it. If he sold it the next day or the next month to B, then B was likewise assessed a tax on the same car for the full year as soon as he registered it. If there were multiple sales of the same car in one year there was a corresponding number of full-year assessments.

As a result of yesterday’s announcement, statements will be made to all Boston car owners who have been taxed on a car on which a tax has already been paid for 1929 by the first owner.

The legality of the present multiple tax law and the authority of the state tax commissioner to impose this form of tax were challenged by the law department of the city of Boston.

According to Chairman Kelly of the Boston assessors, state officials who admitted the procedure was questionable.

The result of it all was the framing of emergencw legislation for 1930 in the form of a bill which provides that a car owner shall be taxed only for the actual time he has the car. This measure, Mr. Kelly indicated to the Record that his board intended to be more fair with every motor car owner, that every one of the thousands who have appeared seeking information on how to avoid arrest for non-payment of the tax will be allowed to state their cases as having petitioned for abatement.

STORM OFFICES

For days hundreds of wrathful and bewildered car owners, including many city officials and employees, have been storming the assessing and collecting offices with loud protests against the amount of their assessment and, in many cases, against the threat of arrest or seizure proceedings.

One of the chief troubles with the present tax is that the city collector’s office will proceed, of course, to enforce their authority to collect the tax.

Therefore, if you are a Boston motor car owner and you have been unfairly assessed and have received notice of demand and threats of arrest, go at once to the assessors’ office, give the required facts under oath and rest assured that your case will receive due attention without fear that you will be arrested or your car seized.

MAYOR TO START HERALD BUILDING

Mayor Curley will officially dedicate the beginning of work on the new building of The Herald and Traveler when he drives the first rivet in the superstructure this morning at 9 o’clock.

The driving of this rivet will be the signal for gangs of riveters on the porch of the steel structure now in the air to start their work of joining more than 50 tons of columns, beams and girders with rivets.

Timothy P. Millen of Second street, Medford, steel foreman, will present to the mayor a journeyman ironworker’s union card, which is the official sanction of the union on that part of the building done by the mayor.

Because of Mayor Curley’s interest in building in the city as a means of improving the prosperity of New England, and Boston in particular, it was felt that the honor of driving the first rivet in what is now the largest construction project in the city should be given to him.

HORSESHOE IN CONCRETE

Burdied in the foundations in solid concrete is a horseshoe and a piece of money, placed there by the men on the job as an old custom but not followed in many instances. A piece of concrete is supposed to bring luck and protect the workmen from falling girders and bricks; the money signifies that the new plant will make money.

Sound movies will be shown by Dick Sears of Paramount and record the sound and action of events this morning. Other pictures will be taken and will be published by the Traveler and The Herald.

At the present time the building foundations are complete and the foundations for the new high-speed presses which will print The Herald and Traveler in the new building are showing a remarkable speed.

The foundations there are tons of steel and thousands of pounds of concrete, so that vibrations from the presses will not be communicated. Where the building foundations and press foundations meet in all cases there is an additional concrete wall to support the weight of the building and machinery of the upper floors. Practically the entire area of the Mason street plot is covered with foundations to spread the weight over the largest possible area.

To RAISE $350,000 FOR TERCENTENARY IN BOSTON

To carry out the program outlined the Boston Tercentenary Committee in session yesterday at City Hall announced that $350,000 was needed. It remains for those on the Tercentenary Committee to secure the money by public subscription.

Ex-Mayor John F. Fitzgerald, chairman of the Boston Tercentenary Committee will ask the following finance committee to help raise: Allan Forbes, William Endicott, Ex-Gov Connolly, Edwin S. Webster, Thomas Beal Jr., Daniel G. Mullowney and Walter S. Bucklin.

Mayor Curley told the gathering that Boston programs include June 17 and another about June 22 when it is expected Rear Admiral Byrd will be here. He invited Dorchester, settled before Boston, wants a celebration on June 6. The Fourth of July celebration, said the Mayor, will be on a more elaborate scale than ever before and on Boston Common there will be a reproduction of the signing of the Declaration of Independence.

He referred to Labor Day as Boston Day and spoke of the Labor convention also.
Taxicab Stands Put in Control of Traffic Commission

Boston's tax rate will be raised approximately $1.95 by an increase in the tax burden of $3,735,760.35 by the municipal budget which was passed, as submitted by Mayor Curley, by the City Council yesterday. The budget had a favorable report from the committee on appropriations.

The allowances recommended by the Mayor total $49,501,799.53 representing a reduction of $3,431,343.71 from original departmental estimates for 1930 and an increase of $1,918,210.17 above appropriations in its report pointed out that by far the greater part of the 1930 increases in the expense of operating the city business is composed of $672,741.28, in salary increases granted and new positions created by the previous administration in 1929; the sum of $304,724.89 provided for temporary employees, largely to relieve unemployment conditions, as well as for the extra election this year.

An increased budget of $387,198.20 for the Public Welfare Department and $37,724.88 for Soldiers' Relief Department, thereby locally reflecting the continued Nation-wide industrial depression; $136,767.16 in salary increases for the first six months of the lowest paid city employees; $45,000 representing additional pension requirements in Police and Fire Departments, for the retirement of the older members of the uniformed forces; $235,000 additions for food and medical supplies in the hospitals and institutions of the city, because of the increase in the number of patients following the construction of new buildings.

About $120,000 for necessary trucks in the paving and the sanitary divisions of the Public Works Department, chiefly for replacement of 60 heavy trucks purchased four years ago; $75,000 incident to proper observation of the Tercentenary; $29,000 additions for increased purchases of books for the Public Library; $700 for correction and codification of birth records in the Registry Department.

A similar item of $600 for the modernization of assessment maps and plans in the Assessing Department and, finally, an increase of $600 for the proposed submission of Ediscon current at City Hall, in place of our own inefficient and worn-out plant, which increased expenses would, however, should be reflected in a substantial fuel saving.

Control Taxi Stands

The Council voted unanimously that the Traffic Commission should have control of the taxicab stands and a resolution was adopted for presentation to the Legislature that control of the stands be transferred from Police Commissioner Wilson to the commission.

Councillor Robert Gardiner Wilson Jr. who presented the recommendation, called attention to the fact that a Senate committee bill recommends that the number of cabs in the city be limited to 2,000 as well as prescribing their control, under the Police Commissioner. The committee, he pointed out, were members from Waltham, Revere and New Bedford.

The Council said that though he was a member of the party that took home rule from Boston, he thought it was about time that the Legislature learned that Boston was not still in short pants, and went on to say that the taxicab situation should be controlled by the Traffic Commission and not the Police Commissioner and given to the commission.

Though the East Boston traffic plans call for a tunnel 20 feet from curb to curb, the Council supported Councillor Robert Gardiner Wilson Jr. in his demand that the tube be so constructed that it will be possible to haul out of the tunnel a disabled car.

The order passed by the Council provides spaces along the route of the tunnel into which it will be possible to shunt a disabled car as a means of preventing tying up one-way traffic in case of accident.

Sullivan’s Promise

Councillor Wilson insisted that at least two feet additional width should have been provided for in the tunnel, and claimed that Col Thomas F. Sullivan of the Transit Commission promised the Council last summer a 22-foot tunnel and then approved a 20-foot tunnel.

The Councillor from Dorchester said in an event that the $16,000,000 will not cover a 22-foot tunnel that provision be made for the “cubby holes” every 500 feet along the tunnel. Sullivan promised the council that the tunnel may be shoved out of the way instead of creating a blockade. "Unless this is done," said Councillor Wilson, "the blockade driver will grow old waiting to get out of the tube." His order was adopted.

The council received notice that the State Department of Public Works will hold a hearing on the tunnel at the State House, April 11th at 12:30, for the purpose of approving the new route which was adopted by Mayor Curley.

ASKS TUNNEL CUBBY HOLES

Council Would Provide for Stalled Cars

“Cubby holes” for automobiles that may break down in the $16,000,000 East Boston traffic tunnel were ordered yesterday by the City Council, as a means of preventing tie-ups in the new under-harbor vehicular tube. Although the transit department called for the six foot “cubby holes” between the tube, Councillor Robert Gardiner Wilson, Jr. of Dorchester insisted in the council session yesterday that at least two more feet should be added to provide three instead of only two lanes in the new tube.

He attacked Chairman Thomas F. Sullivan of the transit commission and President John F. Harriman of the Chamber of Commerce for approving a 20-foot tunnel width, after they had promised the $16,000,000 would be 22 feet wide.

In the event that the tunnel cannot be 22 feet wide with the $16,000,000 authorized for the improvement, Councillor Wilson urged that “cubby holes” large enough for a truck should be installed at every 500 feet of the mile-long tunnel, so that the “wrecks” need not be piled up and tie up traffic instead of creating a blockade. "Unless this is done," said Councillor Wilson, "the blockade driver will grow old waiting to get out of the tube." His order was adopted.

Transfer of the control of taxicab stands from Police Commissioner Wilson to Traffic Commissioner Conry was urged yesterday by the City Council in a resolution which was adopted with a unanimous vote and transmitted to the Legislature, now considering the subject.

In presenting the resolution Councillor Robert Gardiner Wilson, Jr. of Dorchester warned that the Senate bill provided for the restriction of the number of cabs in this city to 3000, and placed the police commissioner in charge of the control and the locations of taxicab stands.

The transfer was an enrolled member of the majority party which took home rule away from the city," said Councillor Wilson, "(if feet 20 feet) the police commissioner, State appointed, but the traffic commissioner should have charge of this matter for Boston is no longer in short pants."
VOCATIONAL TRAINING
IN SCHOOLS CURTAILED
Committee Adopts Survey
Board’s Recommendation

Dr Lyons Declares Goodwin’s Stand
Was Not a Factor in Matter

The first step by the School Commit-
tee to cooperate with the recommenda-
tions in the recent report of the Sur-
vey Board was taken last evening,
when it was voted to curtail any fur-
ther expansion of shop instruction and
vocational training. The resolution
says in part:

“That further extension of shop in-
struction in all intermediate schools
now under construction or hereafter
to be constructed shall be permissible
only if it can be shown that such
instruction shall be limited to the funda-
mentals of manual training, and shall be
general and of a vocational, in character;
that all equipment shall be inexpensive and
shall in no instance include compi-
lcated or elaborate machinery.

“That in all high schools now under
construction or hereafter to be con-
structed, all shops for vocational
Courses shall be of factory construc-
tion, unless in the basement; the nature of the
shop and all equipment shall be sub-
ject specifically and in each instance to
approval of the School Commit-
tee.”

A roll call vote was taken. Chair-
man Hurley, Dr Joseph Lyons, Mrs
Elizabeth Fagan voting in favor of the
order. William Kelly did not vote,
stating that he had intended to have
something to say on this shop work,
but, as his three colleagues had voted
in favor, he would say nothing. Fran-
cis Gray was not present.

Supt Burke in Favor

Supt Jeremiah Burke, in explaining
the measure, said in part:

“There is no doubt in my mind of
the educational value of this work. I be-
lieve it is sound and helpful in that
it provides for the boys and girls
who are not going onward to the field
of higher education. We are faced with
the fact that we have been expanding
too rapidly in this direction and I
find myself tonight in full sympathy
with the committee and in agreement
with the resolutions. I heartily approve
of them. I feel called upon to say that
the board of superintendents also is
in sympathy with your action and in
accord with your resolution.”

Dr Lyons was emphatic in declaring
that the resignation of Chairman Frank A. Good-
win of the Finance Commission said
nothing as to what he would desire the
School Committee to have been doing for two
weeks.

“Mr Goodwin at the present time, or
within a short time, has tried to take
away from the Boston School Com-
mittee its initiative in this matter.
I want it known that the School Com-
mittee has been carrying on for two weeks.

Without reducing it by a cent the
Civil Service Orders Men Re-
plasted from List

Thirty-three second assistant as-
sessors who were employed March 31 for a
period of 60 days at $5 per day were
summarily dropped from the municipal
payroll last night by order of the civil
service commission.

They will be replaced by men selected
from the eligible list of clerks but pend-
ing the appointments and the swearing
in of the new temporary workers the
work of the first assistant assessors will
be seriously handicapped.

But one of the 34 who were delimited
as “second assistant assessors” was
recognized by the civil service com-
mission. He is John J. Pay of 29 William
Jackson St, Brighton, and because he
is on the eligible list of clerks his
standing was not affected.

The civil service commission ruled
that the employees are clerks and no
employee was taken from the ranks
of the assessors that the men were sworn
in as second assistant assessors.

The assessors are not members of
the listing of property.

Chairman Edward T. Kelly of the
assessor, who formally notified Mayor
Curley, yesterday afternoon, of the or-
der of the civil service commission
explained that the unemployment situa-
tion has undoubtedly been responsible
for the unusually long list of eligibles
for appointment as clerks.

In other years there were very few
applications for temporary employment
on the civil service lists and the assess-
ors were unaware of the danger
that the temporary force was sworn
in with the official list contained a large
number of names.

For the first time, the temporary
employees were instructed to make
note of all data desired recorded by
the first assistant assessors and as
the first time, too, the temporary em-
ployees possessed authority to ask ques-
tions which taxpayers are compelled to
answer.

Chairman Kelly made no protest to
the decision of the commission but is
faced with the charge that the discharge of the
33 temporary workers.

The budget, which has been submi-
ted in each of the past two weeks, is
then as in the past five years to be reported
back “ought to pass.” In its entirety,
the committee on appropriations
headed by Chairman Robert Gardner
Wilson, Jr., crucially.

In the committee report high tribute
was paid to Mayor Curley and District Attorney
Foley. The councilors, after savagery they had
inforced in the administration of their duties.

The committee agreed to the hope that
the Legislature would authorize a loan of
$10,000,000 for the construction of streets here this year.

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$10,000,000 for the construction of streets here this year.
A NEW DIFFERENTIAL CASE

Boston returns to the charge. A new differential case has been brought before the interstate commerce commission, this time by the late commerce commission, this time by tilt potential case has been brought before the intermediate Boston port authority board and the city of Boston itself, and this case is not similar to any other in the long record of assaults upon a system of rail rates on grain that penalizes Boston and favors the competing North Atlantic ports to the south of us. The method of attack is simple and ingenious, and the case may be heard very soon.

It will be recalled that the maritime association of the chamber of commerce in its long fight for equity devoted itself largely to the ratios of distance between the grain belt and the cities of Philadelphia and Baltimore. It will be remembered also that in 1922 the city of Boston, as an intervenor in behalf of the maritime association, brought a case before the commission through Corporation Counsel Mark Sullivan, holding that the differential port rates violated the clause of the United States constitution which reads: "No preference shall be given by any regulation of commerce or revenue to the ports of one state over those of another." We lost both these cases, the commission holding in the latter that it could not pass on the constitutionality of the laws under which it did its work, but must obey the behests of the interstate commerce act.

In the case now brought, the attack is based on both that same clause in the constitution and on certain sections of the intrastate commerce act itself. This case is brought against a large number of railroads, including the New York Central, the Pennsylvania, and about seventy more, large and small, and not overlooking our own New Haven, Boston & Maine and Boston & Albany, which handle freight through the port of New York. Heretofore we have made common cause with New York in attacking the differentials. This time we are basing our case on practices in New York, alleging that what is done there is precisely that "undue and unreasonable preference" which are prohibited in sections 2 and 3 of the interstate commerce act.

Boston is farther from many of the points of origin of grain shipments than is New York, and the L. C. C. has intimated heretofore that this is a point against us, although it has been amply shown that the differentials are not founded on these distances. But in New York the railroads do expensive things which are absent here. The carriers there are not able to run their cars alongside ships and elevators. There is a wide gap between railhead and shipside. But for years the costs of lighterage, car floatage, truckage, and similar charges at New York, have been absorbed by the railroads. The carriers themselves pay those costs there; they do not perform those "accessorial services" to any such extent in Boston.

Boston now contends that if this difference in the costs to the railroads in handling grain in the two cities be computed, and then equated into miles, it would have the practical effect of putting Boston nearer the grain belt than is New York, and that this fact ought to be recognized in the rates. Not to do so would violate the interstate commerce act which, for example, says: "If any common carrier shall directly or indirectly by any special rate, rebate, drawback or other device charge . . . any person a greater or less compensation for any service . . . than it charges . . . any other person . . . for doing . . . a like and contemporaneous service in the transportation . . . of a like kind of traffic . . . under substantially similar circumstances . . . such carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful."

In essence—as things now stand this port is not on a par with New York, in spite of the fact that the grain rate is the same here as there, for the reason that the railroads give New York a valuable service which there is no occasion for their performing here. That difference in the cost of doing business ought to be recognized. Once it is recognized, we shall be in position to bid for grain exports under fairer conditions than have existed while grain business has been drying up.

Whether this new action which the port authority has instituted is successful or not, certainly there is nothing to lose. The authority has had the active aid of Corporation Counsel Silverman. Gov. Allen, who was instrumental some months ago in preventing a strike which would have tied up the whole waterfront, is throwing the whole weight of the state behind the efforts now being made. It is a large stake which the port commissioners are playing for. If they win, the prize will be well worth all the effort put forth by everybody from Gov. Allen down.

NEED $350,000 FOR BOSTON FETE

Committee Seeks Funds for Tercentenary Here

The Boston tercentenary committee will attempt to obtain, by popular contributions, a fund of $350,000 with which to finance the local celebration program.

Unless the money is forthcoming it will be impossible to prepare for the presentation of numerous elaborate programs. To raise the fund which it was agreed at yesterday's meeting is absolutely necessary to the success of the Boston program, a finance committee will be organized by Chairman John F. Fitzgerald.

Efforts will be made to secure acceptances to serve upon this committee from Allan Forbes, William Endicott, Chauncey H. Cox, Edwin S. Webster, Thomas Beal, Jr., Daniel C. Milholland and Walter S. Bucklin. There is optimism among the members of the committee about obtaining the necessary means, and just as soon as the finance committee is organized an intensive campaign will be started.

Mayor Curley talked to the committee and made known that Boston has planned celebrations June 17 in Charlestown, a welcome to Rear Admiral Byrd, an elaborate celebration on the Common July 4, at which the signing of the Declaration of Independence will be re-enacted, and which the mayor hopes will be attended by the President and the Premier of France, an unusual Labor Day observance, and the outstanding feature of the municipal program, the observance of Boston week, starting Sept. 14.

SPEEDY ACTION NECESSARY

The mayor stressed his desire for a Boston program, which will be combined with state and local observances in such a way that visitors will find reason to spend more than one or two days in Boston. He suggested definite action by the committee in order that ample time may be available to properly plan the various features which will be directed by the tercentenary committee.

The problem of funds furnished the principal topic for discussion. There was general agreement that speedy action should be taken, and that adjournment May be for the Finance Committee to be at work within the next week.
VOTE TO CURTAIL TRADE COURSES

School Committee Acts to Cut Expenses; Supt. Burke Agrees to Move

DR. LYONS BITTERLY ASSAILS GOODWIN

Trade education in Boston schools, long a subject of bitter dispute, will be greatly curtailed as the result of two resolutions passed unanimously by the Boston school committee last night.

Dr. Jeremiah E. Burke, superintendent of schools, in his first public statement on trade education, reaffirmed his faith in this form of education, but admitted that "we have been expanding too rapidly in this direction." Joseph J. Hurley, chairman of the committee, thanked Dr. Burke for his "co-operative spirit" in the matter.

An attack was unleashed by Dr. Joseph V. Lyons, treasurer of the committee, on Frank A. Goodwin, chairman of the finance commission, whom he charged with trying to "take the initiative in the matter "away from the committee" although knowing that the committee was considering curtailment.

SCORES GOODWIN

Dr. Lyons emphasized that the two resolutions did "come as a result of agitation by Mr. Goodwin," but rather because the committee favored cutting down trade courses. It was intimated that Dr. Lyons' attack is the forerunner of a scathing arraignment he will unfold at a hearing of the legislative committee on municipal finance at the State House tomorrow morning.

In addition, the school committee passed appropriations for $150,000 to pay for administration expenses of the department of school buildings, and $1,500 to pay for alterations and repairs to school buildings in the present fiscal year. The sum of $6,547,000 was appropriated "on account" by the committee, on the recommendation of Alexander M. Sullivan, business manager.

Mr. Hurley explained that the school budget had not been passed, necessitating the appropriation, and that school expenses this quarter were larger than last year. He expressed the "hope of the committee" that this situation would not happen again and that school expenses for the full year would not exceed those of previous years.

Occupants of the school committee hearing room were tense with excitement when the committee, minus Franklin C. Gray, who is in the South, met to consider the budget and the committee was ready for the trade education resolutions.

"Whereas the board of superintendents feel that trade education serves an educational purpose," the resolve states, "and feels that instruction along those lines should not be extended further at the present time."

EXPANDING TOO RAPIDLY

It was resolved that further instruction should be permissive only, that where given instructions should be in the fundamentals of manual training and shall be general and not vocational in character, that equipment shall not be expensive and shall not include complicated or elaborate machinery. Further, that all high school shops, except where they are in the basement, shall be placed in an area of not less than 300 square feet and all equipment subject specifically to the approval of the school committee.

After the unanimous vote, Dr. Burke said that 25 years ago a movement in behalf of vocational and industrial education began in this country, and that the Gov. Douglas commission in 1950 brought forth a "very strong document" on the matter, which had great effect in this state and the country.

Legislation followed which resulted in manual training in elementary school and industrial vocational training in high schools. These subjects entered Boston in 1914 and were introduced into the schools.

First Stop at Gibraltar


Airplane Display and Concert at Pier Tomorrow

With an airplane display and a band concert, Mayor Curley will welcome the French Line to this port tomorrow morning at 10 o'clock when the New England pilgrims to the Eucharistic Congress at Carthage, North Africa, will sail from Commonwealth Pier on the liner Rochemboue.

AIRPLANES AND CONCERT

The departure of the pilgrims will mark the inauguration of the summer service to this port by the French Line. Mayor Curley will bid "bon voyage" to the pilgrims and Mrs. Francis A. Burke, secretary to Cardinal O'Connell, will respond for the Cardinal. F. LaCremese Beade, general manager of the Preskitt Line.

While the squadron of airplanes under the direction of Captain Edson, superintendent of the East Boston airport, cuts capers overhead the musical program will be rendered by Emmet O'Brien's American Legion Band.

In anticipation of a large crowd at the pier, Thomas Cook & Son, who arranged the pilgrimage, will allow only ticket holders to hear the steamer
HITS MOVE FOR AID TO CITY PLANT

Power Company Lawyer Fears "Vociferous Minority"

Opposing the special power commission's report, Sheldon E. Wardell, counsel for the Massachusetts Electric Association Gas, yesterday afternoon before the legislative committee on power and light, maintained that it, the Legislature were to pass the Public Utilities department supreme authority in the fixing of valuations at which private power plants would be taken over by municipalities the department would have "too much power."

SEES RIGHTS IMPAIRED

The speaker declared that the Constitutional rights of investors would be impaired if the utilities department was given the power not only of initiating action in utility cases, but in acting in the capacity of grand juries on them as well. He further held that there is danger the public interest would suffer through the department rendering decisions "wanted by a vociferous minority."

"If the Legislature lets down the bars on the municipalities as to being free to contract with the private companies in the event the latter refused to sell out at the terms of the municipality," remarked Wardell, "the public in the end would suffer for both companies operating in the territory both would be a losing proposition."

Wardell believed, said, that there is no necessity for extending the law relating to public ownership "as there is no serious agitation for it."

Points to Court Opinion

During the hearing, Representative Leo M. Birmingham of Brighton, Democratic leader of the House, referred to the recent opinion of the Massachusetts Supreme Court in which, he pointed out, that body held that the initiative bill calling for the creation of a State fund for automobile insurance was constitutional on the ground it would be a monopoly.

"That opinion read," said Birmingham, "that monopolies may be created in public utilities which are in sense natural monopolies or monopolistic in character, all in the public interest and subject to regulation for the public welfare, that the activities of the power companies are not in the public interest."

"We must acknowledge," he continued, "that the public is not at the present time subject to regulation for the public welfare. Frankly, and honestly the department of our governmental system that is delegated to regulate the utilities admits that, and declares to regulate them, and conditions exist to-day on which the public will suffer if the utilities are not regulated after to-day's decision."

Wallace H. Walker, secretary of the Board of Public Service, remarked: "Competition is ruinous—yes, ruinous to the hogs in the industry. It is ruinous to the competition that is willing to take a fair cut and in which competition is only a spur."

The hearing will be resumed this morning.

TERCENTENARY

FLAG DEFENDED

Walsh Says Emblem Endorsed by City, Towns Committee

MERO DENIES THIS; TO SELECT BANNER

John Jackson Walsh, acting president of the Massachusetts Bay Tercentenary, Inc., yesterday came to the defense of the emblem of the organization as the official flag of the Tercentenary. In a statement yesterday afternoon the Speaker Walsh claimed that the flag endorsed by the Massachusetts Bay Tercentenary, Inc., had been also endorsed by the Tercentenary conference of city and town committees and the Massachusetts Bay Colony Tercentenary commission.

Everett B. Mezo, executive secretary of the Tercentenary conference of city and town committees, flatly denied that his organization had adopted the so-called "codfish" flag as the official flag of the Tercentenary. Mezo said that his organization would consider several candidates tomorrow, including the "codfish" flag and a number of others. Our organization is entirely independent of any other," said Mr. Mezo, "and did not start and did not operate as a subcommittee of any other organization."

DIFFER ON COMMITTEE

Mr. Mezo also took issue with Mr. Walsh on the latter's statement that the Tercentenary conference of city and town committees started as a sub-committee of the Tercentenary, Inc. "This organization is entirely independent of any other," Mr. Mezo said.

"As far as the flag is concerned," he continued, "we are neither for nor against any flag. We will vote on the matter tomorrow. We are making no decision to either help or harm the flag sponsored by the Tercentenary, Inc. Our choice will be based on what we consider to be the most appropriate one."

In his statement Mr. Walsh recalls the history of the three main tercentenary organizations and their functions. Speaking of the "codfish" emblem, he said: "Other flags and other decorative materials are now being produced in a variety of designs and by a number of organizations. As commercial enterprises these are entirely legitimate, and differ from the flag and other emblems of this committee in that they are produced for and by commercial organizations and to the best of our knowledge are not official emblems or materials."

GIVE NAME TO NEW FIREBOAT

One Replacing 44 to Be "Matthew Boyle"

Names will replace numbers on Boston's fireboats. Under the plan announced by Mayor Curley yesterday when he promised to name the new $250,000 fireboat now being constructed, the Matthew Boyle in honor of the late senior vice-commander of the American Legion.

The christening will take place during the national convention of the American Legion here, starting Oct. 6.

Fire Commissioner McLaughlin has ordered the boat builders to hasten their work so the vessel will be ready. The Matthew Boyle will take the place of Engine No. 4, which has been in the naval fire service since 1864.

The decision to give the firboat a name has been made by the Mayor yesterday when Legion colleagues of the late war veteran officer endorsed the suggestion that the new East Boston ferryboat be named the Matthew Boyle instead of the General Summer.

The Mayor expressed a personal desire to retain the name of General Summer for the new ferryboat, which will replace the old one of the same name warning that if a precedent were established the next generation might abandon the names of World war heroes for public remembrance.

Sanatorium Contract of $231,000 Awarded

Plans for the construction of the last unit of new buildings on being con

structed at the Boston Sanatorium a river swimming place, Mattapan, are complete yesterday when Mayor Curley approved the $231,000 contract to Matthew Cummings to erect the kitchen and dining room building.

Competition for the work was very close with the Cummings company putting in the highest bid of nine contract costs the highest being $249,000.
Mayor's Original Plans Cut Nearly in Half

After a lengthy executive session, which lasted until after 11 o'clock, the legislative committee on municipal finance last night reported bills calling for expenditure of $6,000,000 for reconstruction and repair of accepted streets in Boston and for construction of new streets, during the next two years.

**CUT OF $4,000,000**

By its action the committee cut Mayor Curley's proposals $4,000,000, the Mayor having asked for bond issues of $10,000,000 to cover these improvements. The bill for reconstruction and repaving of accepted streets authorizes the city to borrow $2,000,000 outside the debt limit on five-year bonds, and allows expenditure of $1,000,000 from the tax levy for each of the years 1930 and 1931.

The bill for construction of new streets calls for $1,500,000 to be borrowed, inside the debt limit on 10-year bonds; $500,000 within the debt limit and requires that $250,000 be raised from the tax levy.

**Letter From Goodwin**

The action of a majority of the committee in voting for the bills was influenced to a considerable extent by a letter from Frank A. Goodwin, chairman, who stated that although the Mayor had asked for an expenditure of $10,000,000 this year for street improvements, conferences between Mayor Curley, Public Works Commissioner Joseph W. Rourke and Goodwin had resulted in a decision that it would not be possible for the city to do more than one-half of the work of construction and repaving during a one-year period.

Although there were no dissenters from the committee report, four members reserved their rights to vote as they see fit on the floor of the House on the Boston street loans. These members are Representative George C. Anderson and Joseph F. Higgins of Boston, Edward J. Kelley of Worcester and George C. McCall of Norwood.

Anderson and Higgins favor longer terms than five years for the bond issues in connection with repair of streets. Higgins stated the city will be given authority to borrow a larger portion of the money outside the debt limit.

**State Ships Escort Herald Plane to Field—Mayor Praises Project**

**By LT.-COL. ALFRED J. L. FORD
(Herald Legion Editor)**

DETROIT, April 22—Escorted by three planes of the Michigan national guard from this city, a distance of about 65 miles to the New Arbella, Good Will ship of the Boston Herald, this afternoon received the biggest demonstration thus far on its mission of inviting 1,500,000 persons to Boston for the centenary celebration and American Legion conveniences.

At the municipal airport here a committee of 40, comprising municipal, legion and civic officials and several judges, greeted the flyers. After the usual ceremony of posing for picture the party was whisked through several miles of heavy traffic from the airport under the leadership of a motorcycle escort which whisked it into and out of traffic to City Hall, where Mayor Charles F. Hurley received the message from Mayor Curley and the tercentenary committee.

The mayor praised Boston's initiative, complimented President Boardman and Boardman on the splendid float he has made, his travel-air monument, and also the Boston host committee for arranging such a good show. He said he told the leaders of the Boston Herald that Detroit wants the 1930 celebration of the American Legion and hopes that next year the Boston celebrations of 1930 are successful.

On the Detroit committee which arranged a reception and dinner attended by more than 200, were Clark P. Smith, chairman; John W. Gilmore, department judge advocate; Fred Lyons, J. T. Becker, Walter Baker, Robert O. Brand, all Wayne county omens of the American Legion; Judge John Maher, Henry Dingeman, Dr. Thomas and Leonard M. Court, judge advocate of the Forty and Eight, and William B. Brewer, national vice-commander of the American Legion.
$7,000,000 FOR STREET WORK

Legislative Committee to Recommend Bills for City Program

NINE MEASURES ARE PASSED ON

Favorable reports on bills recommending authorization for Mayor Curley to borrow $7,000,000 on a two-year program of street construction, reconstruction and maintenance will be made to the Legislature by the committee on municipal finance as the result of definite action taken on the various measures before them at an executive meeting last night at the Parker House.

Mayor Curley asked for authorization to borrow $10,000,000 in bonds, to be expended on a reconstruction and repair program of one year, but the committee last night was informed in a communication from Frank A. Goodwin, chairman of the Boston finance commission, that the municipal works department is equipped to expend only $6,000,000 over a period of two years.

RESTRICTIVE PROVISIONS

Restrictive provisions of the bills recommended by the committee limit expenditures to one-half for accepted streets and the other half for laying out and altering unaccepted streets. Only $2,000,000 of the $7,000,000 authorized borrowing can come from the tax levy, the remaining $5,000,000, according to provisions, to come from bonds.

There are no dissenters from the committee report, but Representatives John P. Higgins and George P. Anderson of Boston and Edward J. Kelley of Worcester and George C. Measehens of Cambridge reserved their rights.

Goodwin's information, according to his communication, was obtained in a conference with the director of public works. It said that Ronkove and Mayor Curley were agreed that, in addition to what is anticipated for the construction of L street, the department could spend only $8,000,000 over a two-year period.

The members of the committee were convinced that the present condition of Boston's streets was due to insufficient appropriations for replacement over a long period of years and that the only way to avoid a continuance of this system is to increase adequate annual appropriations for these annually recurring expenditures.

Figures, according to the committee, show an annual average expenditure for replacement of $500,000, of which about $200,000 is for the Peto administration, $75,000 during the last Curley term and an average of $60,000 a year during the Nichols administration.

Another bill reported by the committee will provide for the issuance of $3,000,000 of 10-year bonds outside of the debt limit with a provision that at least $1,000,000 come from current tax revenue in each of the years 1930 and 1931.

The majority of the committee was convinced that the present condition of Boston's streets was due to insufficient appropriations for replacement over a long period of years and that the only way to avoid a continuance of this system is to increase adequate annual appropriations for these annually recurring expenditures.

Still another bill, which the committee last night authorized the mayor to borrow $1,000,000 for 5 years for its street program.

A favorable report was made to transfer $75,000 from the school department to the city of Boston the so-called Dillaway house on John Street for the benefit of the operators of the same lot, and the restoration of the colonial house which was used as a dormitory for the Ipswich grammar school.

A favorable report was made to authorize an expenditure of $75,000 in connection with the holding of conventions and for entertaining distinguished guests with the proceeds of certain rents on the State House.

This is in addition to the bill which authorized a $25,000 appropriation for the American Legion convention.

A favorable report was made to authorize expenditure of $50,000 for the purchase of athletic clothes and uniforms for athletes.

Reference to the next annual session was the decision on the bill for a loan to widen Beaver Street. This report was accompanying the construction and definite fixing of the location of the East Boston tunnel.
Group who attended exercises yesterday morning when Mayor Curley drove the first rivet in the new Herald-Traveler building. Left to right: William Wenderoth, treasurer; Charles Keller, E. W. Preston, Sidney W. Winslow, Jr., president of The Herald-Traveler Corporation; former Gov. Channing H. Cox; Frank W. Buxton, editor of The Herald; Bruce Wetmore, James P. Ranger, James Murphy, president of the Building Trades Council; Michael Krump of the Ironworkers Union, and William Stewart, business agent of the local of the union.

DEDICATE NEW HERALD BLDG.
Mayor Drives First Rivet
As Pathe Records Event
In Sound Movies
LOCAL LABOR WILL SPEED HUGE PROJECT

Construction of the new Herald-Traveller building on Mason Street officially started yesterday after Mayor Curley, with a card of honorary membership of the ironworkers' local, had performed the ceremony of driving the first rivet before a crowd of hundreds of persons. In a short address before he drove the rivet home, the mayor said:

Two of the most notable achievements in connection with the tercentenary are the flight of more than 6000 miles by the good ship Arbella, carrying news of the progress made in the past 300 years, and the dedication of this new building, representing an investment in excess of $2,600,000 for a new plant for The Herald and Traveler. This newspaper will take its place in the forefront of all other newspapers in the country for these two achievements.

SOUND PICTURES
Sound moving pictures of the event, taken by Thomas Baltzell, cameraman for Pathe Sound News, will be shown at all the larger local theaters on Saturday of this week.

Before Mayor Curley handled the riveting gun, Joseph H. Ranger, head of the construction company which is building the new structure, handed him his honorary card of membership in the local and Timothy F. Miller, steel foreman acting for the Ironworkers Union, gave him a new pair of heavy leather gloves.

A regular crew of riveters instructed him in what he was to do and Joseph H. Ranger placed the rivet. Mayor Curley kept his card of membership in his pocket. "Just in case I do a bad job and they want to take it away from me," he said.

Among those present were Sidney W. Winslow, Jr., president of The Boston Herald-Traveller Corporation; Channing Cox, former Governor and director of the corporation; William C. Wenderoth, treasurer; E. W. Preston, general manager of the corporation, and Frank W. Buxton, editor of The Herald; Bruce Wetmore, James P. Ranger, James Murphy, president of the Building Trades Council; Michael Krump of the Ironworkers Union, and William Stewart, business agent of the local of the union.

From now on work will be rushed to have the first unit of the new building ready by fall. Tons of steel from the yards of the New England Structural Company will be used to make a steel inner structure which will be more than 115 feet high.

Probably within a month the 85-footerrick mounted on the top of the building will be one of the highest points in the city and will be visible for many miles. Just as other buildings of great height are visible to the person driving into the city, so will The Herald-Traveler building tower over any of those in the immediate vicinity.

Showing above the surface now are the press foundations, long, wide concrete slabs, which hide tons of steel. Of the building foundations themselves nothing shows but the steel billets weighing from 500 to 900 pounds and from six to eight inches thick, on which
$350,000 GOAL FOR HUB PETES

Fitzgerald Launches Drive; Curley Lists Big Events

Chairman John F. Fitzgerald of the Boston tercentenary committee last night launched a drive to collect a fund of $350,000 to finance the celebration which is being planned for this city.

CURLEY LISTS FEATURES

Mayor Curley personally addressed the executive committee at its finance meeting, outlining the elaborate programme being prepared for the Bunker Hill Day; the transfer of control to the traffic department and the erection of the monument. He was in favor of a House bill which provides for the donation of $100,000 to the Diaz fund of $350,000 to finance the celebration on June 17, the reception to be held at the State House.

Wilson placed the city council on record in opposition to the Senate bill requiring the city to provide a turn-out every 500 feet in the traffic road; for the East Boston tunnel which would permit certain types of modern building law for the city of Boston. Boston does not want to have a nonprofitable protest. Mayor Curley added that he would put the name of Matthew Sumner in honor of the late Matthew Sumner in honor of the late Matthew Sumner, chief founder of the Boston Fire Department, on a monument to be erected on the Kenmore yesterday.

ART COMMISSION REPORTS TO MAYOR

The city of Boston Art Commission made its report for the year ending Dec. 31, 1929, to Mayor Curley yesterday. This commission has approved a bust of Benjamin Dean by Mrs. May L. Smith Dean for a position in the Benjamin Dean School; also a tablet in memory of Arthur Staneck by the Thomas McCann Company, for a site in the Francis Parkman School; and a portrait of Wallace C. Boyden by Marie D'Orville Page for a position in Teachers' College.

TO KEEP SUMNER NAME FOR FERRY, BOYLE FOR FIREBOAT

Mayor Curley told a delegation from East Boston yesterday that he is not in favor of naming the new East Boston ferryboat to replace the old Gen Sumner in honor of the late Matthew Boyle, ex-Vice commander of the American Legion. Stating that he believed the new boat ought to perpetuate the memory of Gen Sumner, chief founder of East Boston and one of the earliest developers in the city, he added that he would not object to the name Matthew Boyle being given to the new fireboat to go into commission in the Fall, about the time of the Lesion convention here.

TO KEEP SUMNER NAME FOR FERRY, BOYLE FOR FIREBOAT

Mayor Curley told a delegation from East Boston yesterday that he is not in favor of naming the new East Boston ferryboat to replace the old Gen Sumner in honor of the late Matthew Boyle, ex-Vice commander of the American Legion.
While airplanes soared overhead and deep-throated sirens on harbor craft sounded farewell, a pilgrimage of 1000 started from Boston today to the Eucharistic Congress at Carthage. The top picture shows a group of the leaders of the pilgrimage on the deck of the French line steamer Rochambeau, while the bottom picture shows Jackie Pierpont of Arlington kissing his aunt, Evelyn M. McVetty, goodbye, while his brother, Wilfred, waits his turn to say goodbye.

Staff photo.
In need of temporary financial assistance and dining rooms in the Boston Sanatorium at Mattapan was awarded to Matthew Cummings with a bid of $231,000 by Mayor Curley today. There being $249,000 was returned and lent to other students were nine bidders, the highest bid was $249,000.

AWARDS CONTRACT FOR ROOMS AT SANATORIUM
A contract for the erection of kitchen and dining rooms in the Boston Sanatorium at Mattapan was awarded to Matthew Cummings with a bid of $231,000 by Mayor Curley today. There were nine bidders, the highest bid being $249,000.

Guests of Mayor Curley
Monday will be the day for official visits and at noon they will be the guests of Mayor Curley at the Copley-Plaza Hotel. There will be private dinner parties for them in the evening, given by Mr and Mrs Courtney Crocker, 44 West Cedar st, and Mrs Charles M. Baker, 11 Ivy st, Brookline.

The guests have visited San Francisco, Los Angeles, Kansas City, St Louis, Washington, Philadelphia, and are now in New York. They will go back to the Pacific Coast by way of Chicago.

They are Miss Kiimi Ashino, younger sister of Hiroshi Ashino, Japanese consul at Portland, Ore; Miss Sumiko Tokuda, one of the winners of the Lincoln Essay prize contest offered by the Lincoln Association in 1929; Miss Yoshiko Sato, classmate of Princess Chichibu, and Miss Yoshiko Matsu-daira, cousin of Princess Chichibu.

FIRES DEPARTMENT TO HAVE A FINE BAND
Fire Commissioner Edward P. McLaughlin in general orders of the department issued yesterday announced that the department would soon have a fine band composed entirely of members of the department.

The commissioner announced that instruction of the highest grade will be furnished members of the band to assist in organization. The arrangements are now being completed by Mr McLaughlin at no cost to those who will become members of the new organization.

At Wellesley College
On Sunday they will be the guests of the Twentieth Century Club at Wellesley College for luncheon and will, after a sightseeing trip be guests at tea of the American Red Cross, at 347 Commonwealth av, Boston. They will be guests at supper of the Japanese Student Association of Greater Boston.

In 1923, on account of the earthquake disaster in Japan, a number of Japanese students in the schools, colleges and universities of Greater Boston then were financially embarrassed. Under the leadership of Miss Jessie Sherwood, then secretary of the Japan Society, a fund of about $4000 was collected for their assistance. The Christian Science Board of Directors presented $1000 and the other $3000 was contributed by private individuals. Parts of the fund was returned and lent to other students in need of temporary financial assistance. The fund is deposited at the Leo Higginson Trust Company which acts as treasurer for the Japan Society of Boston.

NEW FERRYBOAT WILL BE GENERAL SUMNER
Mayor Curley did not approve of the suggestion made today by a delegation from East Boston that the new ferry boat be named the Matthew Boyle, in memory of the late past senior vice-commander of the American Legion. The Mayor announced that the new boat would be the General Sumner, the same as the boat it replaces.

At the conference this morning in City Hall the Mayor said that he did not think it good policy to disregard the services of Gen Sumner. He told the delegation that he had no objection to naming the new fireboat, which will be ready about the time of the American Legion convention, being christened the Matthew Boyle.

A new ferryboat will be ready about the time of the American Legion convention, being christened the Matthew Boyle.

CURLEY STICKS TO OLD FERRY NAME
A request of a delegation from Hyde Park post, American Legion, of East Boston, that the new East Boston ferry boat be named Matthew Boyle, in memory of the senior vice-departmental commander of Massachusetts who died recently was denied today by Mayor Curley.

The boat will be named Gen Sumner, the name of the boat which is replaced, according to the mayor, who said he had no objection to naming the new fireboat after Boyle. It is planned to have the new ferry in service the week of the legion convention in Boston and arrangements might well be made for ceremonies. Mayor Curley said. He added that the name of Gen Sumner meant something and he did not believe in discarding names such as this.

TRAVELER 4/3/30

WEN ADVISES ON OLD FERRY NAME
Further evidence of the felicitous relations that have sprung up between city and State was demonstrated today when Governor Allen sought an expression of the attitude of Mayor Curley before signing a bill passed yesterday by the Legislature.

The measure would reimburse Mrs Daniel McDonnell for the value of her son, shot by a Boston policeman, in the sum of $4000. Mayor Curley in the Governor he was entirely in sympathy with the object of the bill and recommended that it be signed.

33,578 WARD 6
CENSUS COUNT
2096 Unemployed in South Boston Section

There are 33,578 men, women and children in Ward 6, South Boston, according to the official tabulation figures, issued this afternoon by Asst Census Supervisor George A. Mulvey.

Of this official total, 2096 adults are listed as among the army of the unemployed, it is announced.

Comparisons between this total and the population figure for Boston's Ward 6 of the Federal census of 10 years ago are useless because the ward lines have been changed in the meantime.

The boundaries of the present ward are Dorchester av, Old Colony av, D at, East and West 4th, 5th and 7th sts, L at, and the hand lines of the most populous ward in all New England to be tabulated to date.

ALLEN ADVISES WITH MAYOR
Further evidence of the felicitous relations that have sprung up between city and State was demonstrated today when Governor Allen sought an expression of the attitude of Mayor Curley before signing a bill passed yesterday by the Legislature.

The measure would reimburse Mrs Daniel McDonnell for the value of her son, shot by a Boston policeman, in the sum of $4000. Mayor Curley in the Governor he was entirely in sympathy with the object of the bill and recommended that it be signed.

AMERICAN 4/3/30
Mayor Curley Drives First Rivet in New Herald-Traveler Building

Mayor James M. Curley in the presence of officials of the Boston Herald-Traveler Corporation dedicated the new Herald-Traveler building by driving the first rivet.

The mayor arrived at exactly 9 o'clock, the time set for the ceremony. The whistle on the hoisting engine blew two short blasts and work on the building was suspended until the ceremony was completed.

Employees of The Herald Traveler of all departments lined the windows and roofs of the two present buildings to watch the ceremony. When the mayor had driven the first rivet the cheering was echoed from the street and the building foundation to the roofs to the crowds there.

MAYOR CURLEY DEDICATES NEW TRAVELER BLDG

Drives First Rivet as Movie Photographers Record Event

Presented first with a working card which made him an honor member of the ironworkers' local by Joseph H. Ranger, head of the construction company, the mayor was then given a new pair of heavy leather gloves by Timothy F. Millen, steel foreman acting for the ironworkers' Union.

In a short address before driving the rivet, the mayor said: "Two of the most notable achievements in connection with the tercentenary are the flight of more than 6000 miles by the good ship Arbeia carrying news of the progress made in the past 300 years by New England and the dedication of this new building representing an investment in excess of $2,000,000 for a new plant for The Herald and Traveler. This newspaper will take its place in the forefront of all other newspapers in the country for these two achievements."

The mayor's first instruction in the art of riveting was given by the regular crew of riveters, headed by the steel foreman, who acted as "bucker-up" and held the "dolly-bar" behind the rivet. The rivet was placed by Joseph H. Ranger.

Just before taking the riveting gun, the mayor put his riveters' working card in his pocket, "just in case," he said, "I do a bad job and they want to take it away from me."

Among those present at the dedication were Sidney Winslow, president of The Boston Herald-Traveler Corporation; Manning Cox, former Governor and director in the corporation; William C. Wenderoth, treasurer; E. W. Preston, general manager of the corporation, and Frank W. Buxton, editor of The Herald; Bruce Wetmore, James P. Ranger, James Murphy, president of the Building Trades Council; Michael Krump of the Ironworkers Union, and William Stewart, business agent of that local.

Sound movies of the event were recorded by Thomas Baltzell, cameraman for Pathe Sound News. These pictures will be shown at all the larger local theatres on Saturday of this week.

SOUND MOVIES MADE
WANTS FOREIGN PLANES TO MAKE HUB ENTRY PORT

Mayor Curley's Plans For East Boston Airport Explained to Legislative Committee

Plants to make Boston the finest airport in the country in order that foreign airplanes will land here and also to make Governors Island a part of the airport for dirigible vessels, was laid before the Legislative Committee on Harbors and Public Lands at the State House today. These are Mayor Curley's ambitions, as set forth by Thomas H. Bilodeau, legislative counsel for the city.

The committee had before it a redrafted resolve authorizing the State Department of Public Works to lease, from time to time additional land owned by the State in East Boston, for airport and seaplane purposes. The present airport is leased by the city from the State for 20 years at $1 a year.

The redrafted resolve, it appears, was decided upon at a conference between Governor Allen, Mayor Curley and Commissioner Frank E. Lyman of the State Department of Public Works. After explaining that the resolve was favored by all interested parties, Mr. Bilodeau said: "It is the desire of the Mayor to have the finest airport in the country, so that planes from foreign countries will make Boston their port of entry, to the city, without charge, such land as may be required from time to time for the airport extension.

According to the Mayor, this action by the State should make possible the extension of the lines of the present airport to the State line in the vicinity of Governor's Island. Mayor Curley believes that construction of the East Boston traffic tunnel will provide almost enough to fill the reservation of the land from the State without undue expense to the city.

There yet remains the transfer from the Federal to the city government of title to Governors Island. If that transfer is made, it may, in the opinion of Mayor Curley, be possible to complete the great airport within two years. It will give Boston an airport extending into the harbor for a distance of two and one-half acres, and cover 2,000 acres.

Two More Liners to Sail from Boston

The Saturnia of the Coruillie Line will arrive in Boston on the morning of May 30, and today Mayor Curley received a letter from H. Feistel, passenger traffic manager, announcing the beginning of the same regular service to Catalonia and Vulcana from the port of Boston.

In his letter Mr. Feistel said: "It is indeed gratifying to receive encouragement from the Mayor of the city of Boston—the second important United States port for transatlantic passenger traffic.

Mr. Feistel wrote: "The Saturnia and Vulcana in the Boston-Mediterranean trade, the Coruillie Line feels that it will not only add stimulation to the port of Boston, but will increase traffic from New England, from which territory this company derives the greatest share of its European traffic, to the Mediterranean, especially to Italy.

"Our owners, undoubtedly, will be pleased to know of the assurance they have from the people of Boston and its Mayor and the cooperation in making this undertaking a success."

It is trusted we shall have the honor of a visit from you on board the Saturnia on her expected arrival at Boston on the morning of May 30, at which time the writer hopes to meet you personally."

MAY COMPLETE GREATER AIRPORT IN TWO YEARS

Rapid progress is being made in the plans of Mayor Curley to make the East Boston Airport the finest in the country, as shown by the conference to-day with Chairman William P. Long of the Park Commission. Mayor Curley announced that the Committee on Harbors and Public Lands had reported "ought to pass" upon the petition of the city of Boston for the extension of the lines of the East Boston Airport, under which the State conveys to the city, without charge, such land as may be required from time to time for the airport extension.

Mayor Curley's Plan includes the extension of the lines of the present airport to the State line in the vicinity of Governor's Island. He estimates that to dredge a channel in the harbor at its present site was only going to cost $1,000,000, while the industrial development proposed was in line with the recommendations of a State commission made in 1915.

"We don't want to interfere with any progress, but we do want to see the harbor developed," he declared. "It's not our plan. It's the State's plan."

McDonald agreed that any proposal to move the airport rested entirely with the Mayor. What he desired was that the Department of Public Works be placed in the position to make proper lease; then negotiations could be opened with all parties at interest.

Explain Present Lease

Mr. Long explained the present lease. It is for 20 years and at the end of that period if the Legislature should fit to take back the property they will have to reimburse the city for money expended there. There is a renewal clause in the lease, with the additional proviso that the State may increase the rental charge.

The committee then took up the bill of Representative William H. Hearn of East Boston, providing that the State Department of Public Works be authorized to lease to any party or parties satisfactory to the department, for a term of 60 years, lands and State belonging to the Commonwealth in Boston, which are in control of the department. This, of course, would include the airport property.

William J. McDonald, representing the Boston Port Development Company, spoke in favor of the bill. He told the committee that his company has 50,000,000 feet of land behind the property owned by the Commonwealth, which shuts off any large industrial development proposed.

McDonald felt that a proper airport could be developed at Governor's Island, because if the airport continues at its present site, with the proposed industrial development at that point. "The idea of locating an airport on a deep water channel," he exclaimed, "I don't understand why it was done."

Believed the Location Temporary

He said it was his impression at the time that the location of the airport at its present site was only going to be temporary.

Mayor Curley pointed out that the Hearn bill did not say lease to his company, but that the department may make a lease.

He estimated that to dredge a channel into their property would cost $1,000,000, while the industrial development proposed was in line with the recommendations of a State commission made in 1915.

"We don't want to interfere with any progress, but we do want to see the harbor developed," he declared. "It's not our plan. It's the State's plan."

McDonald agreed that any proposal to move the airport rested entirely with the Mayor. What he desired was that the Department of Public Works be placed in the position to make proper lease; then negotiations could be opened with all parties at interest.
To finance the elaborate programs being prepared for Boston's celebration of the Tercentenary of the founding of the Massachusetts Bay Colony, John F. Fitzgerald, chairman of the committee, has started a campaign for a fund of $350,000.

Mayor Curley addressed the committee at yesterday's session, outlining the plans for the Bunker Hill Day celebration on June 17; the reception to Rear Admiral Richard R. Byrd on June 23; the Independence Day celebration on the Common, when the singing of the Declaration will be portrayed in pageantry; an exceptional Labor Day demonstration and the observance of Boston Week, starting Sept. 14.

The mayor voiced his desire for a celebration that would be a credit to the city, and urged the committee to expedite its plans so that they will have sufficient time in which to prepare for the scheduled events.

Former Mayor Fitzgerald, in launching the campaign for contributions, last night stated he was organizing a wealthy finance committee, composed of the banking and business leaders of the city. Invitations to serve on the Finance Committee were sent to Allan Forbes, William Endicott, former Governor; Edwin S. Webster, Thomas Beal, Jr., Daniel C. Mullowney, Walter S. Bucklin and a score of others. He promised that the committee would be working hard for the Tercentenary celebration within a week.

Professor Joseph H. Beal of the Harvard Law School reported that the other cities and towns of the State were making rapid progress in their plans for the 350th anniversary party.

Chairman Frank A. Goodwin of the Boston Finance Commission and Chairman Richard J. Lane of the Boston Schoolhouse Department clashed today at a hearing before the Legislative Committee on Municipal Finance.

Mr. Goodwin, who was discussing the proposal of the Executive to build a school-building program involving an expenditure of $8,000,000, declared that the program should not be allowed by the Legislature if for no other reason than that "the School Committee does not know what the program is all about."

In this connection Mr. Goodwin referred to the proposal for the building of a new girls' central high school, to take the place of the Girls' High now located at the corner of Newton St. and its annex on Massachusetts Ave. Mr. Goodwin felt that the School Committee has "backed and filled" on the question as to whether this school should be built and has changed the program as to rooms.

Mr. Goodwin felt that the situation can be improved if the School Committee members had the assistance of an engineering firm which made an inspection of the structure as finding it unsafe it should be abandoned.

In this latter connection Mr. Goodwin referred to the proposal for the building of a new girls' central high school, to take the place of the Girls' High now located at the corner of Newton St. and its annex on Massachusetts Ave. He charged that the School Committee has "backed and filled" on the question as to whether this school should be built and has changed the program as to rooms.

Mr. Goodwin felt that the situation can be improved if the School Committee members had the assistance of an engineering firm which made an inspection of the structure as finding it unsafe it should be abandoned.

The Finance Commission chairman was particularly opposed to the construction of the new central girls' high school. He felt that the character of the district served by it is not changing that the erection of a large building is not justified. Rather the $1,400,000 which would be spent in school construction in the district served by the school high school should be expended in an elementary school of that size. In improving the conditions as to safety in the existing schools, he held.

He was answered by Joseph J. Hurley and Dr. Joseph Lyons of the School Committee that the project was started by the late Mrs. Boyle, but the mayor felt that the building is unsafe it should be abandoned.

On the other hand Mayor Goodwin quoted an engineering firm which made an inspection of the structure as finding it not to be unsafe, and for this reason he felt it should be kept in use; otherwise the city would lose a substantial sum of money invested in it.

"Should Consider Taxpayers"

In connection Mr. Goodwin took occasion to criticise those who are prominent in the management of the school authorities, saying that they are not concerned about the amount of money which will be spent on school expenses. Expenditures have increased from $7,000,000 to $20,000,000 in the last few years and the time has come when the taxpayers as well as the educators should be considered, he said.

Senator Frank W. Osborne, a member of the committee, indicated that the committee itself would inspect the Girls' High school before acting on the legislation before it.

Mr. Goodwin felt that if any girls' high school is to be built it should be put up in Dorchester, where, it is admitted by all, he said, there is need for additional elementary school facilities. In regard to the construction of a new girls' high in Boston proper, Mr. Goodwin said he has been informed that the project was started by the Alumni of the institution and that its master had gone to the Fire Department and sought to have the building condemned.
150 BOSTON PILGRIMS SAIL FOR EUCHARISTIC CONGRESS

Mayor Curley addressing pilgrims on their departure for the Eucharistic Congress. Left to Right—H. Armsby Highman, F. Lachesnes Heude and Pres Jean Tillier of the French Line; Mgr Thomas H. McLaughlin, in charge of Newark pilgrimage; Mgr E. J. Egan of Trenton, Mgr McGlinchey of Boston, Mayor Curley and son in foreground, J. C. Joseph Flamand, French consul.

Cardinal O'Connell Unable to Accompany Party Because Pressure of Business

Mayor James M. Curley was on hand to send the pilgrims on their way and to wish them a safe voyage, on behalf of the city, and the departure of the Rochambeau was made the occasion for a dual celebration. Pres. Jean Tillier of the French Line, addressing the passengers and spectators, announced that the sailing of the Rochambeau inaugurated a new passenger and freight service for Boston and Mayor Curley responded by saying that it was fitting that a ship named after Rochambeau, a friend of the American patriots, should be the first of the line's vessels in years to sail from the port of Boston, and that it was also fitting that the new service should be instituted during the tercentenary year.

30 Priests in Party

The Rochambeau sailed with a full passenger list of more than 450, with 150 pilgrims from Boston, more than 50 of them priests. In addition to the Boston pilgrimage there were pilgrimages from Trenton, Washington, Baltimore and Newark. Mgr E. J. Egan was in charge of the Trenton pilgrimage and Mgr John J. Cartwright of Washington was in charge of the pilgrimage from there and in general charge of the rest of the pilgrims. There were more than 3000 on hand to see the pilgrims depart, and they crowded the upper and lower areas away of the pier where the Rochambeau was tied. A bunting stand had been erected on the pier, and from 8 until 10, while the crowd was gathering, they were entertained by Emmet O'Brien and his American Legion Band. Hundreds of visitors and friends of pilgrims visited the ship, and crowded about its decks and cabins, and at 10 o'clock they all gathered on the aft deck, where the departure ceremonies were held.

Clement Norton, in charge of the pier, introduced Mgr Burke, who represented Cardinal O'Connell, and brought his blessing and good will to the pilgrims. He expressed the Cardinal's regret at not being able to accompany them, and bade them to himself and for the Cardinal a happy voyage.

Mayor Curley Compliments Pilgrims

Mayor James M. Curley was introduced by Mr. Norton. The Mayor complimented the pilgrims and brought them the greetings of the city and told them that their departure from the city for the Eucharistic Congress meant more than that to the city, since it inaugurated the new French Line service from Boston. The Rochambeau, he said, in the first French Line steamship to make Boston a port of call, and he declared that it marked a new era in the return of prosperity to the port of Boston.

He congratulated the French Line for its faith and confidence in Boston and expressed the opinion that it would mean as much to the French Line as it does to Boston and the home of the
School Committee Adopts the Survey Board's Recommendation

vote to curtail further expansion of shop instruction and vocational training in the Boston public schools was taken by the School Committee, last evening, in accordance with a recommendation of the Survey Board.

"That further extension of shop instruction in all intermediate schools now under construction or hereafter to be constructed shall be permissible only: that wherever given, instruction shall be limited to the fundamentals of manual training, and shall be general, not vocational in character; that all equipment shall be inexpensive and shall in no instance include complicated or elaborate machinery."

"That in all high schools now under construction or hereafter to be constructed all shops for vocational courses shall be of factory construction and, unless placed in the basement, shall be placed in an annex to the main building; the nature of the shop and all equipment shall be subject specifically and in each instance to the approval of the School Committee."

Superintendent Jeremiah Burke, in explaining the measure, said:

"There is no doubt in my mind of the soundness of this recommendation. I believe it is sound and helpful in that it has provided for the boys and girls who are not going onward to the field of higher education. We are faced with the fact that we have been expanding too rapidly in this direction and I find myself tonight in full sympathy with the committee. I heartily approve of them. I feel called to say that an itemized bill had been presented, study the committee has conducted with diligence. How precisely it has come to

to be constructed shall be permissive only; that wherever given, instruction shall be limited to the fundamentals of manual training and shall be general, not vocational, in character; that all equipment shall be inexpensive and shall in no instance include complicated or elaborate machinery."

This section of the vote is accompanied by another section adopting an order for restrictive supervision of plant and shop work expansion also in the high schools which are specifically conducted for training in arts and mechanics. All in all, the Boston School Committee has been instrumental in carrying out an excellent program of reform and retraining, much more sound in its basis, and thorough in its investigation of the needed changes, than any which could have been expected from those publicists who have recently been endeavoring to promote personal and political capital of the survey's findings.

Assessors' Aides Ordered Dropped

Thirty-three second assistant assessors, receiving $5 a day for temporary work, have been ordered discharged by Chairman Edward T. Kelly of the board of assessors at the command of Chairman Eliot H. Goodwin of the State Civil Service Commission. The men were appointed on March 31 for forty days to go through the city with the regular assessors to mark down the valuation of every piece of property in the city for taxation purposes.

Chairman Goodwin complained that the men were performing only clerical work and insisted that appointees to the position of second assistant assessor should be drawn from the regular civil service clerk's list.

Curley Starts Herald Building

Soon after nine o'clock this morning, Mayor Curley took part in formal exercises at the site of the new Boston Herald Traveler Building when he drove the first rivet into the superstructure, having presented to him by Timothy F. Millen, steel foreman of the job, a journeyman's working card which permitted him to handle the riveting gun.

Buried in the foundations in solid concrete is a horseshoe and a piece of money, placed there by the men on the job as an old custom but not followed in many instances. The horseshoe is supposed to bring luck and protect the workmen from falling girders and bricks.

Within a month or two the national colors will be flying from the structural work showing that the steel workers have completed their work.
Thousands of dollars have been thrown away on Boston school construction programs, Frank A. Goodwin, chairman of the Boston finance commission, said today.

His remarks, made at a hearing before the legislative committee on municipal finance, precipitated a heated discussion between Goodwin and Richard J. Lane, chairman of the Boston schoolhouse commission.

**DENIES STATEMENT**

Lane jumped up to deny the Goodwin statement and to defend the various school committees which have charge of building programs.

"I don't propose to let his statements stand unanswered," Lane exclaimed. Instead of the study committees being criticized for extravagance, they should be commended for their foresight in planning construction work. Later it became apparent to them that the buildings should not be erected because of changes in population in the districts in which the schools were to have been constructed.

In addition, Lane contended that the city has actually made money by the resale of land after the school committee bought it and later decided that the site would not be a good one for school purposes.

**ACCUSES COMMITTEE**

Goodwin, who was discussing the present school committee for a school-building program involving an expenditure of $5,000,000, demanded that the program should not be allowed by the Legislature. If for no other reason than that the school committee does not know what the program is all about.

In this latter connection Goodwin referred to the proposal for the building of a new girls' high school in West Newton street and its annex on Massachusetts avenue. He charged that the school committee has backed and filled on the question as to whether this school should be built and has changed the program to means so that instead of a 16-room building being constructed, as originally intended, the committee would put up a 30-room building.

**WOULD EMPLOY EXPERT**

Goodwin felt that the situation can be improved if the school committee members had the assistance of some expert, who could study the plans submitted by the board of apportionment for new schools and give them the benefit of his opinion. Now, he went on, the school committee turns over the plans to the schoolhouse department, the members of which, Goodwin felt, are not in a position to pass upon the question as to whether increased school accommodations are needed.

The fin. com. chairman was particularly opposed to the construction of the new central girls' high school. He felt that the character of the district served by it is so changing that the erection of a large building is unnecessary. Rather the $1,400,000 which would be spent on the high school should be expended in elementary schools or in improving the conditions as to safety in the existing schools.

**QUESTION OF SAFETY**

He was answered by Joseph J. Hurley and Dr. Joseph Lyons of the school committee, to the effect that the survey committee which recently made a study of the school needs of Boston had decided the girls' high school to be unsafe. Hurley felt that if the building is unsafe it should be abandoned.

On the other hand, Goodwin quoted an engineering firm which made an inspection of the structure as finding it "essentially safe." For this reason he felt it should be kept in use. Otherwise the city would lose a substantial sum of money invested in it.

In this connection the fin. com. leader took occasion to criticise the educators who are prominent in the management of the Boston schools, saying that they are not concerned about the amount of money which is expended for school purposes. Expenditures have increased from $7,000,000 to $20,000,000 in the last few years and their time has come when the taxpayers, as well as the educators should be considered, he said.

**MAY INSPECT SCHOOL**

Senator Fox of Osceola, Senate chairman of the committee, indicated that the committee would itself inspect the girls' high school before acting on the legislation before it.

Goodwin felt that if any girls' high school is to be built it should be put up in Dorchester, where it is admitted by all parties, he said, that need for additional high school facilities is undeputed. In regard to the construction of a new girls' high school in Boston proper, Goodwin said he has been informed that the project was started by the alumnas of the institution and that it master had gone to the fire department and sought to have the building condemned.

**POSTPONED**

Another point under discussion was that if Representative Hearn of East Boston, who is asking that the state department of public works be authorized to lease to any approved party for term of 60 years land and flats adjacent to the airport. This point was brought on behalf of the Boston Port Development Company, which owns 50,000,000 feet of land bordering on the harbor front.
Cardinal O'Connell Unable To Go, Due to Pressure of Business—150 in Group from Boston, Starting for Carthage, Given Big Send-off

A group of 450 pilgrims from Boston and New England was given a rousing send-off today as they boarded the French Line steamship Rochambeau at Commercial wharf in New York and sailed for the Eucharistic congress at Carthage. The party included 154 from Boston.

FIVE THOUSAND FRIENDS ON BOARD

Five thousand friends and relatives of the pilgrims gathered at the pier and wished the departing God-speed on their voyage. The liner came in from New York and carried several hundred more pilgrims from Trenton, Baltimore, Newark and Washington.

The pilgrims boarding the craft walked through an avenue of state and American flags. The ship itself was decorated. The spectators cheered lustily as it came in, and whistles of harbor boats were blown.

BURKE IN CHARGE

At 9:45 Mayor Curley arrived with J. Philip O'Connell, director of public celebrations and other city officials in automobiles. They were received by the Rev. Mgr. Francis A. Burke, secretary to Cardinal O'Connell, who is in charge of the pilgrimage and the Rev. Mgr. Joseph F. McGlinchey, past pastor of St. Mary's Church and corner head of the Society of the Propagation of the Faith.

Mgr. Burke said that Cardinal O'Connell would be unable to make the pilgrimage, owing to pressure of work.

As the Mayor and his party approached, Cecil Fogg Post, No. 73 American Legion of Hyde Park, from a bandstand on the upper level, played. As the pilgrims were embarking, the band played patriotic American and French airs.

The spectators included the French consul, J. C. Joseph Flamand, with his party was greeted at the entrance by Clement Norton, superintendent of the pier, and acting in an official capacity as representative of the state. Upon the forward decks, Norton welcomed the Pilgrims and congratulated them on their voyage. He referred to the great patriots, Rochambeau, Lafayette and others and then introduced Mgr. Burke.

The letter in turn introduced Mayor Curley, who greeted the Pilgrims and lauded Rochambeau, saying he was glad the French line selected the port of Boston for the sailing, and expressed the hope that Boston would become a terminal port for the line.

Norton introduced the French consul, who said he was glad the liner came here and expressed his appreciation of the mayor's affection for the consul's countrymen. J. L. Tillier, assistant director of the French line in New York, spoke briefly.

The liner sailed at 10:45 amidst the cheers of the spectators and the whistling of fireboats 47 and 44 which circled the ship and spread a water curtain in the background. The post band, on the end of the pier, played the Cardinal's hymn, "The Holy Name."

Among the pilgrims are 40 Boston priests. The liner will take a southerly course with the first stop at Gibraltar, where she will arrive May 2.

The liner then will continue to Algiers and Tunis, and will serve as a floating hotel for the pilgrims while they are attending the congress, May 6 to 11. Afterward she will sail for Naples and Rome, Munich, Oberammergau, Lucerne and Havre. The ship will start homeward May 24, arriving June 1. The sailing is the first of the line from this port.

YOUR NEWSPAPERS

Today Mayor James M. Curley sets the first rivet in the superstructure of the new building under construction for the Boston Herald-Traveler Corporation at Mason and Avery Streets.

Many months will be required to complete the great work dedicated today. During that time Massachusetts men will be at work on the structure. As much local material as is possible to obtain is being used. The contractors are Massachusetts men. The very steel used in the framework, while not a product of the state, is purchased through a local concern.

The completed plant will be the most modern in American journalism. Only the best equipment is good enough for your service. And yet neither The Herald nor the Traveler is ever satisfied. Always both newspapers acquire better equipment and wider news-gathering facilities.

We take no credit for this superb, pulsating monument to the success of the two newspapers. Credit belongs to The Herald and Traveler families, the readers.

FURTHER NEW SCHOOL MOVE

300 West Roxbury Citizens to Discuss Temple St. Project

More than 300 Boston citizens who are concerned over conditions in the public schools will meet tomorrow at 6 p.m. in the portable school building on Temple street, West Roxbury, to discuss school affairs and to further a proposal for a new elementary school building on the site of the portable building. A petition for the construction of a new building has been signed by 500 persons.

Those active in the movement point out that 150 children attend sessions in the portable building and others in the district attend classes in old houses which are dilapidated.

The committee organizing the meeting is headed by Mrs. Geraldine T. Conners and Mrs. Mary V. Bowen. The speakers will be City Councillor Joseph P. Cox, Representative Harold Duffie, Joseph Hurley, chairman of the school committee, Assistant Superintendent of Schools J. C. Broadhead and the school master in charge of the Robert Gould Shaw district, J. A. Crotwell.

Hear Bill for Airport Land

Runners that there had been a change in plans for enlargement of the airport were removed today when William P. Long, chairman of the City of Boston Park Department, read a letter from Mayor Curley to the Legislative Committee on Harbors and Public Lands at the State House, in connection with the redrafting of a resolve authorizing the State Department of Public Works to lease from time to time additional State land to the city for development of the airport.

The redrafted resolve was decided at a conference between Governor Allen, Mayor Curley and Frank E. Lyman, commission of public works for Mayor Curley in his letter said, "I have not changed my position in regard to the extension of the airport to Governor's Island because of the investment of the state and private concerns at the present airport, and because of its location to the East Boston tunnel and the use of fill from the tunnel for the airport."

William J. McDonald, representing the Boston Port Development Company, spoke in favor of a bill supporting a portion of the Legislature's Committee on Harbors and Public Lands in that the public works department of the state be authorized to lease any part of the airport land for development of the airport.

The project, according to the redrafted resolve, would be a 100-foot strip from the entrance to the airport to the tunnel.

The idea of leasing a portion of the airport to the city was once contemplated by the governor, but was dropped after the city announced the extension of the airport.
Pilgrims and Liner Given Great Sendoff

Party Bound for Eucharistic Congress Sails on Rochambeau—Crowd at Pier

Elaborate ceremony marked the sailing of the French liner Rochambeau from Commonwealth Pier, South Boston, this afternoon, with a delegation of 450 American Catholic clergy and laity from dioceses in the United States and Canada going to the Eucharistic Congress at Carthage, and coincidently representing the first sailing of a steamship of the French Line from this port.

Cardinal O'Connell, who had planned to head the Boston group, was forced to make a last minute cancellation and did not appear at the liner. Rt. Rev. Mgr. F. A. Dillon of the Boston archdiocese, was appointed to represent the Cardinal on the pilgrimage and on his arrival at the Rochambeau expressed the regrets of Cardinal O'Connell, explaining that a volume of work made urgent his remaining in Boston.

The liner arrived at 5 A.M., with a large delegation that embarked and did not appear at the liner. Shortly after 8 o'clock the Boston contingent began to arrive at the pier, first in small groups and then in larger numbers, accompanied by well wishers, estimated in all to number more than two thousand.

Mayor James M. Curley, who was the principal speaker, arrived at the pier just before the visits, was accompanied by other city officials and to a musical welcome by the American Legion Band of Cecil Field. A crowd of 73 stationed in a reviewing stand, the mayor walked up the main gangplank and was welcomed by Mgr. Burke and Mgr. Joseph F. McGlinchy, on behalf of the church diocurities present.

The official party repaired to the 5th floor of the main deck where a battery of speakers, designated to carry the pilgrims' voices from this historic port of Boston, was waiting. Clement L. Norton, superintendent of Commonwealth Pier, acted as master of ceremonies, introducing the speakers.

Mgr. Burke, the first speaker, declared that he felt greatly honored to be privileged to participate as a representative of the archdiocese in this unique ceremony which, together with representing the sailing of the pilgrimage, "a wonderful example of faith," also represented the forerunner of regular service of the French Line from Boston.

In addressing the gathering, which occupied every available part of the after sections of the main and boat decks, Mayor Curley spoke of the meaning of the pilgrimage and praised France and its relation to this country and the officials of the steamship line, which had so cooperated in assisting the pilgrimage.

"If with gratification to me as mayor of Boston to witness the departure of this ship of France from this port and if it is fitting that the atmosphere should aid us during the Revolution War," he said, "it is a proper occasion to reflect on the voyage to the homeland, where, animated by a spiritual spirit of faith to journey afar to take part in the Eucharistic Congress, but also to wish every success on this pilgrimage line and to hope that Boston in the future may be considered not only a port of call but a terminal port of the line.

Other speakers included H. Ainsley Highman, New England manager of the French Line, O. Joseph Flamand, French consul at Boston. Following the speaking, the visitors were ordered ashore, and, with the thousands of spectators gathered on the side of the pier, the Rochambeau cast off with all her code flags flying.

The Rochambeau will make her first stop at Gibraltar about May 2, and thence will go to Algiers and Tunis, where the liner will serve as a hotel during the congress, which lasts from 6 to 11. Leaving Tunis the pilgrimage party will go to Naples and Rome for three days before leaving for Munich, Oberammergau, Lucerne and Havre, start on May 19.

Stirred When Hurt

"It is your duty as members of the New England Building Officials' conference to strive for an enlightened public opinion among the public. You should send every energy and avail yourself of every opportunity to acquaint the public with the hazards and waste of the present system. I appeal personally to all of our civically elected officers to forget—gradually at least—the old dollar sign of first cost and to put their building department on a sound effective basis by gradually increased forces of able inspectors, who are paid a salary somewhat commensurate with the responsibility they are forced by the public and its officials to assume.

"The public will fight its increased tax rate and then soon forget the added initial expense, with experience in lower annual waste charges and damages.

"George W. Sherman of Worcester, known as the 'Dean of Building Officials,' talked on the purposes and value of the building officials' conference. He emphasized the need and value of frequent meetings for the interchange of ideas. The exchange of individual experience is of undoubted value when difficult situations arise, and there is as much need for such interchange of information among building officials as among any profession or industry.

"The conference was addressed this afternoon by Mayor Curley, and a talk will be made by the chairmen of the New York city building code, following the report of the building code committee of the conference.

"The conference will close this evening with the annual banquet and entertainment at the Hotel Kenmore."

Fountain Planned for Statler Park

The Boston Art Commission has approved the design by Ulysses S. Rice, also a sample in bronze, for a fountain to be erected in the triangular plot known as Statler Park. The land was donated by the city at the time the hotel was erected, being negotiated for by E. M. Statler. Mayor Curley was then in office for his second term and was...
**OUR NEW BUILDING**

The Herald-Traveller building, into which Mayor Curley rat-tatted the first red-hot rivet yesterday, will be superior to anything in New England, and not inferior to anything in the United States. Far larger, better and more attractive inside and out than the present plant, it will take a place among the notable structures of the city. The mechanical facilities and accommodations for all who work in the building will be the best obtainable. The new Herald-Traveller home will excel the present building even more than that has excelled our quarters of a generation ago in Newspaper row.

Public confidence and public spirit have made possible the growth in prosperity and influence of The Herald and the Traveller. During the lean years, now happily forgotten, a few men had sufficient faith in the future of the property to support it liberally; they and the devotion of employees, the red ink disappeared and the course of the paper has been steadily forward since then. Readers and advertisers, the support of every going newspaper, are more numerous and better satisfied today than at any other period in the history of the paper. The year which ended recently was in all ways the most satisfactory on record.

We are deeply thankful that we have won the respect which we have tried day by day to merit. It is hardly necessary to say that we shall try to deserve the continued support and respect of the community, whose welfare is our welfare.

A newspaper building is an art studio and a boiler factory; a suite of professional offices and a machine shop; a sounding-board device and a broadcasting instrument; a scientific laboratory and a circus ring; a producer and a distributor. The newspaper itself is one of the rare things which are supported by the profits of a by-product, advertising. Few things are fresher, more welcome, more influential, directly and indirectly, than the morning paper on the day it appears. Few are so stale and obsolete the next morning. Obscenity, indeed, begins almost before the product reaches the newsboy. Business men and journalists do something one day in order that they may undo it the next; that they build, every day, on the wreck of the day before; that they seem to erect a wall by laying bricks without mortar, and then replacing each brick with another just like it. That is all more or less so and is all more or less pertinent to the announcement of a new structure, for no building which houses such a process lacks interest.

The new building itself will teach a valuable lesson, one to which Mayor Curley referred in his brief address yesterday morning. It will give employment to a large number of men, will help to hasten the return of good general conditions, will be strong evidence of the faith in which The Herald-Traveller Corporation has in the future of Boston, Massachusetts and New England. It will be striking testimony to our thousands of tercentenary visitors from the West that New Englanders are banking on the future and the continued prosperity of New England. So we like to regard this new building as something more than a mass of bricks, beams, rivets, steel machinery and editorial offices. It is as important for what it implies as for what it actually is.

**LEGISLATORS CUT CURLEY LOAN PLAN**

Favor $6,000,000 Outside Limit on Old Streets

Also Million From Tax Levy—Give $2,500,000 on New Ways

Mayor Curley's desires for a $10,000,000 street building and repair program were somewhat upset by the Legislative Committee on Municipal Finance, which recommended at an executive meeting in the Parker House last night that the city of Boston only borrow $6,000,000 outside the debt limit for use on accepted streets, and with the condition that $1,000,000 be taken from the tax levy.

Another street appropriation bill petitioned by the Mayor was acted upon by the committee with changes. This bill, as it will be reported by the committee, will permit the city to borrow $2,500,000 outside the debt limit for accepted streets with 10-year bonds. The condition is made that $500,000 be taken inside the debt limit.

In all, the committee last night disposed of nine matters, thus clearing its docket of 100 measures with the exception of two.

It was voted last night to report a bill limiting towns and cities of the Commonwealth to an expenditure of not more than $75,000, or 1/200th of their average valuation, for tercentenary celebrations.

The bill to preserve the famous old Dillaway mansion in Roxbury was favorably acted upon, and given the provision that not more than $25,000 shall be spent.

Four members of the committee reserved their rights in the vote for the Mayor's bill for accepted streets: Representatives George P. Anderson and John Higgins of Boston, Edward J. Kelley of Worcester and George McMenimen of Cambridge. Mr Anderson and Mr Higgins both favored longer terms for the bond issues.

**CURLEY ACTS UPON PROTEST BY LABOR**

Mayor Curley today received a group of representatives of the Boston Central Labor Union who protested against the city giving up its heating and lighting plant in the basement of the Parker House Annex and entering upon a contract with the Edison Electric Illuminating Company, and promised that if officials of the Massachusetts Institute of Technology should, upon examination, that the engine now in use can be made serviceable at slight expense, as labor claims, the plant will be permitted to continue operation.
Goodwin and Lane Continue Argument

Frank A. Goodwin, chairman of the Boston Finance Commission, and Richard J. Lane, treasurer and a member of the Finance Commission, together with the Finance Commission, together with the Finance Committee, were in agreement today that the demand for funds to meet the needs of the community must be met. The Finance Committee, in its report to the Mayor, recommended that the community must contribute funds to meet the needs of the community. The Finance Committee, in its report to the Mayor, recommended that the community must contribute funds to meet the needs of the community.

The officers of the corporation are

Former Mayor Andrew J. Peters, vice president; Ingersoll Bowditch, treasurer; Mrs. Franklin C. Jillson, secretary; Mrs. Elizabeth W. Pigeon, a member of the Finance Committee, and Mr. Goodwin, chairman of the Finance Committee, recently worked together on the erection of this new wing.

In the future, the hospital will have the funds necessary to develop and improve the community. The hospital will have the funds necessary to develop and improve the community. This group is apparently able to care for their living and education but unable to budget for fitness and must be helped—while their pride kept intact. For years the Faulkner Hospital has served its cause to the people of moderate means and involves a large amount of free service wherever necessary. The addition of the new buildings will increase the capacity of the hospital.

Dr. Faulkner's Gift

Former Mayor Andrew J. Peters, vice president of the hospital, in his address said, in part: "The late Dr. George Faulkner, family practitioner in what was formerly the old town of West Roxbury, conceived the generous idea of donating his property to the community of West Roxbury and a hospital in honor of the community. The late Dr. George Faulkner, family practitioner in what was formerly the old town of West Roxbury, conceived the generous idea of donating his property to the community of West Roxbury and a hospital in honor of the community.

The Faulkner Hospital has been enlarged by gifts from Miss Chickering and many others. It would not be possible for us to meet here today without being mindful of the devoted service of the many who have given their time to the hospital work, especially Andrew J. Peters, vice president; Ingersoll Bowditch, treasurer; Mrs. Franklin C. Jillson, secretary; Mrs. Elizabeth W. Pigeon, a member of the Finance Committee, and Mr. Goodwin, chairman of the Finance Committee, recently worked together on the erection of this new wing.

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Governor Allen and Mayor Curley Are Speakers at Exercises and Junior League Girls Serve as Ushers.

WITH Governor Frank G. Allen and Mayor James M. Curley as guests and speakers, and with many prominent men and women who contributed generously to the $750,000 fund required for the project in attendance, the new surgical wing of the Faulkner Hospital, Center street, Jamaica Plain, was opened this afternoon. Members of the Junior League, debutantes of this season, were ushers, and tea was served under arrangements made by Mrs. J. Mott Hallowell and Miss Emily G. Denney.

Assisting at the tea were Mrs. Andrew J. Peters, Mrs. Winthrop G. Adams, Mrs. Gaspar G. Bacon, Mrs. William H. Brennan, Mrs. Charles H. Curtis, Mrs. Philip E. Coyle, Mrs. Frank S. Deland, Miss Marlon Fraser, Mrs. Dudley N. Hartt, Mrs. Richard S. Humphrey, Mrs. Franklin C. Jillson, Mrs. Frank H. Lawver, Mrs. George Lyon, Mrs. Robert G. Morse, Mrs. Hugh W. Ogden, Mrs. G. L. Race, Mrs. Frank Roece, Mrs. Ernest L. Reuter, Mrs. Charles F. Rowley, Mrs. Channing Souther and Mrs. John B. Swift.

The ushers included Elizabeth Bird, Priscilla Bramhall, Anna Clark, Katherine Davis, Ethel Grew, Nancy Hallowell, Elizabeth Hobbs, Allison Houghton, Ruth Loving, Catherine Oney, Caroline Read, Eleanor Strickland and Helen Warren.

Dr. Robert B. Greenough of Longwood, a surgeon whose work is well known to the officials and patients of Faulkner Hospital, was the principal speaker.

"Enters on Full Career of Service"

Dr. Greenough said that with the opening of the new surgical building the hospital stands "ready to take on all of its responsibilities in the care of the sick and injured of the community and to give as can be obtained in any hospital in the State." After reviewing the growth of the hospital during the last twenty-five years, Dr. Greenough said that it had successfully met the various conditions, "not only in respect to its equipment and its operation, as indicated by the approval of the American College of Surgeons, but also in respect to its maintenance of the standards of the science of medicine and of the humanitarian aspects of the art of medicine as well."

"Within its limited resources," he said, "it has fulfilled all of its obligations to its patients, its staff, and to the community as well. Now, with increased resources, it enters upon its full career of service, well qualified in every way to meet its new responsibilities and justly enjoying the full confidence and support of the medical profession and of the community it serves."

Dr. Edward L. Young, Jr., expressed the gratitude of the hospital staff to all who helped to make the new building possible. He praised in particular the late Charles J. Nichols for his work in behalf of the hospital. He expressed also appreciation of the efforts of the board of trustees and of Miss Ladd, superintendent of the hospital.

"We of the staff have been given this monument," he said, "and we pledge ourselves to keep it unmarred, to make it serve the community around in the highest possible manner. We look to you and the hospital to supply the encouragement and material aid without which our efforts will be in vain."

Governor's Address

After extending the greetings of the Commonwealth, Governor Allen said: "This hospital is, of course, a monument as can be obtained in any hospital in the State." After reviewing the growth of the hospital during the last twenty-five years, Dr. Greenough said that it had successfully met the various conditions, "not only in respect to its equipment and its operation, as indicated by the approval of the American College of Surgeons, but also in respect to its maintenance of the standards of the science of medicine and of the humanitarian aspects of the art of medicine as well."

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FAVOR STATE LAND FOR AIRPORT USE

Redrafted Resolve Reported by Legislative Committee

The legislative committee on harbors and public lands yesterday reported a resolve authorizing the department of public works to lease portions of state-owned land in East Boston to the city of Boston for use in developing the airport.

The favorable report followed swiftly after the conclusion of a hearing on the measure at which Mayor Curley's spokesmen disclosed his plans for making the airport the finest in the country with the hope that the development of aviation will see Boston the chief port of entry for airplanes from foreign countries.

If the government can be persuaded to return Governor's Island, that piece of harbor land will be made part of the airport. The plans would have it levelled off to care for the huge lighter-than-air craft as well as the large transport planes.

The resolve, introduced by Mayor Curley, had been redrafted after a conference among Curley, Gov. Allen and Frank E. Lyman, state commissioner of public works, and the committee was informed by Thomas H. Bilodeau, legislative agent for Boston, that the three parties to the conference were in agreement with the provisions of the measure.

William P. Long, park commissioner, outlined the mayor's two chief reasons for wanting to extend the airport to Governor's Island, which was because of the investment of the city and private enterprises in the airport and to have efficient use made of the fill that will come from the tunnel in reclaiming the land necessary for the proposed development.

The committee also heard the bill of Representative William H. Hearn of East Boston providing that the public works department be authorized to lease out for a term of 60 years lands and improvements belonging to the state in East Boston, including the airport property. The committee made no recommendation on this bill.

William J. McDonald, representing the Boston Port Development, favored the measure. He said that there are 50,000,000 feet of land behind the state property now shut off from any large industrial development.

THE NEEDS OF THE AIRPORT

It is to be hoped that the Legislature will act favorably on the bill to provide for the extension of the Boston airport. Additional land and improvements are necessary before our airport can be ranked by the government as of the highest class.

It is essential that we have a first class airport and the money to make it so will be well spent.

THREE OF THE AIRPORT

Mayor Curley summed up the situation when he said that all parties agreed that every reasonable precaution possible should be provided, applying principally to the stage; that the use of inflammable curtains and over-powering smoke-producing curtains must end and that sprinklers be provided at least for the stage. "We will endeavor to see that the agreement is absolutely fair; but if it is not lived up, I will close you up," said the Mayor.

Building Commissioner Hultman referred to regulations in other cities and said that New York laws make all theatres use sprinklers; that in the Bronx laws are being framed to make everything fireproofing the city of Boston. Mr. Hultman said, of 87 theatres, 10 have no sprinklers anywhere in the building. Theatres all have men on the stage to handle water curtains, etc., except one theatre, now a movie house. Several movie houses have no men on the stage for protection in case of fire or disaster.

Lee M. Freedman, attorney representing the Allied Theatres group, said his group was in hearty accord with the Mayor and wanted to cooperate, it being their first desire and interest to protect the theatre-going public. He told the Mayor that the Allied Theatres would appoint a representative to the committee.

Mayor Curley called the attention of the members of the moral code governing the stage promulgated by the city of Boston in 1915 and made necessary by "rotten" conditions; the same code had later been adopted throughout the country, he said.

The Mayor thought it would be a good idea for the owners or managers of amusement houses to remember that code: that it was still in effect and that the city would try to keep it up. The group was in favor of abolishing "revue" dancing, and bare legs on runways and displaying warts and birthmarks.

THEATRE FIRE PREVENTION

Mayor Curley sums up the necessary steps.

A group of United States Junior Naval Guards from New York City called on Mayor Curley at City Hall today. The boys sitting on the Mayor's lap are Seth Hoders, left, and Thomas Armond. The Mayor ordered one of his assistant secretaries to take the young fellows out on a sightseeing bus and to give them lunch at the Wayside Inn at Sudbury.
BUNKER HILL DAY CELEBRATION
OFFICIALS APPOINTED BY MAYOR

SAMUEL SWANSON
Chief Marshal for Bunker Hill Day Parade

Thomas A. Flaherty
Chairman of Bunker Hill Day Celebration

EDISON CONTRACT
PROBE IS URGED

Hearing Counsel Charges Excessive Expenditure

The state department of public utilities was sued by Atty. Wycliffe O. Marshall to consider the 20-year contract between the Edison Electric Illuminating Company, and the New England Power Association before reaching a decision on the rate schedule sought by the Edison company.

This contract, he said, involves the expenditure of $40,000,000 by the Edison company, and yet has not been approved by the public utilities department. A copy has been filed in connection with a transmission line hearing.

Marshall maintained that under the agreement the Edison company would purchase an amount of electricity which makes the average cost per kilowatt-hour 1.33 cents, practically half a cent more than it costs the Edison company to generate the current by steam.

P. Manley Ives, counsel for the company, countered with the information that Marshall’s figures failed to include fixed charges in making up the cost of generation. He pointed out that if the agreement had not been entered into, his company would have been forced to build a new generation plant in Everett.

Marshall asserted that the company’s public relations bureau expenses had increased $37,000 in 1929 over the 1928 figure. He also entered into a detailed explanation of the rates expended for coal by the company during the last two years.

Mayor Curley to Plant
Tree at Children’s Museum

In celebration of Arbor Day, Saturday, Mayor Curley will plant a white birch tree at the Children’s Museum in Oldstead Park, Jamaica Plain. At nine of o’clock, Museum children, and members of the staff will participate in the ceremony. The regular Museum bird walk is scheduled for Saturday morning and will be shortened in order that the group may be on hand for the tree planting. "Baby Song Birds at Meal Time," will be shown Saturday at 2. "Birds have been seen around Jamaica Pond" will be the subject of the Sunday afternoon illustrated talk at 3:30. Mayor S. Byrnes, former curator of Education at the museum.
GOODWIN AND LANE IN CLASH

Fin. Com. Head's Charges of School Building Waste Denied at Hearing - GIRLS' CENTRAL HIGH Fought by Chairman

Chairman Frank A. Goodwin of the Boston school building committee compared the cost of a new girls' high school with the $1,400,000 already spent on the site. He said that the building was unsafe and should be abandoned. Instead of a 16-room building as originally sought, the committee is now planning a 50-room structure.

CITY COUNCILMEMEN PAY BOOST URGED

The legislative committee on city salaries has recommended a bill to increase city salaries by 150%, from $2,000 to $3,000. The bill, which was also approved by the committee, is expected to be voted on by the General Court in the next session.

$400,000 MORE FOR HUB SCHOOLS

The House of Representatives today, without debate, approved a bill to increase the city's budget for school building maintenance by $400,000. The bill was introduced by Representative Crockwell of Medford, who is the chairman of the General Court's Committee on School Building. The bill, which was also approved by the committee, is expected to be voted on by the General Court in the next session.

FOR A CLASS AIA AIRPORT

All is ready now for the take-off. After one more short flight of time, Boston will have attained at last an airport of Class A. The legislative committee on harbors and public lands has reported a bill permitting enlargement of the East Boston field in conformity with the Department of Commerce requirements for Class A rating.

TRANSCRIPT 4/24/13

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Lane also pointed out that the city actually has profited by the resale of land after school committees have fought it and subsequently decided that the site should not be employed for school purposes.

Joseph J. Hurley and Dr. Joseph V. Lyons, members of the school committee, also objected to Goodwin's comment.

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CURLEY SEeks ALLEN'S HELP
Mayor Protests Report by Committee on His Building Program Bills
BITTER FIGHT IN LEGISLATURE LOOMS

Mayor Curley, disappointed and dissatisfied at and with the terms of the bills for his program of street construction and improvement as reported to the Legislature by the committee on municipal finance, yesterday went over the heads of the committee members and carried his fight for more suitable conditions to Gov. Allen and the Legislative leaders.

Accompanied by the members of his cabinet he registered a vigorous protest to President Bacon of the Senate and Speaker Saltor atali of the House and after stating his objections to them the conference adjourned to the executive chamber where it was resumed with Gov. Allen.

With the mayor at the two conferences were Corporation Counsel Samuel Silverman, Public Works Commissioner Joseph Rourke, City Auditor Rupert Carven and Thomas H. Bilodeau, his legislative counsel. More than an hour passed in the deliberations.

BITTER FIGHT LOOMS

The attempt to seek the influence of the Governor, the president and speaker to overturn the report of the committee is attended with a spirit of resentment among several members of the committee who learned of the conferences last night and indications are that a bitter quarrel will result when the bills come before the Senate and then the House for action.

The committee members were none too cordial toward the mayor after hearing learned through submarine channels that he had protested to the Governor last week at the terms of the bill which authorized him to borrow $1,000,000 for widening and repairing Long Summer streets in South Boston.

The provisions of the bill included 9 per cent in the tax rate and it was against this clause that Curley protested. There was no open attempt made to change the provision, however, and the bill passed through both branches of the Legislature and presently will come up for executive approval.

It had been held for two days in the House before being brought up for action, but meanwhile the sentiment of the committee on municipal finance was found to be opposed to any tampering with the limit.

Mayor Curley's objections to the new bills refer to the terms on which he is authorized to borrow $4,000,000 in addition to the $1,000,000 bill already passed.

In a long prepared statement he is said to have accused the committee of making a political play to hammer his program for development of the city of Boston's streets. The committee members maintain that they merely attempted to prevent him from abandoning altogether the pay-as-you-go policy. They assert that for the last 12 years the streets have been constructed and maintained almost exclusively from the tax levy while they are willing to give him a five-year bond issue.

The mayor is reported as having told the Governor and the Legislative leaders that the five-year bond issue recommended is absurd because streets paved under modern methods last from 30 to 50 years, making it obviously unfair to shoulder on present-day tax payers the benefit to future tax payers.

In answer to the criticism that he had made provision in his budget, for only a $200,000 outlay of expenditures for streets, he said that adding the proposed expense to the tax levy would boost the tax rate to an unreasonable figure. He pointed out that the present borrowing capacity is practically exhausted, slender provision now being made only for emergency purposes.

The mayor's disappointment is keen because this is said to be the most desirable favor he had sought from the current Legislature, and instead of getting an asset he finds himself faced with the possibility of shoultering a liability.

The difference of opinion between the committee on municipal finance and the mayor is so wide that there seems to be little chance of having them compromise their differences, and the result is certain to be a free-for-all fight in the Legislature.

The measures were read a first time at yesterday's session of the Senate and consequently out of the control of the committee unless recommitted.

The committee members feel they have given the mayor practically everything that he wanted, but declined to move to change the provision on the terms on which he wanted it. The members feel that they have been sound because of their desire to keep at slashed prices the pay-as-you-go policy which they consider would be abandoned by long term bond issue.

The chief controversial bill reported was for reconstruction and repairing streets with authority to issue $2,000,000 in five-year bonds outside the debt limit, with a provision that at least $100,000 of the current tax revenue to be expended in 1930 and in 1931.

The other bill is for laying out and constructing unaccepted streets and provides for the issuance of $2,500,000 of 10-year bonds outside the debt limit with $250,000 to come from the tax levy and $500,000 of bonds inside the debt limit.

THE NORTHERN REALTY TRUST

Only two of the 12 owners of property which the city has made available for widening the Willes Street and the construction of traffic circle at Cambridge and Charles streets and at Gilson bridge have officially accepted the awards of damages made by the street commission.

The Northern Realty Trust, through Dorothy McKeeble, trustee, owners of four parcels of property for which damages of $109,636 were allowed, have accepted and have also filed a claim for the payment of $3469 awarded to owners of Gilson place, from whom the commission could not identify.

This claim has not been recognized and the claimants will be forced to establish their title to the land. The only other owner to accept the decision of the commission is George B. Dewson, trustee under the will of John L. Roberts, who has taken $1000 for 133 square feet of land.

MAJOR CURLEY TO PLANT TREE

In celebration of Arbor Day, Saturday, Mayor Curley will plant a white birch tree near the Children's Museum in Olmstead Park, Jamaica Plain, at 9 o'clock. Museum children and members of the museum staff will participate in the ceremony.

The regular museum bird walk is scheduled for 8 o'clock Saturday morning. The group will shorten its walk in order to be on hand for the tree planting.

"Baby Song Birds at Meal Time," a motion picture, will be shown on Saturday at 3 p.m. Admission is free. "Birds I Have Seen Around Jamaica Pond," is the subject of the Sunday afternoon illustrated talk at 3:30 by Mrs. Inez Scott Harlow, former curator of education at the museum.
BOSTON PILGRIMS OFF FOR CARTHAGE

Ovation Is Given Departing Delegates to Eucharistic Congress as Liner Steams From Dock

GIVES CARDINAL'S GREETING TO PILGRIMS

Monsignor Francis A. Burke, secretary to Cardinal O'Connell, shown standing on the chair, giving the greetings of the prelate to the pilgrims departing on the pilgrimage to the Eucharistic Congress at Carthage. In the group are Mayor Curley and his son, George; Monsignor Joseph F. McGlinchey and J. C. Joseph Flamand, honorary French Consul at Boston. The picture was taken on the French liner Rochambeau.

With airplanes zooming overhead, dipping and saluting, two of the city's fireboats throwing great streams of water skyward, and a throng on the pier estimated to number 5000 cheering themselves hoarse and waving flags and handkerchiefs, the departure from here yesterday of the French Line steamer Rochambeau, carrying the Boston pilgrimage to the Eucharistic Congress at Carthage, was one of the most inspiring and colorful spectacles ever witnessed at this port.

CARDINAL ABSENT

The only drawback to the elaborate celebration was the absence of Cardinal O'Connell, who had been slated to lead the party to Europe. He sent word by his secretary, the Right Rev. Mgr. Francis A. Burke, chancellor of the archdiocese, that because of the volume of urgent work requiring his personal attention, he had to remain behind.

Mayor Curley was on hand to bid the liner Godspeed on behalf of the city; also expressed the hope that before long the French Line might see its way clear to making Boston a terminal port. The Mayor, who was accompanied by his youngest son, George, was accorded a hearty reception, both on arrival and at the conclusion of his remarks. City Councillor Clement A. Norton, superintendent of Commonwealth Pier, president, and introduced the speakers, who included beside Mayor Curley, Mgr. Burke, representing the Cardinal; Jean Tillier, assistant general manager of the French Line at New York, and J. C. Joseph Flamand, honorary consul of France here. Both the Mayor and Mr. Norton in their remarks paid a high tribute to Rochambeau, the French patriot, for his devotion and assistance to the American Revolutionary cause.

Debark at Tunis

The pilgrimage is under the joint charge of Mgr. Burke and Mgr. Joseph McGlinchey of Lynn, dean of the Essex County clergy. The members will journey to Tunis, where they will debark, travelling inland to the ancient city of Carthage, scene of this year's Eucharistic Congress. Afterwards they will visit Rome, where an audience with Pope Pius XI has been arranged. Later they will go to Oberammergau to witness the "Passion Play." Lourdes and Ligos, with their famous shrines, are also on the itinerary. Some of the passengers will go on independent sightseeing tours to Ireland and elsewhere, to reassemble in Havre, France, in time to embark on the Rochambeau for the homeward voyage, May 24, with arrival back in New York scheduled for June 1.

All told, the liner carried 450 passengers, of whom 150 were embarked here, with clergy and laity from nearly every parish in Greater Boston. The rest were drawn from the dioceses of Washington, New York, Trenton and Newark, N. J.

SCHOOL COSTS MOST IN GREATER BOSTON AREA

Eight of the 10 communities of 3000 or more population that rank highest in expenditures per pupil for support of public schools, exclusive of capital outlays, in this State, are in Metropolitan Boston, the Civic Bureau of the Boston Chamber of Commerce pays in a bulletin.

The names of the leading communities and the amounts are taken from a tabulation of school returns for the school year ended June 30, 1929, recently published by the State Department of Education.

In the order of their rank the communities and amounts are: Wellesley, $148.73, first; Brookline, $134.33, second; Springfield, $133.69, third; Boston, $118.44, fourth; Newton, $118.13, fifth; Concord, $117.13, sixth; Cambridge, $115.64, seventh; Reading, $115.52, eighth; Canton, $115.51, ninth; Easton, $115.41, tenth.
LANE AND GOODWIN FIGHT FOR IN CLASH LOAN BILLS

Row Over Building of Schools and Money Waste

The controversy between the Boston school committee and Chairman Frank A. Goodwin of the Finance Commission over the construction of new school houses broke out afresh before the legislative committee on municipal finance yesterday, and Goodwin's charges of alleged waste of money in the past brought him into a sharp clash with Richard J. Lane, former school committee member and now chairman of the Board of School House Commissioners.

SEES CITY WASTE

Goodwin had directed his criticism at previous action by the school committee in abandoning construction work after sites had been selected, and thus wasting city money. Lane declared:

"I don't propose to let his statements stand unchallenged. Instead of being criticized for extravagance, the school committee should be commended for foresight in abandoning construction work after it became apparent that buildings should not be erected, because of changes in population in the districts."

Lane contended that in many instances the city has actually made money by the re-sale of land after the school committee bought it and later decided that the site would not be good for school purposes.

The hearing developed also a marked difference of opinion between Goodwin and the school committee over the proposed construction of a new building to replace the present girls' high school on West Newton street and its annex on Washington avenue. The chairman of the Finance Commission was strongly of the opinion that a new building there was not necessary at present. While Chairman Joseph J. Hurley and Dr. Joseph V. Lyons of school committee were as strongly in favor of a new building.

The municipal finance committee was considering the bill for loans for schoolhouse construction. The original bill, called for a bond issue of $3,000,000 for a five-year programme of schoolhouse construction. By the time the hearing opened yesterday both the members of the school committee and Goodwin had tried to reach an agreement upon an expenditure of something like $5,000,000, but the disagreement over the proposed girls' high school building three of the whole situation pretty much into the air again, with the result that the municipal finance committee will have to have further conferences and perhaps more hearings before reaching a decision in the matter.

Dissatisfied with the terms of street improvement loan bills reported by the legislative committee on municipal finance, Mayor Curley carried his fight in person to the State House yesterday and put it up to Governor Allen and the presiding officers of the Senate and House to give him legislative authority to borrow $3,000,000 for repaving of old streets and $3,000,000 for construction of new streets, all of the money to be borrowed outside the debt limit, the repaving bonds to run for 10 years and the new construction bonds to be for 15 years.

LIMITED BY REPORT

The bill reported by the committee on municipal finance for reconstructions would require the city to take $1,000,000 for each of the years 1930 and 1931 out of the tax levy and other current revenue, at the same time allowing $2,000,000 to be borrowed for this purpose outside the debt limit.

The committee's bill for new construction allows a borrowing of $2,000,000 outside the debt limit and would require that $600,000 be borrowed inside the debt limit.

The reconstruction bill of the committee would have the bonds run for only five years and the new construction bill would allow only 10-year bonds.

Mayor was accompanied to the State House by City Auditor Rupert Carver, Commissioner of Public Works Joseph A. Houk and Thomas H. Billodeau, city law department. They conferred with Governor of the Senate, Speaker Saltonstall of the House and later with Governor Allen. The conference lasted for more than an hour, and at their conclusion none of the men concerned would make any comment, except that the street loans were considered.

Will Fight to Finish

It was learned last night, however, that the Mayor is prepared to fight the limit for authority to borrow all of the money outside the debt limit, except for the provision which the Legislature has required in all such matters in recent years that 10 per cent of the amount borrowed in any year shall be taken from the tax levy of that year, and that he will insist upon longer term bonds than the committee was willing to allow him.

Mayor takes Loan Question to Allen

Conference Includes Also Bacon and Saltonstall

Mayor James M. Curley, with Corporation Counsel Samuel Silverman, Thomas H. Billodeau, Legislative counsel for the city; Rupert H. Carver, city auditor, and Joseph A. Houk, Public Works Commissioner, at the State House yesterday held a conference with Pres Gaspar G. Bacon and Speaker Leverett Saltonstall, and later the group called on Gov Allen to discuss the pending Boston street improvement bills.

It is understood that Mayor Curley is not satisfied with the bills. He desires permission to borrow the whole amount, $6,000,000, outside the debt limit, and also to have the loans run for longer period than the bills permit.

COMMITTEE FAVORS LEASE OF MORE LAND FOR AIRPORT

The Legislative Committee on Harbors and Public Lands yesterday afternoon recommended the bill authorizing the State Department of Public Works to lease from time to time to the city of Boston for airport purposes additional land of the State in East Boston. Earlier in the day a hearing had been held on the measure.

PROPOSES WEYMOUTH PAY COST OF SEWER CONNECTION

With a suggestion that the town of Weymouth confer with the Metropolitan District Commission regarding certain provisions of the bill in pending to let that town to become a part of the Metropolitan Sewage District, the hearing on the measure came to an end yesterday before the Legislative Committee on Metropolitan Affairs.

Thomas H. Billodeau, Legislative agent for the city of Boston, spoke for the bill, saying that Boston favors the inclusion of Weymouth, but feels that the town should pay the cost of the provision.
Resent "Attempt to Dictate" on City Measures

BY ROBERT T. BRADY

The controversy between Mayor Curley and the legislative committee on municipal finance over the manner by which the city may expend some $6,000,000 for repaving of old streets and construction of new ones reached the heated stage yesterday, with members of the Legislature showing their teeth to the Mayor for the first time at this session.

EFFORT TO DICTATE

Resentment at what they regard as Curley's effort to dictate what they should do in the matter of allowing Boston exemptions from the general laws regulating municipal expenditures caused members of the House of Representatives to indigant in warm attacks upon the Mayor during debate on a minor bill affecting the city's right to appropriate money for conventions and for the entertainment of distinguished guests.

At the same time, the committee on municipal finance, special object of criticism by the Mayor, discussed for some time yesterday the advisability of requesting a report from the finance commission as to the awards of contracts and the durability records of the Municipal Auditor. The report's recommendation was rejected by the committee.

"Mere Rubber Stamp"

"The question is not what is done with this bill," said Coakley, "but what more will be made on some other bill which will come in here in a few days. If this attack upon the committee's action succeeds, they will try to defeat the committee upon the other measures. It is not a matter where someone's interest is at stake, but whether the committee and municipal finance is to act merely as a rubber stamp."

Representative John Hallwell of New Bedford, who has been longer on the municipal finance committee than any other member, said that he believed Mayor Curley was not mentioning about the amendment until it was put up to him by one of his legal department and that then the Mayor agreed to it.

The amendment proposed by the city authorities was rejected by an almost unanimous vote and the bill with its $75,000 limit was ordered to a third reading.

It was learned that the meeting of the committee on municipal finance yesterday, when it went over the street loan bills again, was marked by sharp criticism of the Mayor and resentment of his going to the Governor, the President of the Senate and the Speaker of the House, Washington, in an effort to force an agreement that he should be given the right to borrow the $4,000,000 for reconstruction of old streets and the construction of new ones outside the debt limit and for longer-term bond issues than were recommended by the committee.

No Intent to Shift

The sessions of the committee yesterday showed no signs of any inclination on the part of the majority to change their report in any respect. They insist that while a part of the money may be borrowed outside the debt limit, there is no reason why the Mayor should not raise a considerable part of the money either inside the debt limit or from current revenue.

The impression of most of the leaders in the Senate and House is that the committee was liberal enough in allowing the Mayor authority to borrow at all for repairs, and that the prevailing impression is that the present condition of Boston's streets is due to the failure of previous administrations, going back into Curley's former incumbency, to make the urgent demands for adequate means of repaving.

However, the committee did recommend that $2,500,000 might be borrowed outside the debt limit on five-year bonds, but that $1,000,000 of the additional money should be taken from the tax levy this year and a like amount next year. The Mayor is holding out for the authority to borrow all of this money outside the debt limit on 10-year bonds.

A 7-1 vote of the committee on the Cooltn change issue, which ill overrode the objection of the Mayor, was announced yesterday, when it went over the street loan bills again, was marked by sharp criticism of the Mayor and resentment of his going to the Governor, the President of the Senate and the Speaker of the House, Washington, in an effort to force an agreement that he should be given the right to borrow the $4,000,000 for reconstruction of old streets and the construction of new ones outside the debt limit and for longer-term bond issues than were recommended by the committee.

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GOODWIN AGAIN
ATTACKS LANE

Charges Orgy of Spending
When Latter Headed
School Committee

Their heated debate over the Boston
school expenditures which they began
yesterday was continued today by
Chairman Frank A. Goodwin of the Boston
Finance commission and Chairman Rich-
ard J. Lane of the schoolhouse depart-
ment when they again appeared at a
hearing in the State House before the
legislative committee on municipal
finance.

ORGY OF SPENDING

Goodwin charged that an "orgy of
spending" on the part of the school
committee reached its peak in 1933,
when Lane was chairman of the board.
Having prefaced his remarks with the
statement that the finance commission
was not antagonistic to the school com-
mittee or the schoolhouse department,
Goodwin said that all the commission
is looking for is that all expenditures
are "honestly made." One group is be-
ing forgotten, he said, the taxpayer.
Lane jumped up and in reply said that
he "don't quite like the idea of acc-
cusing me of being responsible for all
the expenditures." He pointed out that
"we have obviously failed to shoulder
on present-day taxpayers the benefits
for future taxpayers. In answer to the
criticism that he had made provision
for only a $250,000 outlay of expendi-
tures for streets, he said that adding the
proposed expense to the tax levy and
doubling the tax rate to an unreason-
able figure. He pointed out that
the present borrowing capacity is prac-
tically exhausted, slender provision
now being made only for emergency meas-
ures.

The committee members take the po-
tion that they have given the mayor
practically everything that he wanted
but declined to give it to him on the
terms on which he wanted it. The mem-
bers declared that they have been bound
because of their desire to keep as close
as possible to the pay-as-you-go policy which
they contend would be abandoned by
long-term bond issues.

The measures are on the Senate calen-
endar now, but in view of the controver-
sy it is likely that action will be delayed
in an attempt to reconcile the difference
of both sides.

Accept Awards for
West End Property

Owners of five parcels of property
which will be taken in the $1,000,000 wid-
ening of Charles street have already ac-
cepted the official awards. The Northern
Realty Trust was awarded $165,650 for
the 7448 square feet of land and build-
ings on Cambridge street, between
Charles and West Cedar streets, and will
seek to prove its claim to $5490 awarded
for 455 square feet of land in Gibson
plaza, the owners of which have been
delayed as unknown. Representing the
fifth parcel, George B. Dewan, trustee
under the will of John L. Roberts, ac-
cepts the award of $1600 for 123 square
feet of land in a private way between
331 and 335 Cambridge street.

COMPLAINT IS FILED
FOR PORT OF BOSTON

New York Central Rates
Here Are Protested

Preference to New York Charged in
Appeal to Commerce Board

A formal complaint has been filed
with the Interstate Commerce Com-
mision by the City of Boston and the
Boston Port Authority against the
New York Central Railroad Company
and 70 other transportation
companies, charging a read-
justment of rates comparable with
those charged at other ports where ac-
commodation services are per-
formed free and to provide lower rates at
Boston where a lesser service is performed
by the defendants.

The complaint sets forth that these
defendants give undue and unreason-
able preference and advantage to the
City of New York, Port of New York
and the various ports of the State and
to the various ports of New Jersey,
where allowances are made in the rate
for services, such as lightage,
hastage, and trucking service, which
are not permitted by the common
carrier-grants at Boston and for
which no special allowance is made
in the rate. This puts Boston at a
disadvantage and is in violation of sec-
section 2 of the Interstate Commerce act,
the complaint states.

Also the complaint sets forth that by
assuming and bearing the cost and ex-
pense of lightage, cartage, loading
and unloading and transferring
sufficient of their property and by
allowing allowances for compensa-
tion for such services at New York Harbor
and by giving allowances out of the rate
as compensation for other
shipments by means of motor trucks on
public streets and highways to and,
from inland stations, off-track stations
and private premises of shippers,
the defendants charge less compensation
for interstate transportation of prop-
gy and to and from New York than they
charge for like service from points in
Boston, in violation of section 2 of the
Interstate Commerce act.

The complaint is signed by Mayor
James M. Curley, Guy W. Currier,
chairman, Phillip, Port Authority;
Samuel Silverman, corporation
counsel, and Johnstone B. Campbell, an
attorney at Washington. The 70 defendants
are named in an appendix.

IN COURT
Ups and Downs of
H. Ware Barnum's
Case

H. Ware Barnum, counsel for the
trustees of the Boston Elevated, ap-
nailed yesterday appeared before the
Public Utilities Commission to support
the road's petition for authority to oper-
ite buses from the South Station to
the Army Base and from Atlantic ave-
nue to the Fish Pier.

He said he was carrying out the
wishes of Mayor Curley in coordina-
tion with the railroad's bus service, the new
transit facilities. Pointing out that bus service
over these routes is now being fur-
ished by the Boston Elevated, Bar-
num said that, at the suggestion of the
Mayor, the company has entered an
appeal in the Public Works case to take over the latter's
route...
Curley Denies Dictating Charge

MAYOR REPLIES TO LEGISLATURE

Says He Refrained From Urging Major Measures

Reports of resentment expressed in the Legislature yesterday at what legislators regarded as an effort on the part of Mayor Curley to dictate what the legislators should do concerning Boston municipal affairs was followed today by a letter from Mayor Curley to Hon Leverett Saltonstall, Speaker of the House of Representatives.

The Mayor, in the lengthy communication, denied any attempt to influence committees or members of that body, with reference to legislation affecting the City of Boston. He declared he had attended the Legislature but seven times, three on invitation, and refrained on other occasions, not because precedent or law dictated that he be denied the right of any citizen, but because of the importance attached to the major measures in which he was interested.

He referred to enjoying friendly relations with the Governor, Speaker of the House and president of the Senate and declared that it is unfortunate that any member of the Legislature should take offense because he consulted Gov Allen, Speaker Saltonstall and Pres Gaspar Bacon of the Senate. Mayor Curley went on to say that he knew of no right as a citizen that was forfeited by him on becoming Mayor of Boston and is inclined to believe that members of the Legislature will concur in this conclusion.

The statement in full is as follows:

Names Visits to House

"The account relative to debate at the session of the Legislature upon Thursday, April 24, would indicate that I, as Mayor of Boston, have been endeavoring to dictate the programs and policies of the Legislative committees. It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the city of Boston and that I have become obnoxious because of frequent trips to the State House. In behalf of the people of Boston, I believe it but fair to direct the facts in the case to your attention in view of my experience with the Legislature which I have found, when in possession of all the facts, invariably just and, not infrequently, generous.

CURLEY CUP GAME AT NORTH BRIGHTON

The James M. Curley Cup game between Charlestown Hibbs and Bird & Son of East Watpole will be played at North Brighton Sunday. This clash is the third between the outfits and the winners will go into the semifinal.

Secretary Black of the Massachusetts State League states the game at Worcester between Whittals and Cove River will determine whether the Shipbuilders go into the playoff series against the Lewis Recs.

OSBORNE KNOWS OF NO CONFERENCE WITH CURLEY

"I have no knowledge of any proposed conference between Mayor Curley, Representative George P. Anderson and myself," said Senator Frank W. Osborne of Lynn, Senate chairman of the Legislative Committee on Municipal Finance, in a statement issued this afternoon.

"The Committee on Municipal Finance has concluded its hearings on the Boston street-paving bills," the statement continues. "I understand, however, that hearings have been resumed before the Governor, with the Mayor apparently laboring under the misapprehension that the bills had reached the executive chamber for consideration."

TRANSCRIPT 4/25/30

Sees Special Urge in May 1 Loyalty

Mayor Curley has issued a proclamation suggesting that May 1, the one hundred and eighth anniversary of the organization of the first City Government in Boston should be made a special subject of observance in the schools and that the Boston city flag be displayed with the Stars and Stripes. The proclamation adds:

"May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the flag of Boston, alongside of Old Glory, that our children may thus make these flags the symbols of their loyalty to the Constitution and the law, an evidence of their devotion to the principles of American government and an expression of their love for the city of their homes."

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls."

"I emphasize these things on May 1 in view of the vicious propaganda that aims to color the impressionable mind of youth and poison the soul and sap the solidarity of the nation at its source."

"I ask that the keynote of the celebration May 1 be loyalty to America and its splendid traditions; loyalty to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people."
ENGLISH

GOODWIN DENIES "SCHOOL PLOT"

Calls Lyon's Charge State to Run Boston Dept.

"Ridiculous"

Chairman Frank A. Goodwin of the finance commission issued the following statement today, answering the charge of School Committeeman Lyons that there is a plot to have the commonwealth take over the schools of Boston:

"The statement of Dr. Lyons that there is a plot to have the state take over the schools of Boston is too ridiculous to answer. The only quarrel between the school committee and the finance commission is that the former wishes to spend $1,700,000 to build a new girls' high school, while the finance commission believes that the money should be spent to replace portables and unsafe buildings."

"Dr. Lyons certainly has his nerve with him when he addresses an audience made up of parents of children now housed in portables and tells them that any one is at fault but the school committee.

"School costs have jumped from $7,485,000 to $20,307,000 in 10 years, millions of the shops, swimming pools, theaters, libraries, hot houses, machinery and 'abandoned school sites,' while thousands of small children are still in portables and unsafe buildings."

CURLEY DEFENDS PLEA TO ALLEN

Mayor Cites How Legislative Delay Is Keeping Men Out of Work

Mayor Curley today defended, in a lengthy communication to Speaker Saltonstall of the House, his right, as a citizen, to consult the Governor, the president of the Senate or the speaker of the House about legislative matters. He has the support of many state, city and national officials.

When the port is made into a first-class one and the tunnel to East Boston is completed, watch for big doings in the air.

Boston Forging Ahead

ENCOURAGED by the support of the Boston Traveler, the legislative committee on harbors and public lands has reported favorably a resolve that means much to Boston. It means dollars and cents charge of School Committeeman Lyons citizen, to consult the Governor, the city. It means that Boston may soon become one of the most important harbors of the western hemisphere. This is a local boast, no provincial dream. Boston is the eastern terminus of the transcontinental airway, radio-beamed and lighthouse charted. It is the nearest big port to Europe and radio-beamed planes and dirigibles. The bill just reported favorably was in 'encouragement' that the commonwealth take over the schools of Boston.

"SCHOOL PLOT"

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When the port is made into a first-class one and the tunnel to East Boston is completed, watch for big doings in the air.
Curley Urges Patriotic Exercises
May Day to Combat Communists

To combat the preaching of internationalism on May 1, which is not only the 108th anniversary of the organization of Boston's first city government, but the day chosen by communists, nationalists, and internationalists for demonstrations of various kinds, Mayor Curley plans to have the school teach the children the "Nobiliy of Patriotism and the Worth of Nationalism."

In a proclamation yesterday, calling attention to the significance of May 1, the mayor asked for a celebration based on loyalty to America and its principles, loyalty to Boston and its splendid traditions and loyalty to the teaching and the conduct that make for a contented city, a peaceful community and a united, harmonious people.

May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the flag of Boston, alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the constitution and the law, and the devotion to the principles of American government and an expression of their love for the city of their homes.

I suggest that the day be made a special subject for observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our people be impressed with the nobility of patriotism and the worth of nationalism to the end that the spurious virtues and illogical values of fictitious pacifism and insidious internationalism may be obliterated from their young minds and the duty and dignity of allegiance and service to America and Americanism be stamped on their souls.

I emphasize these things on May 1, in view of the vicious propaganda that aims to color the impressionable mind of youth and poison the soul and can the solidarity of the nation at its source.

The next largest quota would fall upon Cambridge, $86,000, entering the proposed bill, and nobody yet has come out against it. The annual rental at 4½ per cent. would make a fixed charge of $335,000. If the Elevated should not earn enough to cover this rental, the uneearned part would be borne in the first instance by the metropolitan transit district, which in turn would assess it upon the cities and towns of the district.

And here we reach the politics of the situation. The members of the General Court wish to keep down the tax rates in their respective districts. That is a laudable ambition, but how would this $335,000 liability affect these rates if the entire amount should be charged against the fourteen communities which make up the transit district? Far more than half of it would be shouldered by the city of Boston properly.

Mayor Curley has even said he would like to have Boston carry more than its fair share, if necessary, in order to obtain action at once. The next largest quota would fall upon Cambridge, $86,000; this means that the total direct tax of Cambridge, for instance, might have been $161,000. If it were reduced to $86,000 as it actually was, the addition might make a difference of a few cents in the payment of the taxpayer.

There is nothing to that financial argument. Why should the committee on metropolitan affairs delay action week after week on the bill for the relief of the intolerable conditions at Governor square? What warrant has anybody on the Hill to say that the whole thing may as well go over until next year? It is a reflection of the community that action has not been taken long before this. It explains the charge that we dawdle when we should be doing. All Greater Boston has waited, not for months but for years, for the correction of the inconvenient and dangerous situation at that intersection of Commonwealth avenue and Beacon street. Conditions are becoming worse all the time, but we timidly postpone and defer and refer and arrive nowhere.

What makes the reluctance of our legislators the more inexplicable is that right now there is a bill in the hands of the committee on metropolitan affairs. It is a bill on which for the first time, all the parties with a major interest in the problem have been able to come together in full and cordial agreement. This bill has the endorsement of the city of Boston, the public trustees of the Elevated, and the directors of the Elevated. That has never happened before.

Why not capitalize this golden opportunity for action in behalf of the common good? The bill was drafted by Frederick E. Snow representing the directors, H. Ware Barnum representing the trustees and Samuel Silverman representing the city. On that bill hearings have been held. Never before have we gone so far toward the solution of the Governor-square muddle. Why not complete the job right now?

This committee of fifteen, four from the Senate and eleven from the House, and all of them representing Greater Boston districts, can solve the problem. The only known argument against action has to do with the financing of this projected improvement, and nobody yet has come out into the open to enforce the argument. That matter stands thus: The construction cost is placed at $86,000. The annual rental at 4½ per cent. would make a fixed charge of $335,000. If the Elevated should not earn enough to cover this rental, the uneearned part would be borne in the first instance by the metropolitan transit district, which in turn would assess it upon the cities and towns of the district.
The office building of the future will be erected on plots 200 by 200 feet minimum, to whole city blocks 200 by 200 feet and upon multiple blocks with the streets running through arches tunnelled, not shafted, and through surface transportation facilities to handle the concentration of people. This is the starting prediction made by Clarence T. Cooley, speaking before the annual reunion dinner of the Boston Real Estate Exchange at the Hotel Somerset last evening.

Four hundred members of the exchange with their guests were present at the dinner which was preceded by a reception in the state parlors of the hotel. Mr. Cooley, the speaker of the evening, is a nationally recognized authority on up to the minute designing and efficiency methods of operating office buildings. His subject was "The Office Building of the Future."
SAYS GOODWIN IN SCHOOL PLOT

Dr. Lyons Asserts Fin. Com. Head Seeks Control by State

PAID TO PERSECUTE COMMITTEE, CHARGE

Vigorously attacking Frank A. Goodwin, chairman of the finance commission, for his "persecution" of the Boston school committee, Dr. Joseph V. Lyons, a member of the committee, last night intimated that Goodwin is leading "a deep underlying plot" to place the Boston school system under a state commission.

Dr. Lyons spoke before 50 representatives of people living in the Brook Farm section of West Roxbury, who held a meeting in a portable school building on Temple street, which they desire eliminated in favor of permanente school buildings. It was agreed to form the Brook Farm Associates to further this project.

BRIGHTON HIGH 'CRIME'

Referring to the Brighton high school, which the present committee had nothing to do with, Dr. Lyons declared it a "crime" and an "outrage." He criticized swimming pools, and rifle range in Memorial high school, but pointed out that the schoolhouse commission was responsible. "Of the $27,000,000 spent for schoolhouse construction, I'll wager that $10,000,000 or $15,000,000 was wasted or stolen from the taxpayers. If it wasn't stolen we wouldn't have this bad portable situation."

"There are men in this city who would destroy the Boston school system if they had their way," he continued. "There is agitation to place the Boston school system under a state commission. It's a deep underlying plot of men who don't care for Boston, for the children, or the taxpayers. Conditions will be 100 per cent, worse if you give not to prosecute but to persecute the children, or the taxpayers. Conditions will be 100 per cent, worse if you give not to prosecute but to persecute the children, or the taxpayers."

"That man Goodwin, despite our need for money to build schools and that unemployment situation, has absolutely blocked our getting any money to relieve either the school situation or the unemployment situation. Because of him, we cut our 10-year program to five and one to two. He is a jack of all trades, fighting the insurance people and fighting us. In one month he knows so much about schools that he feels qualified to tell us what to do. I frankly admit, after my years of service and hard work, that I have barely scratched the surface of the problem."

Efforts by Joseph P. Cox, city counselman from Rosloun Park, to get an assembly to favor a motion asking that all high school construction be stopped until elementary school needs are filled, were halted by Joseph J. Hurley, chairman of the school committee and a resident of the section, who pointed out that one could not ask too much in the resolution. In response to a charge of "inflaming political capital" on the part of the portable, Mr. Cox said he was not interested in being re-elected, but he has a mission from his constituents and nothing being done to this portable where rats eat the slippers of children."

Chairman Hurley then suggested the form of a new resolution, which asks for the immediate erection of a 13-room building on the site, and also suggested the organization setup of the new improvement association. "Through a series of questions to John C. Brodehead, assistant superintendent of schools, he showed that the committee had attempted to get the committee to build a school on the site. He promised his support in any attempt to get a building."

Mrs. Geraldine S. Cowan was chairman of the meeting. Mrs. Mary V. Bowen, a member of the American Legion convening welcoming committee, spoke on the need for a building. J. A. Crowley, head of the school district, was sharply reprimanded by several mothers on his decisions and actions in several matters. The motion to organize was presented by Alfred L. Christiansen.

RENEWS ATTACK

Goodwin Rebutted by Mrs. Pigeon for Criticising Lane

Frank A. Goodwin, chairman of the Boston finance commission, and Richard J. Lane, chairman of the school house department, clashed again yesterday morning on the resumed hearing on Boston school house bills before the committee on state finance. Mr. Goodwin charged that an "ory of spending" on the part of the school committee reached its peak in 1923 when Lane was chairman of the board. Having prefaced his remarks with the statement that the finance commission was not antagonistic to the school committee or the school house department, Mr. Goodwin said that the commission would do the work for the school committee, that he only said that money has been spent extravagantly and that only now they are starting to remedy the situation.

CATHOLIC ASSOCIATION TO HAVE BALL TONIGHT

The 324 annual ball of the Cathedral Young Men's Catholic Association will be held this evening in the Cathedral auditorium on Union Park street, Boston. A concert will be given from 8 P.M. to 9 P.M., followed by dancing.


American
CURLEY DEFENDS RIGHT TO CONSULT ALLEN ON BOSTON BILLS FIGHTS FOR THEM ON MERITS Has Not Surrendered His Prerogatives as Private Citizen, Says Mayor

Replying to yesterday's demonstration toward him by members of the Legislature, Mayor Curley today defended his right to consult the Governor, the president of the Senate, and the speaker of the House about bills affecting the city of Boston.

Mayor Curley said he was willing and eager to fight out all measures affecting Boston on their merits before the public of this city and the entire Commonwealth.

"The Legislative debate would indicate that I, as Mayor of Boston, have been endeavoring to dictate the programs and policies of the Legislative committees," he wrote to Speaker Saltonstall.

"It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the city of Boston, and that I have become ambitious because of frequent trips to the State House in behalf of the people of Boston.

"I believe it but fair to direct the facts in the case to your attention in view of my past experience with the Legislature which I have found, when in possession of all the facts, invariably just and not infrequently generous."

CITIES 7 HEARINGS

The mayor then cited seven hearings at which he had appeared on bills which would benefit this city, its transportation and port facilities, and he related the large measure of success that had been his.

With regard to his $10,000,000 street program, he wrote:

"Nearly four months have elapsed since the presentation of the construction program legislation, the adoption of which would not only have made the streets of Boston usable for the millions of visitors it is anticipated will attend the Tercentenary observance, but would have provided, in addition, opportunity for a livelihood for the thousands now receiving assistance from public and private charitable agencies."

"I have never attempted to dictate policy or program to the Legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member, and I have based the legislation presented by me purely upon merit."

TO BUILD NEW AIRPORT ROAD

The road at the Boston Airport from the entrance to the end of the Colonial hangar will shortly be torn up and a macadam surface installed.

The road will be impassable to vehicles, and all persons driving into the airport are requested by Supt. A. L. Edson to use the old cinder road on their way to the parking area.

Fencing in the front of the hangars is nearing completion and the cinder road will be extended 150 feet out on the port, as well as between the hangars, with the hope that the black cinder dust nuisance will be eliminated.

ASK REWARD FOR CAPTURE OF COP'S SLAYER

City Council is Requested to Offer $500, and the Mayor Approves

City Councillor Francis E. Kelly of Ward 15 the home district of Franklin B. Dwyer, slain patrolman, said today that on Monday, if the slayer was not captured, he would introduce an order offering a reward for his apprehension. The maximum the council may authorize is $500.

Mayor Curley issued the following statement this afternoon:

"The brutal disregard for human life and the lack of fear of consequences in the case of the slaying of Patrolman Dwyer represents a most appalling tragedy. The murder of Dwyer emphasizes the necessity for the most drastic character of penalties for persons found guilty of the commission of crime and for the adoption of a definite program of apprehension and prosecution which will make impossible the escape of any guilty person, as a means of preserving some semblance, at least, of respect for lawfully constituted authorities."

MAJOR PRAISES OFFICER

"I shall be pleased to approve such order for the payment of a reward for the apprehension of the guilty person as the City Council may adopt.

"The courage of the officer was in keeping with the best traditions of the Boston police department and reflects the character and manhood of the great majority of the men in the service of the force."

Because the Legislature recently passed a new law making provision for families of patrolmen slain in the line of duty, Mrs. Dwyer will have her choice of two systems of indemnification.
New Surgical Wing of Faulkner Hospital Open

AT FAULKNER HOSPITAL OPENING
Governor Allen and other officials shown at opening of Faulkner Hospital yesterday. Left to right in the picture are, front row: Colonel Horace Z. Landon, Governor Allen, Dr. Edward R. Young and Katherine Faulkner, grand niece of hospital founder. Back row: Dr. Francis X. Mahoney and Nelson Curtis.

The greatest medical problem today is to provide the best medical facilities to all citizens at a price commensurate with their incomes. Governor Allen said at the dedicatory exercises marking the opening, yesterday afternoon, of the new surgical wing of the Faulkner Hospital on Centre street, Jamaica Plain.

Other speakers who congratulated the hospital officials upon the completion of the $750,000 addition to the institution were former Mayor Andrew J. Peters, a vice-president of the hospital; Dr. Francis X. Mahoney, representing Mayor Curley; Dr. Robert B. Greenough of Longwood, president of the Massachusetts Medical Society, and Dr. Edward L. Young of the hospital staff.

"To offer every facility that present knowledge dictates as safe, to the skilled physicians and surgeons, and to offer these in surroundings most favorable to the particular mental and physical needs of the patient, is not enough if they are offered at a price quite out of reach of the sufferer's resources, or if they require such a financial demand upon him and his family that he may carry the economic scar for years to come," Governor Allen said.

"That, of course, is the greatest medical problem today. How can all our citizens get for themselves and their families today the benefits of the rapid professional advances and have this, except in the case of the indigent, at a price commensurate with their income? In your hospital, single rooms and two and four-bed wards offer accommodations at from $5 to $5.50 a day. When we compare this with the rates of our modern hotels, and consider the heavier demand upon the hospital staff, we are better able to realize what a contribution you are making at the Faulkner Hospital towards this problem."

Speakers at the exercises all paid tribute to the late Dr. George Faulkner, whose great-grandniece, Miss Katherine Faulkner, is a student nurse at the hospital, and to Charles J. Nichols, whose work in the interests of the hospital, as chairman of the board of trustees, was terminated by his death in February, 1929.

EXERCISES IN SCHOOLS ON MAY DAY

Mayor for Rapping Pacifism and Internationalism

In his May Day proclamation issued last night, Mayor Curley condemned internationalism and appealed to the citizens for a patriotic demonstration on May 1, which will mark the 108th anniversary of the organization of the municipal government in this city.

URGES SCHOOL EXERCISES

Exercises in the schools, which will include the story of Boston's contribution to the nation, will feature the anniversary birthday party, together with the flying of the city as well as the national flag on all public buildings.

Special exercises for the school children are urged by the Mayor "that the spurious values of fictitious pacifism and insidious internationalism may be obliterated from their young minds."

Mayor Curley's proclamation, in part, says:

"The 108th anniversary of the organization of Boston's first city government occurs May 1, and marks the close of 18 years of glorious material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

To Combat Propaganda"

"I suggest that the day he made a special subject of observance in the schools, that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility of patriotism and the worth of nationalism, to the end that the spurious virtues and illusory values of fictitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls. I emphasize these things on May 1 in view of the vicious propaganda that aims to poison the soul and sap the solidarity of the nation at its source."
COST OF BOSTON SCHOOL REPAIRS

Itemized Budget Gives $1,607,000 for 1930, With $118,950 More for Salaries of Employees

The itemized budget for 1930, characterized as the first in such detail, submitted by the department of school buildings and accepted by the school committee Monday night, for cost of alterations and repairs of Boston public school buildings, furniture and fixtures, etc., and amounting to a total of $1,607,000, gives an idea of how the taxpayers' money is spent in this important work.

ALTERATIONS AND REPAIRS

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Productive work by pupils</td>
<td>$12,000.00</td>
</tr>
<tr>
<td>Upkeep of structural plant</td>
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<td>Fire escapes (new and old)</td>
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<tr>
<td>Care of school grounds</td>
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<tr>
<td>Furniture and ordinary upkeep</td>
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<tr>
<td>Special equipment for</td>
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<tr>
<td>Plumbing (emergency and replacement)</td>
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<tr>
<td>Heating and ventilating (emergency and replacement)</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Electricity (emergency and non-keeps)</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Painting school buildings</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Remodeling of Buildings</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>School hygiene</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>Schools</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Kindergartens</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Science rooms</td>
<td>$5,000.00</td>
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<tr>
<td>Drawing rooms</td>
<td>$5,000.00</td>
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<tr>
<td>Libraries</td>
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<tr>
<td>Lunchrooms</td>
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<td>Stairs in halls</td>
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<tr>
<td>Extension of projection apparatus</td>
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<tr>
<td>Exhibitions</td>
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<tr>
<td>Corporation for drama, etc.</td>
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<tr>
<td>Shades for windows, etc.</td>
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</tr>
<tr>
<td>Printing plant buildings</td>
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<tr>
<td>Plumbing (emergency and replacement)</td>
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<tr>
<td>Heating and ventilating (emergency and replacement)</td>
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<tr>
<td>Electricity (emergency and replacement)</td>
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<td>Special arrangements for drama, etc.</td>
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<td>Tablets</td>
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<tr>
<td>Housekeeping equipment</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Manual arts</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>School hygiene</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$4,000.00</td>
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<tr>
<td>Hospital facilities</td>
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<tr>
<td>Remodeling of Buildings</td>
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REMOVING OF BUILDINGS

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<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educational remodeling (such as removals of partitions and other alterations to provide for additional classrooms, health and teaching rooms)</td>
<td>$174,500.00</td>
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<tr>
<td>Brighton High School remodel as an intermediate school</td>
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<tr>
<td>Safety in school buildings</td>
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<td>Playground matters</td>
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<tr>
<td>Windows</td>
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<tr>
<td>Lockers</td>
<td>$1,000.00</td>
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<td>Plumbing (emergency and replacement)</td>
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Total: $1,607,260.20

DECLARIES

'GAM' AND 'HELL' O.K. WITH CURLEY

But There He Draws the Line
For Theatrical Shows—Talks With Managers

"Damn" and "hell" are words which Mayor Curley will continue to tolerate on the Boston stage, but he will not tolerate words or expressions of more offensive character.

The mayor made this plain to the several Boston theatre managers who had gathered in his office yesterday for a conference on another matter. He took advantage of their presence to present each manager with a copy of the "moral code for theatres," adopted in 1916.

Complaints had been received, said the mayor, that recognition of the code had been lacking, and he suggested that the managers study the code and offer suggestions for changes if changes seemed advisable. The old code prohibits the appearance of performers without stockings, forbids "muscle dancing," and specifies that profanity is not permissible under any circumstances.

Mayor Curley

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For Theatrical Shows—

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that school conditions were "rank"

and that the children were forced
to endure disgraceful sanitary conditions.

Dr. Lyons blamed conditions in the Brook Farm section on the alleged

theft of school money during other ad

ministrations.

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HURALD 4/25/30

CURLEY STIRs BITTER IRE OF LEGISLATORS

They Resent His Appeal to Governor for Aid On Street Bills

HOOT DOWN RAISE IN CONVENTION FUNDS

Threaten to Rake up Fin. Com. Reports in Old Administration

BY W. E. MULLINS

Mayor Curley's procedure in appealing personally to Gov. Allen for assistance in obtaining more liberal terms from the committee on municipal finance for his street construction bills has resulted in consolidating legislative opposition against him and also in initiating an attack on him which will result in an investigation of some contracts awarded during his last administration.

The first open indication of the resentment against the mayor for his strategy in going over the heads of the members of the committee was revealed by the savage drive made yesterday in the House against an attempt, to increase by $25,000 the amount of money the mayor may spend this year for conventions and the entertainment of distinguished guests.

The overwhelming defeat dealt the measure speedily followed by news that the municipal finance committee has discussed the desirability of requesting a report from the Boston Finance Commission of the awards of contracts and the durability record of various street pavements of a type often installed during the last Curley administration, which were the subject of drastic criticism by the finance commission in 1923.

The threat to study the report of the finance commission of 1923 is concerned with Curley's explanation that the life of street paving extends some 30 years and therefore it is not proper for the executive branch of the Legislature to interfere with him in any detail with the legislative scope.

An attempt to line up the Boston senators for his program will be made today by Mayor Curley. Yesterday he invited them to take lunch with him at the Parker House. They are: John P. Burke, Jr., John F. Buckley, Robert Bigney, Joseph Mulhern and Henry Parkman, Jr., none of them being members of the committee on municipal finance. Senator Michael J. Ward, the other Boston senator, is recuperating at Jefferson from an illness.

That Curley has some support from President Bacon of the Senate was indicated yesterday when the street construction bills reported by the municipal finance committee Wednesday and read in at Wednesday's session of the Senate were returned to the committee for further consideration, with no record of any action having been taken by the Senate.

The circumstances surrounding the procedure, while not unprecedented, were unusual. The bills did not appear on yesterday's calendar and investigation revealed that they had not been considered as not having been filed at all, and were said to have been withdrawn by Senator Frank W. Cobb, chairman of the committee on municipal finance.

After the Senate had adjourned, Osborne engaged in an extensive conference with President Bacon and the members of his steering committee. Obviously, Osborne had agreed to withdraw the bills, but nothing official was forthcoming concerning details of the meeting.

Over in the House several members of the committee on municipal finance were free in expressing their resentment at what they alleged to be Curley's efforts to control their actions by "strong arm methods." Undeniably, sentiment among the committee members is strong against him and trouble looms up directly ahead. Apparently they are in a stubborn mood and probably too much out of control to be influenced by the legislative leaders.

$75,000 FOR CONVENTIONS

The bill in the House, reported by the committee on municipal finance, would give the mayor $75,000 to spend on conventions, other than the American Legion assembly, and the entertainment of distinguished guests.

The bill was up for its second reading, and save for a few snipes at the amendment drew a stinging rebuff from Representative Isidore Fox of Boston, who moved an amendment which would have eliminated the $75,000 clause and permitted the mayor to spend almost $100,000.

Higgins said that until an hour prior to the debate he had the impression that the bill was acceptable to Curley and would be plowed through in every detail.

Senator Michael J. Ward, the other Boston senator, is recuperating at the Parker House.

The tenor of the other adverse speeches was similar and judging from the trend of conversation in the lobby it is evident that the mayor has not the support he needs for the proposed amendment.

COOKLEY DEFENDED

The mayor was today joined by Representative Henry L. Sturgis of Boston who defended the committee's position on municipal finance. Senator Higgins of Lynn, chairman of the committee on municipal finance, to express their determination. They were joined by Representative Sturgis of Boston and the amendment was condemned with considerable vigor.

The objection to the bill was that he might be forced to register as a lobbyist instead of being granted freely the privileges that go to him as a former member of the Legislature.

Although the amount under consideration was comparatively insignificant, in itself, the outcome of the sharp fight on the entertainment measure actually concerned a matter of grave import as revealing the feeling of the members of the senate and the manner in which they may be expected to react in the approaching drive that is certain to be made against the committee's bills for street construction and repair in the city of Boston within a week or 10 days.

Representative A. J. Snow of Westfield, a member of the committee, was particularly vituperative in his remarks as he referred to Curley.

After a rostrum address this morning, the Fox amendment was put to the vote, by which it was voted, but nothing official was forthcoming concerning details of the meeting.

The outcome of the sharp fight was of grave importance as revealing the feeling of the members of the senate and the manner in which they may be expected to react in the approaching drive that is certain to be made against the committee's bills for street construction and repair in the city of Boston within a week or 10 days.
CURLEY CONFERs ON FIRE PREVENTION

Warns Theatre Owners to Guard Public

McLaughlin and Huffman Met Film Executives

At a conference on problems of fire prevention in places of public assembly, held yesterday in the office of Mayor Curley and attended by theatre and movie house executives, it was decided that a committee representing the theatres and movie houses confer with Fire Commissioner Edward F. McLaughlin and Building Commissioner Eugene Hultman, representing the city, and Fred J. Dempsey, vice president of the International Stage Employees' Union, and report in 30 days.

The situation was summed up by Mayor Curley, who said that all parties agreed that every reasonable precaution should be provided, applying principally to the stage; that the use of inflammable curtains and over-powering smoke producing curtals must end and that sprinklers be provided at least for the stage.

"We will endeavor to see that the agreement is absolutely fair, but if it is not lived up to, I will close you down," said the Mayor.

Building Commissioner Hultman said that of 47 theatres in Boston, 10 have no sprinklers anywhere in the building. Theaters all have men on the stage to handle water curtains, etc., except one theatre, a movie house. Several more houses have no men on the stage for protection in case of fire. He replied that this has not yet been decided upon.

Attorney L. M. Freedman, representing the Allied Theatres group, said his group was in favor of the Mayor's ideas and wanted to cooperate. He said that as the Allied Theatres' consideration was the protection of the public, the group would be glad to appoint a representative to the committee.

Mayor Curley took occasion to remind the gathering of the moral code governing the stage in this city and the stage that it would be a good idea for them to remember that it is still in effect.

DAMNS AND HILLS

OKEY SAYS CURLEY

A few mild damns and hells will be tolerated on the Boston stage, Mayor Curley let theatre managers know yesterday at a conference in his office, but anything more pungent than that will be censored.

Mayor Curley presented each of the managers with a copy of the moral code for theatres compiled in 1916, which forbids appearance of performers without stockings, muscle dancing, the danse du ventre and profanity.

CURLEY PROCLAIMS MAY 1 OBSERVANCE

Mayor Curley, in a proclamation to residents of Boston yesterday, suggested that May 1, the 108th anniversary of the organization of the first City Government, be made a special subject of observance in the schools and that the Flag of Boston be displayed with Old Glory.

In his statement, the Mayor attacks "the spurious virtues and illusory values of factitious pacifism and insidious internationalism." The proclamation is as follows:

"The 108th anniversary of the organization of Boston's first City Government occurs May 1 and marks the close of 103 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been honorable.

"May 1 will be a notable occasion in this tercentenary year of 1930 by the display of our civic emblem, the Flag of Boston, alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the Constitution and the law, an evidence of their devotion to the principles of American Government and an expression of their love for the city of their homes.

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the Republic and American liberty and its place in American history be emphasized, that our children may be impressed with the nobility of patriotism and the worth of national socialism to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and American idealism may be stamped on their souls.

"I emphasize these these things on May 1 in view of the vicious propaganda that aims to color the impressional mind of youth and poison the soul and sap the solidarity of the Nation at its source.

"I ask that the key note of the celebration May 1 be loyalty to America and its principles: loyalty to Boston and its splendid traditions; patriotism and the worth of national socialism; an adherence to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people."
Already Has $340,000

Representative Anderson of Boston, House chairman of the committee which reported the bill, pointed out that Boston already has authority to spend $250,000 for the tercentenary celebration and $80,000 for the visit of the American Legion, that $75,000 additional would bring the total sum up to more than $400,000, which seemed to him sufficient for the city to use for such purposes in one year.

When the House voted on the amendment, Representative Fox's voice was the only one heard on the affirmative side, and the amendment was killed. The bill in its original form was ordered to a third reading.

Change on Taxis Debated

The House had another long debate on the Boston taxi law based on the report of the special commission which reported a few months ago. Representative Finnegan of Boston moved to substitute for the bill reported by the committee another measure which provides that the traffic commissioner, instead of the police commissioner, shall have authority to designate portions of public streets for taxicab stands, but that the police commissioner shall license operators and their vehicles.

Representative Finnegan spoke at length in favor of his substitute bill, which is similar to the one the House passed last year. Representative Charles D. Harding, who represented Fall River said the substitute would divide authority and make traffic conditions unbearable.

Vote Favors Traffic Official

Representative Shattuck of Boston favored substitution, and Representative Johnston of Boston opposed it. Representative Twohig of Boston argued that the independent drivers would, he said, be deprived of the passage of the substitute bill.

Representative Crowly of Chelsea, who was the special commission, defended its report and the original bill, which was based on the recommendation that the traffic commissioner, instead of the police commissioner, shall have authority to designate portions of public streets for taxicab stands, stating that the police commissioner shall assign them. Representative Johnston of Boston opposed it. Representative Wadhra of Boston, Ingalls of Lynn, and Thompson of Newton also opposed substitution. The House voted 102 to 92 in favor of substituting Representative Wadhra's bill, and it was placed in the calendar for further action.

For Nonshatterable Glass

The House passed to be engrossed the bill requiring nonshatterable glass in windshields and windows of all motor vehicles used for carrying passengers for hire. Before that action was taken, the bill was amended, on recommendation of Representative Birmingham of Brighton, to make its provisions operative Jan. 1, 1931.

By an overwhelming voice vote the House rejected a bill which would have made hospital records in an automobile accident case available to any operator of a vehicle involved in the accident. The bill had been reported by the Committee on Judiciary. Representative Crowly of Boston, which was sent to the committee, was authorized to defend it. Representative Curley of Boston charged that it was intended to defeat just claims. Representative Hayes of Boston said he had no other mind toward the report of an injury.

Urging an amendment to protect the plaintiff, Representative Leonard of Watertown said the hospital record might help greatly in avoiding fraudulent claims.

To Annex Part of Methuen

Without debate the House accepted the report of the Committee on Insurance asking to be discharged from further consideration of the initiative bill providing for a state fund for compulsory automobile liability insurance.

The House passed to be enacted the bill authorizing the city of Lawrence to annex a portion of the town of Methuen.

MAYOR TO MEET CHAIRMEN TODAY, CONFIDENT ON LOAN

"There isn't any answer! I have no wish to antagonize the Legislature or to pick a fight with them," said Mayor Curley at his Jamaica Way home last night after he had learned of the House action on the Fox amendment.

In asserting that he had no formal reply to make to any of the speeches made on the floor of the House, the Mayor asserted that he could not afford to be drawn into a controversy which would involve the Commonwealth and the city of Boston. "There is too much stake right now in the Legislature," he said. He referred to the two street repair bills which the Legislative Committee on Municipal Finance has drawn up, providing that the city may borrow $5,000,000 for capital improvements.

"These street bills are so important and mean so much to Boston and to the unemployed that I can't afford to antagonize anyone concerned with their welfare," the Mayor said.

Both bills have been changed from the petition of the Mayor, and alterations not entirely satisfactory to the city Government have been made.

Today Mayor Curley will have luncheon with the two chairmen of the Municipal Finance Committee, Representatives George P. Anderson of Boston and Senator Frank W. Osborne of Lynn, in an effort to iron out some of the difficulties of the two bills, as viewed by the city.

"Those close to the Mayor say that he is confident that the best bills will be passed as originally petitioned, with the provision that the amount shall be slightly less than the bond bills. The city officials continually have pointed to the work which will come to the unemployed if these bills are passed, and the Mayor himself feels that both are of the utmost importance to the citizens of Boston."

It was rumored about City Hall last night that some of the opposition to the Mayor's staff in the House yesterday was sponsored by the fact that the Mayor and some of his department are going to talk over a change in the direct bills, going over the heads of the Legislative leaders.

Representative Estabrook of Haverhill called attention to the fact that Representative Fox's interest in the bill was recent; that he had failed to appear before the committee and speak on the bill. The House passed to be engrossed the bill requiring nonshatterable glass in windshields and windows of all motor vehicles used for carrying passengers for hire. Before that action was taken, the bill was amended, on recommendation of Representative Birmingham of Brighton, to make its provisions operative Jan. 1, 1931.

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Increase of City Entertainment Fund
Refused—Stirred by His Statement
To Governor Loan Must Be Larger

Sharp Talk by Members

"Sick of Being Told What Mayor Wants"

Committee Fears Opening Wedge

Vote Almost Unanimous on $75,000 Item

The Massachusetts House of Representatives yesterday voted overwhelmingly, indeed almost unanimously, against an amendment to increase, beyond the provisions of a pending bill, the amount of money which Boston may spend annually

to public entertainment. The bill provides that a municipality may expend for such purposes in any year a sum not exceeding one-twentieth of its assessed valuation and that the amount in no case shall exceed $75,000. Representative Fox of Boston tried, without success, to have the latter limitation removed for the reason that it would affect Boston only.

The bill and the proposed amendment were by no means the most important matters which the House has considered this year, but the debate was significant in that it showed that the House has some resentment toward Mayor Curley because it believes he is trying, beyond the bounds of propriety, to interfere with Boston legislation now before the General Court. Members said they were "sick and tired" of hearing that the Mayor of Boston wants this or does not want that, and they urged the House to stand by the Committee on Municipal Finance, which had reported the bill.

Incensed by "Must" Talk

The direct cause of the feeling in the Legislature is, in part at least, the visit which the Mayor and some of his heads of departments made to the State House on Wednesday, when they

told Gov. Allen that the two bills authorizing Boston to spend $4,000,000 for street improvements must be amended in order to be satisfactory to the city officials.

The Committee on Municipal Finance has reported those bills also, and it was said in yesterday's debate that if the committee was beaten yesterday the result would encourage its opponents to make a fight for the defeat of the street bills when they come up.

When the bill in regard to the expenditures for public entertainment was reached yesterday Representative Fox moved his amendment. He argued that Boston should be treated like every other city and permitted to spend its full share based on the percentage set forth in the bill. Representative Higgins of Boston, who was in charge of the bill, said he believed $75,000 was adequate for Boston.

Shattuck Objects to Ukase

 Representative Fox replied that the bill was not satisfactory to the Mayor. That statement seemed to rouse the members of the House and they went on to say some sharp things about what they termed the unwarranted interference of the Mayor with matters of legislation affecting the city.

Representative Shattuck of Boston said the House should not be a mere rubber stamp and feel that it must obey the ukase of any person outside the body. Representative Snow of Westfield said he was sick and tired of having somebody run up to him every 15 minutes and tell him that this or that was not satisfactory to the Mayor of Boston.

"Who is this Mayor of Boston, anyway?" asked Mr. Snow. "Is he bigger than the Legislature? Why should every bill affecting the city need the approval of the Mayor? Let's get down to business and stop talking about the Mayor of Boston."

Aimed at Loans, Says Coakley

 Representative Coakley of Chicopee spoke with considerable heat. The committee," he said, "has worked hard on this bill and reported a measure which should be satisfactory to everybody. Those people who are trying to change it are not so much concerned about it as they are about two or three other matters which will come up in a few days.

"If they succeed in overturning the committee in this, they will set out to defeat it in the other matters next
Goodwin Calls Lyons's Charge Too Ridiculous

Says New Girls’ High School Is Only Bone of Contention

FRANK A. GOODWIN, chairman of the Finance Commission, in reply to the statement of Dr. Joseph V. Lyons of the Boston School Committee, made last night in West Roxbury, that there is ‘a deep underlying plot to place the Boston school system under a State commission,’ made this statement today:

“The statement of Dr. Lyons that there is a plot to have the State take over the schools of Boston is too ridiculous to answer. The only quarrel between the School Committee and the Finance Commission is that the former wishes to spend $1,700,000 to build a new Girls’ High School, while the Finance Commission believes that that money should be spent to replace portables and old and unsafe buildings for smaller children.

“Dr. Lyons certainly has his nerve with him when he addresses an audience made up of parents of children now housed in portables and tells them that anyone is at fault but the School Committee.

“School costs have jumped from $7,400,000 to $26,000,000 in ten years; millions for shops, swimming pools, theaters, libraries, hot houses, machinery and abandoned school sites, while thousands of small children are still in portables and unsafe buildings.”

Dr. Lyons was addressing about fifty persons living in the Brook Farm section of West Roxbury, who held a meeting in a portable school building on Temple street, which they desire eliminated in favor of permanent school buildings.

“Dr. Lyons declared it a ‘crime’ for Boston to place this burden on taxpayers. Conditions will be 100 percent worse if you don’t support the present school committee in its efforts to remedy the conditions we now have.”

Then, speaking of Chairman Goodwin, he declared that the City Council has given him $15,000 to investigate school expenditures.

“This money was given not to prosecute but to penetrate the school committee,” he declared. “It will be spent by that paid agent of the State, Frank A. Goodwin, a man who changes his vote every one, two, or three days. One day, under a legislative committee, he said we ought to have the commission take charge, to be composed of the finest type of men. He is nothing but a paid investigator, terrorizing and tricking the elected committee.

“That man Goodwin, despite our need for money to build schools and that un

May Day Thoughts

Timely to the approach of May Day are pointed statements by two Greater Boston men in public life, Mayor James M. Curley of Boston and Congressman Charles L. Underhill of Somerville.

Mayor Curley urges patriotic exercises in our public schools May 1 to combat the preachings of Communism. He calls attention to the fact that May 1 is the 108th anniversary of the organization of Boston’s first city government. He calls for a celebration based on these ideals:

“Loyalty to America and its principles; loyalty to Boston and its splendid traditions and loyalty to the teaching and the conduct that makes for a contented city, a peaceful community and a united harmonious people.”

Congressman Underhill has filed with the House of Representatives a resolution asking for a sweeping investigation of any Soviet propaganda in the United States, especially in reference to attacks on organized religion. He also asks for appointment of a committee to inquire into the affairs of the Amalgamated or Russian-American trading corporation and to determine whether Communist agitators in this country are receiving direct money aid from Moscow to further their work here.

Mayor Curley believes that an inquiry would uncover facts which will seriously upset the “fancies of the ‘light pinks’ or intelligentsia, who, as he puts it, “are giving aid and comfort to this deadly serpent which is dragging its slimy trail into and across all the nations of the world.”

Mayor Curley’s suggestion for patriotic school exercises on May Day to counteract Communist influences rampant on that day is a sturdy, sensible one.

Likewise the inquiry sought by Congressman Underhill as to the financial sources of the Communist agitators in this country is a forthright idea.

As the member from Massachusetts says, it may jar some of the “parlor pinks” to know just with whom they are linked when they directly or indirectly encourage the waves of the red flag in the land of the Stars and Stripes.
Curley Calls Charlestown Factions To City Hall to Fix up June 17 Program

Mayor Curley took a hand yesterday in the squabble which is raging in Charlestown over the selection of Samuel Swanson as chief marshal of the Bunker Hill day parade. He ordered all factions to send representatives to a conference at City Hall Tuesday noon, when he will try to pacify them.

He declared that it was of no concern to him who is the chief marshal or the chairman of the celebration committee, but he was anxious to learn what the majority of the Charlestown organizations wanted. On that knowledge he will base his decision.

There has been strife in Charlestown for several weeks over the choosing of the celebration officials.

Councilman Thomas H. Green, who backed Thomas Flaherty for chief marshal, switched his candidate to the chairmanship of the committee and agreed to accept Swanson as the chief marshal.

There were many other candidates and among them was Albert J. Brickley. All the aspirants for the two posts are veterans and the selection of Swanson and Flaherty, which has been officially approved by Mayor Curley, satisfied all factions except the Charlestown council, Veterans of All Wars, which is reported to have endorsed Brickley for chief marshal March 2.

Andrew J. O'Neil, vice-president of the council has threatened that the Veterans of Foreign Wars will be spectators instead of participants in the parade, unless Brickley is named chief marshal.

There appears to be little likelihood that the demand which has been voiced by O'Neill will be granted and it was said last night at City Hall that the opposition to Brickley was based on reasons which would be set forth in detail at the Tuesday conference.

Councilman Green had not returned from New York last night, but a spokesman declared that he would stand pat on Swanson and Flaherty and vigorously oppose any effort to have Brickley substituted for Swanson.

Charlestown people say that the scrap is not of a serious character and that it is a repetition of similar controversies in past years.

BELATED, BUT WELCOME

Lt.-Gov. William S. Youngman throwing out the first official ball of summer at Graves field. At the right is Fire Commissioner Edward F. McLaughlin, who substituted for Mayor Curley.

CURLEY PLANTS ARBOR DAY TREE

Mayor Wields Spade in Public Garden

In observance of Arbor Day, which is being celebrated everywhere throughout the country today, Mayor James M. Curley planted a tree on the Public Garden grounds near the George Robert White memorial.

Prior to planting this tree the mayor participated in similar exercises at the Children's Museum, Jamaica Plain, where his son, George, planted a tree. The mayor was also present on the Common when a tree was planted by members of the Daughters of the American Revolution.

In commemoration of the day, which is set aside each year to impress upon the people the importance and necessity of caring for the preservation of trees, plants, shrubs, and growth of all kind, like exercises were held in many parts of the state.

BOSTON'S STREET BILLS

The difference between City Hall and Beacon Hill in regard to appropriations for street repairs and new construction is easy enough to understand. There is general agreement that large amounts should be spent immediately, but City Hall is for one plan and the legislative committee on municipal finance favors another.

The quarrel between the legislators and the mayor may be dismissed as of no particular importance. The basic facts of the situation are about as follows:

The city asked legislative permission last January to raise $10,000,000, half to be spent on new streets, and half for paving those already accepted. There was a hearing on February 26th.

The city has now modified its demands. It asks $6,000,000, half for old streets and half for new, the bonds for the former to run for ten years and those for the new to run for twenty, the money to be borrowed outside the debt limit. The committee on municipal finance suggests $4,500,000, the bonds for the old streets to run five years and those for the new to mature in ten. The city is now willing to take 10 per cent, of the total cost in each case out of taxes. The committee desires that no money at all shall be borrowed outside the tax limit for repairs, unless 50 cents is placed on the tax rates. As to new streets, the committee also believes that, besides the 10 per cent, for taxes proposed by the mayor, the city shall borrow an additional 20 per cent, inside the tax limit.

The mayor says that the life of the new streets would be from 25 to 40 years, and of the old, 20. The committee thinks that this is too hopeful a view. And there the matter stands.
G. G. A. HITS CITY'S BORROWING PLAN

Sees Taxes Prohibitive in Ten Years If Present Policy is Adopted

For Boston to abandon the pay-as-you-go policy and launch into a reckless borrowing for annually recurring expenditures; there is no surer way to follow in the footsteps of Chicago, according to a statement issued today by the Good Government Association, in commenting on the situation between Mayor James M. Curley and the Legislative Committee on Municipal Finance.

It is admitted that no question has been raised as to the need for more work on Boston's streets, but the question is over the method of raising the funds. The city officials, according to the statement, are dissatisfied that the present administration should bear the major portion of the expense of reconstruction and repair.

The Good Government Association statement declares that if taxpayers 10 years from now must bear the mounting cost of Government, pay for repairing and reconstructing old streets 10 years earlier, as well as their own repaving and reconstruction, "taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future."

The statement in full:

"The Committee on Municipal Finance of the State Legislature is to be commended for reporting favorably on a bill to make available to Boston $6,250,000 for the reconstruction of old streets and the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at the same time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Rtuirke and Mr. Goodwin, chairman of the Finance Commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years.

"In the present discussion no question has been raised as to the need for more work on Boston's streets, both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work.

"In the present discussion no question has been raised as to the need for more work on Boston's streets, both for repaving and for new streets. There is some disagreement, however, on the method of raising the funds. City officials are dissatisfied that the present administration should bear the major portion of the expense of this reconstruction and repair work. They lose sight of the fact that repaving and repairing streets is an annually recurring expense, however long the paving may last.

"The statement also to forget that the money for this repaving and the construction of new streets must be provided some time; the only question is whether it will be now or in the future. It does not take much wisdom to see that it will be no easier to pay for this work, plus interest charges 10 years from now, when there will be new

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In the present bill has long been accepted as sound. Mayor Curley, notable Cox and Fuller, have repeatedly emphasized the importance of adhering to O'Connell's messages to the Legislature. Any departure from it would be a radical step backward toward the political device prevalent 20 years ago, of borrowing to shift payment of current expenses to succeeding administrations. If Boston wishes to follow in the footsteps of Chicago, there is no surer way to do so than to abandon the pay-as-you-go policy, and launch into a reckless orgy of borrowing for annually recurring expenditures.

"We are in sympathy with any bona-fide measure to relieve unemployment. The Mayor's argument that $6,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound. Does the Mayor know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets? Is the Mayor sure that the contracts under which the streets will be built or repaired provide for the employment of citizens of Boston exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the Committee on Municipal Finance. The only difference is the method of raising the funds.

"We hope the Legislature will act favorably on the report of its Committee, by permitting the city to borrow $2,000,000 outside the debt limit on five-year bonds for reconstruction work, and $2,500,000 on 10-year bonds for the making of highways, at the same time recognizing that adequate provisions have been made in the tax levy of 1930, has chosen the middle course.

"It has become increasingly apparent of recent years that our Highways have been neglected. While the demand for smooth paving and new streets continues increasing steadily, the appropriations to satisfy the demand have decreased. After deducting the expenditures from downtown street widenings, the total expenditures from loans for laying out and constructing highways under the last three administrations have been as follows: Mayor Peters ($1,918-21) $800,000; Mayor Curley (1922-25) $1,885,000; Mayor Nichols (1926-29) $2,825,000.

"The expenditures for reconstructing and repairing streets by contract have also fallen off. The figures are as follows: Mayor Peters, $5,318,000; Mayor Curley, $3,466,000; Mayor Nichols, $3,230,000.

Hits Mayor's Argument

"The Committee on Municipal Finance has in effect decided that the taxpayers of 1939 should bear the entire burden of paying for this neglected work on our streets, and this bill it has declared that it is unsound completely to abandon the pay-as-you-go policy and embark on a new series of long-term borrowing for annually recurring expenses.

"The principle of pay-as-you-go for expenditures of the sort contemplated
REWARD IN MURDER OF POLICEMAN
Curley Offers $500 for Slayer's Arrest, Conviction

A reward of $500 for the arrest and conviction of the slayer of Patrolman Franklin B. Dwyer of the Fields Corner station will be announced Monday by Mayor Curley, with the approval of the City Council, it was stated last night.

RALLY TO WIDOW'S AID

In a statement the Mayor referred persons connected to the case as an "appalling tragedy." He declared that the murder showed "a brutal disregard for human life, and the lack of fear of the consequences in the case of the slayer. The murder," he said, "the statement continued, "emphasizes the necessity for the most drastic character of penalties for persons guilty of the commission of crimes and the adoption of a definite programme for the apprehension and prosecution which will make impossible the escape of any guilty person, or a means of preserving any semblance, at least, of respect for lawfully constituted authority."

While police were running down clues in an effort to apprehend the slayer policemen, business men, theatres and individuals rallied to the financial aid of the young widow and three small children of the slain officer.

Only One Still in Custody

Last night but one man remained in custody out of more than a dozen wearers of puttees and leather jackets picked up since the fatal shooting in the rear of the building Pharmacy early Wednesday morning.

Late yesterday, following an order flashed to all stations to pick him up for questioning, Allen T. Walker, living at Tremont street, South End, address, was arrested as a suspicious person by Patrolman Peter McDonough of the La Grange street station.

Walker was taken to headquarters, police said, he refused to answer questions. He was taken to the La Grange street station, and will be returned to headquarters today, where he will be grilled by Inspector James A. Demsey of the homicide squad. Police claim that Walker has served terms at Deer Island for burglaries similar to that in Dorchester, where Dwyer was shot.

Two Benefit Performances

Funds for the aid of the slain officer's widow were started yesterday in the police department and by the Dorchester Board of Trade. Managers of the Gayety and Fields Corner Public Theatres will hold benefit performances for the aide of the family.

Less than 40 minutes after Superintendent Crowley had telephoned permission to make collections, Traffic Officer Eugene R. O'Meara of the Milk street traffic station was at headquarters with $193, donated by men from that station.

Lester Michaels, manager of the Gayety Theatre, through Captain Herbert W. Goodwin of the La Grange street station, announced that a benefit performance of the show at his theatre will be held at midnight next Thursday. Morris Goldberg, manager of the Fields Corner Theatre, called at the Fields Corner station and preferred his theatre for a benefit any night that is desired.

Body Taken to Home

Early yesterday, following a meeting of the Dorchester Board of Trade, a fund was placed with police at headquarters. In all shop windows last night announcing the fund. John M. Robinson, chairman, satisfactorily informed the Board of Trade, will be in charge of the fund.

The body of the slain officer was taken to his home, 30 Granger street, Dorchester, late yesterday and laid in his police uniform. A delegation from the Boston Red Sox, V. P. W., placed flags at the head and foot of the casket, while a steady stream of persons from all stations called at the home to pay tribute to the slain officer.

Official plans for the police detail at the funeral today were announced yesterday by Superintendent Crowley. Captain Louis Lutz will be in charge of the detail, which includes six sergeants and 8 patrolmen from all stations. Six officers from the Field Corner station will act as pallbearers.

CALL CURLEY'S PLEA UNSOUND

Mayor Curley's argument that $6,000,000 must be borrowed outside the debt limit for repaving and making of highways because 40,000 are reported unemployed in Boston is unsound, according to a statement by the Good Government Association today.

"Does he know what percentage is due to temporary readjustments, and what percentage would undertake manual labor in the streets," the association asks. "Is the Mayor sure the contracts under which the streets will be built or repaired provides for the employment of Bostonians exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the committee on the finances. The only difference is in the method of raising the money."

PEACE MOVE IN PARADE ROW

Mayor Calls Conference of Charlestown Groups

Mayor Curley moved quickly yesterday to heal the sores caused in the ranks of Charlestown veterans over the selection of a chief marshal for the June 11th parade, by ordering a conference for next Tuesday noon in City Hall of all patriotic groups interested.

The Mayor's action was taken following reports that rival factions were dissatisfied with the appointment of Samuel A. Swanson as parade marshal, inasmuch as Albert J. Brickley had been endorsed by the Charlestown Council, Veterans of All Wars. Prominent veterans charged that this was a direct slap at the central council of veterans, and that they would not march.

Mayor Curley said yesterday that he had no personal interest in the appointments. He insisted that as the party in control of the city, the patriotic organizations of the district were given the privilege of selecting their celebration officers.
that is world-wide and an inlaw presently a serious problem of the street construction program and its possibilities for the relief of unemployment. Let also the confidence and support, not only of the committee, but of the Legislature, in both branches, notwithstanding, still or otherwise. When I still cherish the hope that the committee will be helpful in the future. I am inclined to believe that the members of the Legislature will concur in this conclusion.

TRANSCRIPT 424

G. G. A. Supports Committee View on Street Bills

Commends Legislators for "Pay-as-You-Go" Stand as Opposed to Curley

The Good Government Association to day entered the controversy between Mayor Curley and the legislative Committee on Municipal Finance over the question of loans for Boston street improvements, by taking sides with the committee. It commends the legislators for not departing "too radically from the pay-as-you-go policy."

In a formal statement, the association says that if Boston wishes to follow the footsteps of Chicago there is no surer way of doing so than to abandon the pay-as-you-go policy and "pitch into a reckless orgy of borrowing for annually recurring expenditures."
The text of the statement follows:

"The Committee on Municipal Finance of the State Legislature is to be commended for reporting favorably on a bill to make available $2,000,000 for the reconstruction of old streets, and the laying out of new streets, without departing too radically from the pay-as-you-go policy."

The mayor has recognized the urgency of the present situation, the association says, and Mayor Curley, Public Works Commissioner Robert Goodwin, chairman of the Finance Commission, are agreed that it would not be possible for the city to lower its large sum for these purposes in the next few years.

In the present discussion no question has been raised as to the need for more work on Boston's streets, the association notes, however, on the method of raising the funds. Chicago officials are dissatisfied that the present administration is doing the major portion of the expense of construction and repair work. They lose sight of the fact that the cost of pay-as-you-go policy and abandonment of the pay-as-you-go policy will result in reckless long-term borrowing for annually recurring expenses.

The principle of pay-as-you-go for expenditures of the sort contemplated has long been accepted as sound. Massachusetts governors, notably Cox and Fuller, have emphasized the importance of adhering to this principle in their messages to the Legislature. Any departure from it would be a radical step backward towards the political device prevalent twenty years ago, "shift to paying off current expenses on the original contract for the repair work."

In Boston, however, there is no surer way to abandon the pay-as-you-go policy and launch on a reckless orgy of borrowing for annually recurring expenditures.

Views on Unemployment

"We are in sympathy with any bona fide measure to relieve unemployment," says the mayor's argument that $6,000,000 must be borrowed because of the limit debt for repayment and making of highways, because 40% are reported to be unemployed. Does he know what percentage is due to temporary readjustments and what percentage would undertake manual labor in these streets? Is the mayor sure that the contracts under which the streets will be repaired will provide for the employment of Bostonians exclusively? Even if he can answer these questions to the satisfaction of the Legislature, he should have difficulty explaining how his demands will provide more work for the unemployed than the bill reported by the Committee on Municipal Finance. The only difference is the method of raising the money.

Whatever the Legislature will act favorably on the report of the Committee on Municipal Finance, at the same time recognizing that the bill is only a temporary expedient to alleviate the neglect of the past eight years. There should be a definite understanding that adequate provisions will be made in the tax warrants of future years for paying under contracts, and that the present bill is only to provide temporary relief. In other words, we cannot state too emphatically that the principle of pay-as-you-go, which we hold in the past, should continue to be followed in future, and that the present case is not to be a precedent.
No Attempt to Dictate to Legislators, Says Curley

At Same Time, He Upholds His Right to Consult Governor and Others on Measures Affecting City of Boston

Mayor Curley yesterday disclaimed any attempt to interfere with or dictate to the Legislature on its action relating to the street construction bills reported by the committee on municipal finance, but he vigorously defended his right to consult with Gov. Allen and legislative leaders in his efforts to obtain more favorable terms written into the measures affecting the City of Boston.

In an extensive communication to Speaker Saltonstall of the House, he placed responsibility for the street construction program on the committee on municipal finance and the Legislature while chiding the members of the committee for their failure to act more speedily on the pending measures.

The outburst of resentment directed toward him in the House debate Thursday afternoon came as a complete surprise as he indicated that he was not informed that an attempt was to be made by his legislative counsel to obtain more liberal allowance for his convention and municipal enterprises. He denied he defied the procedure of his spokesman as justified.

The bills over which the controversy developed slept peacefully yesterday in the committee on municipal finance with no indication that any action will be taken in regard to them until Monday or Tuesday. Meanwhile the Mayor was host at a Parker House luncheon to several of the Boston senators and it was reported that the bills were discussed.

In a brief statement, Frank W. Osborne of Lynn, chairman of the committee on municipal finance, said: "The committee on municipal finance has concluded its hearings on the Boston street paving loan bills. I understand, however, that the bills have been resumed before the Governor, with the Mayor apparently laboring under the misapprehension that the bills had reached the executive chamber for consideration."

COMMUNICATION TO SPEAKER

The Curley communication to the speaker of the House is the seventh appearance at committee hearings during the current session of the Legislature and referred to the friendly relations existing between him and the Republican leaders, Gov. Allen, President Bacon, and Speaker Saltonstall. The communication in part follows:

"The account relative to debate at the session of the Legislature Thursday would indicate that I, as mayor of Boston, have been endeavoring to dictate the programs and policies of the legislative committees. It has been further contended that I have sought to influence action of individual members of the Legislature and of committees with reference to legislation affecting the City of Boston and that I have become obnoxious because of frequent visits to the State House in behalf of the people of Boston. I believe it but fair to direct the facts in the case to your attention in view of my past experience with the Legislature which has many boards, when in my experience with all of the facts, invariably just and, not infrequently, generous.

"I have attended, since the assembly of the Legislature in January, hearings on seven occasions and in three of the seven cases when I appeared at the committee hearings on the legislative committees, I was upon invitation and I have refrained from appearing except where, in my opinion, pending legislation was vital to the welfare of Boston and its people. I have refrained from presenting myself to any review of the procedure of the legislative committees not because precedent or law dictated that I should be denied the right to do so, but because of the importance attached to the matters in which I, as mayor of Boston, was interested.

BELOVED VIEWS SHARED

I appeared, upon three occasions, before the committee on municipal finance and have been accorded such courtesy as to justify the belief that the members of the committee shared the same views expressed by me with reference to major legislative matters affecting Boston and its people, and were apparently extremely anxious to aid in solving the problems presented.

I appeared in behalf of a measure which would authorize cities and towns of the Commonwealth to expend for its benefit the surplus revenue that might arise from the valuation of the preceding year for the entertainment of distinguished visitors and assistance to conventions, and this bill was favorably reported, with a proviso, however, that the allotment to be expended in the case of Boston be $15,000 less than the amount proportioned to all other cities and towns of the Commonwealth. While the discrimination against the city of Boston was, in my opinion, unjustifiable, I nevertheless was agreeable to acceptance of the proviso reported, even though I would have preferred the opportunity in seeking the amendment presented. To seek a partial for Boston upon this measure of legislation with that accorded all the other cities and towns in the Commonwealth, was, in my opinion, a pettily proper and most commendable course to pursue, and one for which, though not consulted, I should have had no hesitancy in approving, since the honor of the city was involved in what was an unwarranted discrimination.

I appeared in behalf of a measure providing an expenditure in the amount of $10,000,000 for street construction and it was necessary to open the Gardner Auditorium, the largest assembly hall in the State House to accommodate the citizens of Boston interested in this measure. The measure of legislation presented the first step in a courageous step taken to provide a portion of the $60,000,000 which, in the opinion of the commissioner of public works, is necessary to place the streets of Boston in condition usable for public travel. As a consequence of the hearing and subsequent investigations it has been determined that a sum not in excess of $6,000,000 would be the maximum amount that could be expended, due to the delay in the starting of the construction program for the year 1930-1931. This most necessary measure of legislation was filed in January and a committee hearing was held on Feb. 20, and notwithstanding the unprecedented drain upon the public welfare department, the soldiers' relief department, and every character of public and private charitable and social agency due to the unemployment in metropolitan Boston, estimated at $8,000,000 in the first quarter of this year, the present time no final action has been taken by the committee.

It has been customary for the city of Boston, prior to 1924, to permit the issuance of loans, both public and private, upon a 20 or more year basis and with no requirement that any portion of the money be appropriated from current taxation. Nearly four months have elapsed since the presentation of street construction program legislation, the adoption of which would not only have made the streets of Boston usable for the millions of visitors which it is anticipated will attend the centenary observance of the founding of the city, but would have provided, in addition, opportunities for a livelihood for the thousands now receiving assistance from public and private charitable agencies.

NO ATTEMPT TO DICTATE

I have never attempted to dictate policy or program to the Legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member and have had the legislation presented by me purely upon merit. Responsibility for the street construction program, so necessary to every individual using the streets of Boston and to the great army of the unemployed rests not with me but with the committee on municipal finance.

I have enjoyed, during my term as mayor, friendly relations with the Governor, President Bacon, and with the speaker of the House, Frank G. Allen; with the president of the Senate, Hon. Gaspar B. Babcock and with my colleagues in the House, Hon. Leverett Saltonstall, whom I recognize as the representatives of the entire citizenship of the Commonwealth. I have a profound appreciation of the responsibility that is in large measure to an industrial depression that is in no sense local, rather
Mayor Curley officiated at the Arbor Day exercises at the Public Garden. He planted a maple tree in memory of Mrs. Harriet Bradbury, a sister of the late George Robert White, health center donor of the city.

George Curley, 10-year-old son of the mayor, stepped into the scene at the Children's Museum, Jamaica way, by wielding a spade to plant a European Linden tree at the Arbor Day exercises. (Staff photo.)
DECLares DISTRICT BOARD INCOMPETENT

Conry Scores Closing of Embankment Road

SAYS WEST SLOPE OF BEACON HILL IS EXPOSED TO CONFLAGRATION PERIL

A stinging rebuke to the Metropolitan District Commission, charging that body with a "seasonal display of incompetency" in closing both sides of Embankment road, contrary to the provisions of the contract, was given yesterday by Traffic Commissioner Joseph A. Conry.

Commissioner Conry charged, among other things, that the action of the commission "has brought distress to hundreds of householders on the west slope of Beacon Hill, now exposed to the dangers of conflagration and denied proper fire defense."

He hinted that Atty Gen Joseph E. Warner has interested himself in the work of the commission, and "wonders" how long Gov Allen will "tolerate this situation."

The vehement words of Mr Conry came as a result of the Board closing up Embankment road while repairs are being made. The contract provided that one-half of the road be kept open during the construction and made a one-way street.

Traffic Jam Daily

Construction on the road began April 19, and since it was decided to close the road entirely there has been a bad traffic jam daily. Special police have been placed in West End streets, and the flood of traffic, or hundreds of householders prior the westslope of Beacon Hill, now exposed to the dangers of conflagration and denied proper fire defense."

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Conry's Statement

His statement follows in part:

"The seasonal display of incompetency of the Metropolitan District Commission is at its height. The Spring of '29 showed the appropriation of $50,000 to pay the scandalous excesses of the Cottage Farm Bridge. Autumn came with its blinder of Bay State road and winter wastes $50,000. Now the annual Spring fever breaks out in the blockades of Embankment road."

"The Metropolitan District Commission was warned in advance against this action. Apparently it was unable or unwilling to accept sound advice."

"Four hundred and fifty thousand motorists must suffer annoyance because of the action of this board. How long the Governor will tolerate this situation is a question. Why he has endorsed the condition up to the present time is a mystery. Warner wonders why!"

Letter to Keniston

The letter to Mr Keniston reads in part:

"The Metropolitan District Commission's attitude is inexcusable in closing this road. It has worked serious inconvenience to thousands of citizens of Boston. A conservative estimate has been made that upwards of 15,000 cars pass over this road each day."

"The Police Department now calls attention to the fact of the dangerous fire hazard that has been created by the action of your board in closing this road."

"In view of the formal and vigorous protest filed by Col Sullivan it is to be regretted that the matter of closing the road to traffic was not made a subject of discussion between the city authorities and the State Commission before final action was taken."

Commission's Attitude

The position of the District Commission was explained last night by William E. Whitaker of West Somerville, its secretary. He said that it was decided by the board after careful consideration that it would be more advisable to close the road entirely any have nearly one month in the construction work.

He pointed out that even, when one half of the road is left open, the numerous trucks of the contractor are required to use that portion of the road and there would be considerable congestion following. Furthermore, that situation would continue for about eight weeks, he said, whereas with the road closed entirely the job is expected to be finished in a month. He said that the middle of the road can be fixed much better if both sides are closed.


MAYOR WILL PLANT THREE TREES TODAY

Mayor Curley has a busy Arbor Day program laid out for him. At 9 o'clock this morning, accompanied by his son, George, the Mayor will plant a European linden tree at near the George Willard Bradbury, a sister of the late George Robert White. This tree will be planted near the George Robert White Memorial.

Next, Mayor Curley will go to the Common, where he will plant a tree in conformity with the usual custom of the Mayor.
MAYOR CURLEY DENIES
Never Tried to Dictate to
Legislature, He Says
Street Construction Program Put In
on Its Merits, Asserts Executive

Denial of any attempt to influence committees of members of the Legislature with reference to legislation affecting the city of Boston was made yesterday by Mayor Curley in a letter to Hon Leverett Saltonstall, Speaker of the House of Representatives. The denial was made after reports of resentment expressed in the Legislature Thursday at what legislators regarded as an effort on the part of Mayor Curley to dictate what the legislators should do concerning Boston municipal affairs.

The Mayor declared that he had attended the Legislature but seven times, three on invitation, and retracted on other occasions, not because precedent or law dictated that he be denied the right of any citizen, but because of the importance attached to the major measures in which he was interested. He referred to his friendly relations with Gov. Al- len, Pres. Bacon of the State Senate and Speaker Saltus, and declared that it was unfortunate if any member of the Legislature should take offense because he had consulted them.

The letter said in part:

"I have never attempted to dictate policy or program to the Legislature for the very excellent reason that a majority of the membership represents a political party other than that of which I am a member and have based the legislation presented by me purely upon merit. Responsibility for street construction program, so necessary to every individual using the streets of Boston and to the great army of the unemployed, rests not with me but with the Committee on Municipal Finance and the State Legislature. I have enjoyed, during my term as Mayor, friendly relations with the Governor of the Commonwealth, Hon. Frank G. Allen, with the president of the Senate, Hon. Gaspar G. Bacon, and with the Speaker of the House, Hon. Leverett Saltonstall, whom I recognize as the representatives of the entire citizenship of the Commonwealth.

"I have a profound appreciation of the responsibility that is theirs, due in large measure to an industrial depression that is in no sense local, rather that is world-wide, and in the presentation of the street construction program with its possibilities for the relief of unemployment I assumed I had also the confidence and support, not only of the Committee on Municipal Finance, but of the Legislature in both branches; notwithstanding the outburst upon Thursday I still cherish that hope.

"It is unfortunate that any member of the Legislature should take offense because I have consulted the Governor, or the president of the Senate, or the Speaker of the House, Frankly, I know of no right as a citizen that is forfeited by me when I assume the office of Mayor, and upon reflection I am inclined to believe that the members of the Legislature will concur in this conclusion."

CHARLESTOWN CELEBRATION PLANS SCRUTINIZED
Mayor Curley yesterday directed Frank A. Rowland, assistant director of celebrations, to call a meeting for Tuesday noon in room 49, City Hall, to iron out the Charlestown celebration affair.

Representatives of the veterans' organizations concerned in the June 17 celebration are requested to attend and arrive at a satisfactory decision regarding just who the people of Charlestown really feel should represent the district as marshal and chairman of the celebrations committee.

Two men have already been named but it is reported there is criticism and the Mayor wants the people of Charlestown to have their own selections, satisfactory to all if possible.
SPORTS IN JAPAN

Miss Tukuda ventured a few comparisons between Japanese and American girls.

"They wear American costumes a great deal in Tokyo," said she. "Especially in high school, where everyone wears uniforms. Some even bob their hair, though not many. And we have sports, too. Japanese girls are very fond of basketball.

"Yes, and some of us go into business as American girls do, become stenographers. Oh yes, we learn shorthand in Japan, and there are Japanese typewriters, too. Not, of course, with all the thousands of Japanese characters. The characters are simplified for business, and the keyboard is no larger than on an American machine."

MISS ROSSA IN CITY HALL POST

MAYOR CURLEY yesterday nominated Miss Sheila O'Donovan Rossa, of Brighton, secretary of the public celebrations department at City Hall.

Miss Rossa, a direct descendant of the Irish patriot, whose name she bears, is a gifted singer and is widely known in musical circles. She is vice-president of the Women's Democratic Club of Massachusetts.

In her new post she will be assistant to Philip J. O'Connor, director of public celebrations, and to ex-Mayor John F. Fitzgerald, chairman of the Tercentenary committee of Boston.
MAJOR'S SON PLANTS TREE AT MUSEUM

While hundreds of children looked on, George Curley, 10-year-old son of Mayor James M. Curley, turned the sod on the grounds of the Children's Museum, Jamaica Plain, yesterday for the planting of a European linden tree as part of the museum Arbor Day exercises.

Preceding the exercises, an annual observance at the museum, the Saturday morning bird walk was held, more than 50 children being led around the Jamaica Pond section, where various species of Spring birds were pointed out and explained by the staff members.

The latter event was brought to an end early to enable the children to be present at the Arbor Day exercises, under the general direction of Miss Mildred E. Mayner.

Short addresses on the meaning of the day were given by museum staff members.

SHELL COLLECTION GIVEN TO CITY BY DUVAL DUNNE

A fine collection of shells, representing the lifetime work of the father of Duval Dunne of 228 Washington St., and offered to the city of Boston by Mr. Dunne, was yesterday accepted by Mayor Curley. The shells were collected all over the world and are very valuable.

The collection will be placed on exhibition by Chairman Long of the Park Department in the Aquarium at South Boston, in electrically lighted cabinets.

MAYOR INVITES THE ZIONISTS TO BOSTON

An invitation to the Zionists to hold their annual convention here during the last week in June in connection with the Tercentenary celebration was sent yesterday by Mayor Curley to President Louis Lipsky of the Zionist Organization of America at New York.

In his telegram, the mayor stated "In behalf of the citizens of Boston, I extend your organization cordial invitation to hold your convention in this city during the last week in June and beg to assure you of my hearty cooperation for its success."

CURLEY TO OFFICIATE BUILDING CEREMONY

Mayor Curley will make the first electrical weld on the new 14-story office building at 182 Tremont Street, being built by the Edison Electric Illuminating Company of Boston, Tuesday morning at 10 o'clock. This will be the first electrically welded building in New England. Fully 200 officials identified with the utility, civic, advertising, industrial, construction and architectural work will be present. Remarks will be made by Mayor Curley, President Charles L. Edgar of the Edison company, and Prof. F. F. Mc Kibben, consulting engineer on structural steel design.
JOBS TAKEN BY MACHINES
SAYS MAYOR

Urges Cutting Down Mechanical Work in Favor of Man Power

Restriction of the operation of industrial machinery to give man power a chance, was suggested by Mayor Curley at the Twentieth Century Club yesterday as a means of relieving unemployment.

The mayor's topic was "The Metropolitan Boston," and he devoted the first part of his talk to that subject. Declaring the problem would "solve itself when the facts are presented," he then turned to unemployment.

The Communist party in Boston, he said, had applied to him for a permit to hold a meeting May 1 on Boston Common, and the Mayor said he was inclined to grant it.

"They may have a case," he said.

He explained this comment by taking up the question of the thousands out of work. Although our national wealth is estimated at $400,000,000,000, one-third the wealth of the world, the mayor said, it is controlled by only 2 per cent of the people in the United States.

FOOR IN MAJORITY

Mayor Curley told of construction operations after the war in which Boston provided work for ex-soldiers, sailors and marines. He cited subway extensions and the Maverick sq. station.

This work, he declared, saved $1,000,000 in doles. Last year, he continued, the money spent in relief and doles was an increase of $800 per cent over that immediately following the war.

"Many people think," the speaker said, "that those out of work are principally old people. This is not so. In industry a man or woman is often old at 45, worn out by the strain of factory work.

"The great majority of unemployed are men and women of 45 or over. It is a serious problem. In Boston there are now 100,000 families without heads, to whom we pay an average of $17 a week each for support."

FOR MACHINE RESTRICTION

Introduction of the steam shovels he declared, has taken a livelihood from 1,000,000 men in the past five years.

"This country can produce in seven months all that the whole country can consume in a year," said the Mayor. "One measure of farm relief is to restrict the area of planting, so as to keep up the price of grain.

"How about restricting the number of hours machinery shall operate, in order to give an opportunity to the individual worker? We have got to determine speedily between the dole system, which strips man of initiative and makes him a weakling and a coward, and a system of industry that shall encourage effort and thrift."

In stressing his plan of a "metropolitan" Boston that shall include adjacent communities Mayor Curley urged economic necessity. He cited the usefulness of the Metropolitan District Commission in solving certain large community needs.

"Smaller communities would find it difficult to maintain water supply, sewage disposal, and so on, without such organization," said the Mayor.

Mayor Curley speaks right out in his proclamation to Bostonians urging the observance on May 1, the 28th anniversary of the first Boston City Government, in such a way that our children may be impressed with the nobility of patriotism and the worth of nationalism, he said, and that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds and resolved, and aer Viet to America and Americanism may be stamped on their souls.

GLORE 4/27/30

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that situation before building any more expensive high schools.

BUSY LEGISLATURE
The Legislature was extremely busy during the week. Slightly more than 49 bills were reported out for action in both branches and eight committees have executive meetings scheduled for tomorrow and Tuesday. These executive sessions mean that the committees are about prepared to finish up with most of their measures.

Meanwhile the leaders find time to go around the state to discuss the situation with the voters. Gov. Allen speaks Tuesday night at New Bedford before the allied Republican clubs of that section. Another guest will be Miss Helen Varick Boswell, prominent New York Republican, who has the distinction of being the first woman vice-president of a labor bank in the country.

President Bacon of the Senate is tied up with numerous speaking engagements before Republican clubs in many sections of the state. He is scheduled to deliver an address on states rights this afternoon before a large assembly in the town of Rowley.

In a speech at Saugus the other night Bacon was rather harsh in his criticism of the United States Senate. He characterized the incompetency of the Senate as a burden on the back of the Republican party. "Unfortunately," he said, "a majority of this body masquerades under the label Republican, though some of them disgrace the designation. The party has no greater liability than some of these estimable gentlemen. They have blocked constructive legislation. They have joined with the Democrats and have succeeded in accomplishing nothing."

Both President Bacon and Speaker Saltonstall, in their public utterances, have talked optimism and steadily declined to see any sound reason for viewing the approaching election with alarm. Both have expressed pride in the accomplishments of the current administration.

FORESEES UNITED FRONT
Saltonstall has readily admitted the presence of obstacles and problems, but he has predicted that proper solutions are certain to be made within the party and foresees nothing but a united front.

During the last few weeks he has appeared on the platform in Lexington, Gloucester, Cambridge, Saugus, Winthrop, Somerville, Needham, Malden, Wollaston, Wrentham, Melrose, Brockton and Attleboro, his assemblies being chiefly Republican clubs.

The speaker has recognized prohibition as a serious and important issue, but he has refused to accept it as the only one. He has discussed tariff, unemployment, taxation, public utilities and such subjects and reports that his executive council has recommended.

There have been reports that Gov. Allen intends to give one of the appointments as special justice to a Negro and another to a Jewish woman. Because of the pressure and the fact that the services of the special justices are not important at this time, Gov. Allen eventually may decide to permit the entire list to go over until after the election.

G. G. A. OPPOSES CURLEY'S PLANS
Backs Legislators Against Long Term Street Bonds

The Good Government Association has endorsed the decision of the legislative committee on municipal finance about the methods of financing street improvements for which the expenditure of $6,000,000 in two years has been recommended.

SAYS EXPENDITURE RECURS ANNUALLY
In a statement, yesterday, the association expressed the idea of the association of legislative committees on municipal finance about the methods of financing street improvements for which the expenditure of $6,000,000 in two years has been recommended.

DISAPPROVED
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WILL BE NEW PROBLEM
"It does not take much vision to see that it will be no easier to pay for this work, with interest charges 10 years hence, than it is today," he said.

The statement went on to say that in the event such legislation was passed, the cost of municipal government, exclusive of school expenses, would be increased by 12 per cent and that school expenses would be increased by 7 per cent.

MAYOR PLANTS TREE TO MARK ARBOR DAY

Arbor day was recognized by the park department yesterday, by the planting of trees at Jamaica Pond, the Public Garden and the Common.

In the presence of a large group of children, early in the morning, Georgie Curley, son of Mayor Curley, planted a tree near the children's museum at Jamaica Pond.

The mayor and the planting of a tree in the Public Garden in memory of Mrs. Harriet R. Bradbury. The tree was placed close to the George Robert White memorial. The late Mrs. Bradbury was a sister of Mr. White.

The third tree was planted on the Common by representatives of the Daughters of American Revolution.
LIGGETT'S 'I HAVE NOT RESIGNED' RECALLS 'DO NOT CHOOSE TO RUN'; BUT HE'S EXPECTED TO HOLD ON

By W. E. MULLINS

When Louis K. Liggett was asked last week to comment on the recurring reports that he was about to resign as Massachusetts member of the national Republican committee, it was significant that his reply was limited to the brief Cordelian statement that "I have not resigned."

Undeniably those four words were eloquent in covering the situation as it then existed; but, like the memorable "I do not choose to run" statement, they left the door open to speculation of all descriptions. Had he made it conclusive to the extent of adding, "and, furthermore, I have no intention of resigning," the reports could have been forthwith dismissed as having no foundation in fact.

That the thought of retiring from his position of distinction in the world of politics had occurred to him more than a fortnight ago, seems to be reasonably certain. Pressure has been brought to bear on him to remain on the throne until after the election, and indications now are that he has banished the thoughts of retiring. His recognized genius as an organizer cannot be minimized. It will be an asset of immeasurable value as the campaign progresses.

One of the reasons for his desire to retire to the ranks is reported to be his dissatisfaction with the liaison between Washington and Massachusetts. The election of a Republican senator, however, is the prime consideration, and he may be relied on to have a place on the firing line, whether the candidate is entirely satisfactory to him as a wet or partially so as a dry.

Dry Republican candidates almost invariably are confident of having united support in the elections because once nominated they may depend on having almost the full voting strength of the party. Prohibition does not rate as an issue of chief importance with the Republican wets. That has been demonstrated repeatedly.

BUTLER AND DRAPER

William M. Butler and Eben S. Draper, the two announced candidates for senator, will move into more prominence this week as both are ready to open their campaign headquarters in Boston. Butler already has started out on a schedule of speaking engagements, while Draper is preparing to follow suit.

This being the season for rumors there was wide circulation given to one during the week that Gov. Allen had about decided that he would not be a candidate for re-election. The report was brought to the attention of John D. Wright, his secretary, and he speedily dismissed it as idle comment that should not be dignified with denial. "Of course the Governor will run. The party would not permit him to retire even if he so desired," was Wright's conclusive comment.

The Governor has been subjected to criticism from two directions recently, one for not demanding the retirement of Police Commissioner Wilson, and the other for his willingness to "play ball" with Mayor Curley. Republican legislators murmured repeatedly during the week against the close relations said to exist between the Republican Governor and the Democratic mayor.

If that criticism were justified it might also be extended to former Gov. Fuller, who has openly expressed his admiration for the character of the Curley administration as it has been unfolded since he took office shortly after the New Year. The mayor's quarrel with the investigative committee and municipal finance was the first real rupture of any description to break out since he succeeded Mayor Nicholas.

Mayor Curley is eager to avoid an increase in the tax rate if he possibly can do so, but he is equally determined to proceed with his ambitious program of public works and to raise the money. During the first year of Nicholas' term Nicholas raised the tax rate and then proceeded to pare it in each succeeding year. He inherited many obligations from the Curley regime of 1922 to 1925 and now Curley has become heir to some equally unwelcome obligations.

SPIRIT WAS DORMANT

In seeking the assistance of Gov. Allen and the legislative leaders Curley merely brought to the surface a spirit of unfriendliness which had been dormant. Now he must put up a fight for a liberalization of the terms for the money he intends to borrow for his street construction program. The committee may give way in some unimportant items, but there is scarcely a chance that he will succeed in getting what he wants.

The bills will be reported from the committee into the Senate once again this week and then will be launched the legislative fight which he hopes will result in overturning the reports. It promises to be an interesting conflict with the odds in favor of the committee on municipal finance.

The Curley bills will not dominate the legislative sessions. There also is the fastidiously stands measure, which has some additional press to make in the House before it goes into the Senate altogether different from what it was when the Senate sent it over to the House early in the week.

The influence of Representative Henry L. Shattuck of the Back Bay was regarded as the most powerful factor in having the Finnegan bill substituted for the committee report. In the Senate, Henry Parkman, Jr., will exert his influence to keep the measure on its way to enactment. With the announcement during the week from Charles H. Innis that he is coming back into the taxicab companies, and the unfavorable terms contained in the bill for the chain cabs come thoughts of the struggle for political supremacy which he waged with Senator Parkman. Now comes a renewal of it.

Added to those controversial measures is the expectation that the proposed legislation for old age assistance may be reported during the week from the House committee on ways and means. If that measure ever is enacted into law without numerous definite changes there will be a confusing situation raised in relation to the care of the needy, aged citizens.

PUBLIC BEQUEST FUND

There already is a statute called the public bequest fund, enacted two years ago, to provide means through bequests, gifts and contributions for "worthy citizens of the commonwealth, who by reason of old age and need are entitled thereto, no man under 65 and no woman under 60 being entitled to help from such fund."

If the proposed old age assistance law is enacted, placing control under the public welfare department, with the fund under the state treasurer and secretary, it will be interesting to ascertain which will receive the more applications and how the two will work out with their divergent details.

Little is known of the fund, because it has not been advertised. Something like $60,000,000 has been left for charitable purposes in the state since the fund was started.

Another dispute staged last week was between Chairman Frank A. Goodwin of the finance commission and the Boston school committee. The committee on municipal finance, also figured in that, having, as it does, the decision to make as to whether it should permit the school committee to build a new girl's high school at a cost of $1,000,000 or compel the school committee to spend the amount for building small elementary schools to replace the portables and the unsafe wooden and second-class buildings.

Goodwin, in his argument before the committee on municipal finance, did not deny the necessity for a girls' high school but he insisted that it was better to build wooden schools, many without proper fire protection, some 80 second-class buildings, some without fire escapes; and some 60-old school equipped with the old latrine system not now permitted, the time has come to remedy
IN HUB NEAR STARVATION
Poor Relief Likely to Reach $3,000,000, Says Curley

ASKS EXPERTS' HELP TO SOLVE PROBLEM
Urges Five-Day Week, Eight-Hour Day—Raps Dole

Workers Over 45 Unwanted
While American inventive genius had speeded up production, he said, it also resulted in a system where the worker of 40 years of age became an old man, unwanted in Industry. He declared that a great majority of the 500 men and 50 women who worked in the Congdon Street Home and daily did to perform little duties bringing them $17 a week are 45 years old or slightly more.

Declaring that there are 4000 other homes of widows and dependents receiving an average of $17 a week from the city, the Mayor protested that out of Boston's population of 800,000 there are 25,000 near starvation, battling to keep body and soul together in this, the most intelligent city in the entire United States.

Great Wealth in Hands of a Few
Quoting government reports relating that 60 per cent of the wealth of the nation was owned by two per cent of the people, the Mayor stated, "We talk joyfully of the progress we are making in building up the wealth of the country by putting a third of the world's wealth, unimportant of the fact that prosperity does not depend upon the dividends for the two per cent in control, but upon the general distribution of the greatest wealth of the nation.

It was not a few millionaires who made the Ford industry successful, but the ability of the American to buy a car. In the light of these facts, I wonder if it is not time to give some thought to the individuals in industry," the Mayor questioned the Mayor. "I wonder if the time has come for the consideration of the five-day week and the restriction of the use of machinery in industry to eight hours a day."

"Such a government can exist so long as there is respect for lawfully constituted authority. The base of our government depends on the degree of economic justice enjoyed by its citizens. Derive them of that and you sap the foundations of the government," the Mayor explained. "I have never read in the knowledge of man."

MAYOR ADLER CALLS ON MAYOR CURLEY
As the first visitor responding to the tercentenary invitations recently sent throughout the country by Mayor Curley, acting Mayor Isaac Adler of Rochester, having graduated, and that Mrs. Adler was a native of this city, having moved to Rochester following their wedding. The visiting mayor will take back to his home city an invitation to the people to attend the Boston tercentenary celebration this year.

BACK CONRY'S ROAD PROTEST
Embarkment Plea Reasonable, Says Wadsworth

Representative Eliot Wadsworth of the Back Bay, in a letter to Traffic Commissioner Joseph A. Conry, took a lead with the latter and Colonel Thomas F. Sullivan in the protest against the closing of Embarkment road by the Metropolitan District Commission while the road is being resurfaced.

Following his attack on the commission Friday in which he charged that they broke their promise to keep the city to keep half of the road open to prevent traffic congestion, Commissioner Conry admitted yesterday that nothing can now be done about the matter as the road is torn up.

The letter from Representative Wadsworth was in answer to one sent to Commissioner Conry. Similar letter were sent to other representatives and Senators from the district.

The letter read: "Dear Mr. Curly—I have your letter of April 10 and I am much interested in what you say as to the closing of Embarkment. I have observed the situation every day on the way to and from the State House and on other occasions.

"It seems to me that Colonel Sullivan's protest was a reasonable one. Even if the one-half of the road had been torn up it would have done so much to relieve the traffic which is so heavy in spring."

CURLEY WIRE AMOS REGARDS
Radio Star Flooded With Congratulations

"CHICAGO, April 26 (AP)—Yes, sub, there were those present and flowers and telegram must be deduced!"

It was Freeman Gosden—the first half of the radio firm “Amos and Andy”—speaking. He spoke from his wife's room in the Henroth Hospital, where on Wednesday her daughter, Virginia Marie, was born.

Amos emerged from a sea of telegrams, flowers, candy and baby presents. He emerged in time to receive a wave of telegrams, one from Mayor James M. Curley of Boston, another from M. H. Aguierstone, president of National Broadcasting Corporation, another from the Roxy Theatre to the effect that the glass is held high for Virginia Marie, was born.

Amos received a sea of telegrams, flowers, candy and baby presents, and was delvered. Amos gasped for breath and waved admiringly at his tiny characters. "Yes, sub," gloined Amos, "such popularity is desecrated—by a baby like her!"
Three Dressed in Kimonos Arrive for Series of Receptions by Societies, City and Wellesley College

Dressed in kimonos of purple, three Japanese girls arrived at the South Station yesterday afternoon as envoys of gratitude from Japan, bringing the thanks of their people "for the timely and generous aid extended by the Government and people of the United States to the sufferers of the disastrous earthquake and fire."

The three girls—of the original five, two suffered from cold and were forced to drop behind—spoke of Boston as an intellectual city, in an interview at the Copley-Plaza.

Standing side by side and talking in low, soft voices their gracious friendliness and well-wishers with bows and friendly smiles. They like America, and it appears that they are to like the intellectual city. In no sense did they appear tired by their whirlwind tour.

Japanese Girls Have Bobs

Questioned by reporters they gave the following information: Mary Pickford and Janet Gaynor are the most popular movie stars in Japan; Japanese girls bob their hair but do not smoke; Japanese girls wear occidental clothing, particularly when it rains; like athletics and enjoy studying.

One of the Japanese expressed the desire to come to America to study.

The envoys are Miss Kumi Ashino, Miss Sumiko Takara, and Miss Keiko Nakamura. Accompanying them are Mrs. J. K. Caldwell of Washington and Mrs. C. A. Rees of Chicago, representing the Jiji Shimpo of Toko, under whose auspices the people's envoys were sent to America.

The party was met at the South Station by Courtney Crocker, chairman of the committee of welcome, president of the Japan Society and honorary Japanese consul in Boston, and representatives of Mayor Curley of Boston and the Japan Society.

Last night a reception was held at the Museum of Fine Arts, following an introduction over the radio at 7:30 by Mr. Crocker, who broadcast information about the envoys over WNAC. The reception was held at the Museum of Fine Arts through the courtesy of the trustees under the auspices of a group of local organizations.

Program for Two Days

Today the envoys will visit the Gardner Museum in the morning. Luncheon at Wellesley College will follow, where they will be the guests of President Ellen Fitz-Pendleton. Later in the afternoon they will take a sightseeing trip to Lexington and Concord, under the auspices of the American Revolution. Tea will be served them at the American Red Cross Headquarters, 347 Commonwealth Ave. In the evening they will be the guests of the Japanese Student Association of Greater Boston.

Mayor Curley is a member of the Order of the Rising Sun of Japan, which has made extensive plans for the entertainment of the Japanese envoys tomorrow. The girls will be the guests of honor at a luncheon given by the Mayor in the salon of the Copley-Plaza. The Mayor has invited also as guests Japanese students of Boston, including Miss Teruko Matsuki, Yoshiko Tokunaga, Yoshiko Mori, Ema Okonori, Chieko Usami, Haruko One, Margaret Matsui, Faye Yamada, R. Kawai, and Louise Izumeda. The envoys will receive gold wrist watches. At the conclusion of the luncheon, automobiles will take the party to Jamaica Pond where 200 cherry trees from Japan will be planted. The gift of the National Educational Association of Japan was presented upon the suggestion of the official representative of the Japan Society in Boston.

MAYOR ADDRESSES 20TH CENTURY CLUB

Mayor Curley had the floor much of the time at a large meeting of the Twentieth Century Club yesterday afternoon. He discussed conditions in and around Boston, and was roundly applauded several times.

The conditions of employment in the city and the causes of its curtailment were touched upon. Approximate number of persons out of work was stated. This led to comparison with other large cities.

The speaker said there were 22 thriving cities and towns contributing to Boston's business and manufacturing importance, not to speak of all of its vast educational equipment.

In many respects, said the Mayor, Boston ranks fourth as a school center, and, he added, "I don't believe there is a place of equal size in the country where there are so many philanthropic groups to be found."

In regard to this latter work the Mayor offered the criticism, however, that for nearly a century many of these groups had been working at cross purposes.

The Mayor said there were so many worthy demands for attention that outlays of public funds had to be carefully considered. In addition to ordinary expenses, said provision had to be made for things made necessary by changes that could not have been foreseen five years ago.

Mayor Duane of Waltham also spoke.

WARNS CITY AGAINST RECKLESS BORROWING

G. G. A. Urges Retention of Pay-as-You-Go Policy

If Boston's pay-as-you-go policy is abandoned, and reckless borrowing permitted, the city will eventually follow in the footsteps of Chicago and become bankrupt, according the Good Government Association, which issued a statement yesterday.

The association declares that if taxpayers 10 years from now must bear the mounting cost of Government, pay for repaving of streets 10 years earlier as well as their own repaving and reconstruction, "taxes will be prohibitive, and we can count on Boston becoming the 'deserted village' of the future."

The statement says in part: "The Committee on Municipal Finance of the State Legislature is to be commended for recommending favorably on a bill to make available to Boston $3,250,000 for the reconstruction of old streets and the laying out of new streets, without departing too radically from the pay-as-you-go policy, and at that time recognizing the urgency of the present situation. Mayor Curley, Public Works Commissioner Roberts and Mr. Gaynor, chairman of the Finance Commission, are agreed that it would not be possible for the city to spend a larger sum for these purposes in the next two years."

"The cost of running the city (excluding the association) has shown a steady increase. In 1910 this item in the tax rate was $.56, and in 1929 it was $1.52—an increase of $.96. School expenditures have also shown a steady increase, growing from $8.63 in 1910 to $15.77 in 1929, an increase of $7.14. There is no immediate prospect that either item in the tax rate will decrease in the next 10 years, but rather that it will maintain its upward march.

"We are in sympathy with any beneficent measure to relieve unemployment. The Mayor's argument that $5,000,000 must be borrowed outside the debt limit for repaving and making of highways, because 40,000 are reported to be unemployed in Boston, is not sound. "Does the Mayor know what percentage of the city is due to temporary readjustments, and what percentage would undertake it at the expense of the city?"

"If the streets are made by the city, and property values permitted, the city will eventually follow in the footsteps of Chicago, there is no other way to do so than to abandon the pay-as-you-go policy, and plunge into a reckless orgy of borrowing for annually recurring expenditures."

"In many respects, the Mayor, the City Council, and the Mayor, Boston ranks fourth as a school center, and, he added, "I don't believe there is a place of equal size in the country where there are so many philanthropic groups to be found."

In regard to this latter work the Mayor offered the criticism, however, that for nearly a century many of these groups had been working at cross purposes.

The Mayor said there were so many worthy demands for attention that outlays of public funds had to be carefully considered. In addition to ordinary expenses, said provision had to be made for things made necessary by changes that could not have been foreseen five years ago.

Mayor Duane of Waltham also spoke.
The Baby Volstead Act

By John D. Merrill

The Baby Volstead Act, a proposal for the reconstruction work and 15-year bonds for the building of new streets, was reported by the Committee on Municipal Finance in this State, but after much discussion by the members of the committee, it was finally decided to reintroduce the bill for the construction and repair of new streets.

The Boston Democrats

The differences between Mayor Curley and the Republican Committee on Municipal Finance in this State make it clear that the Boston Democrats will not yield easily to the demands of the opposition. The Mayor and his supporters believe that the proposed legislation is necessary for the improvement of the city's streets and that the Democrats have no right to interfere with the plans of the administration.

Middle Course to Determine

A question of public policy arises here, and the differences of opinion about it will, it is hoped, be resolved in the coming months. The year 1929 will see the whole expense of the Baby Volstead Act, and the question of repealing the act and the question of new construction may extend over 15 years.

Most Important Matter

This referendum will be one of the most important matters before the voters. It will attract outside attention on the limits of Massachusetts, even more attention than the election of the United States Senator. If a majority of the voters in the State favor the repeal of the "Baby Volstead Act," the movement will be on its way to victory in the next few weeks. If the voters say "yes," but if the voters say "no," they will want to retain the act for the present. The majority of the public is not sure about the outcome of the referendum. Most people say that they are enough for the new streets to build with the proceeds of these two bills, and they may be disposed to 15 years. What irritated the members of the House was the fact that the committee on Municipal Finance last week, and apparently its members, were not satisfied with the two bills as they were introduced. The House may be too sensitive, but the Senate may be too positive, and the House may be too positive, but the Senate may be too sensitive.

The two candidates for the Republican nomination for the United States Senate were John C. Dryer and William J. Butler. The two men are on opposite sides of the political spectrum, and their campaigns have been thought of as a contest between the "wet" and the "dry" Republicans.

The man most commonly mentioned as the successor to Mr. Liggett is Mr. Richardson, who is thought of as a possible successor to Mr. Liggett. The question of who should succeed Mr. Liggett is a matter of much interest to the State committee members.
Dorchester Youth Picks up
Weapon on Law of
Home

Mayor Curley, commenting on the
fatal pistol duel between Dwyer and
the burglars, was surprised at the
storefronts. A fund was started is whether it will be now or in future.

Dwyer's 2000 police contribute $5 to a work plus interest charges 10 years
by the Fields Corner business men, and "It does not take much vision to see

TODAY TO LACK OF FEAR out departing too radically from the

FAVOR "PAY AS YOU GO"

"The principle of pay-as-you-go for
expenditures of the sort contemplated in
the present bill has long been accepted
as sound. Massachusetts and Pennsylvania, have repeatedly emphasized the importance of adhering
to this principle in their messages to the
Legislature. Any departure from it would
be a radical step backward toward the
political device prevalent 20 years ago,

REPAIRING OFF

"The expenditures for reconstructing
and repairing past, should continue to be
also fallen off. The figures are as follows:
Mayor Peters, $138,000; Mayor Curley, $4,566,000; Mayor Nichols, $3,
230,000.

The committee on municipal finance
has accepted the arguments that the need
of 1930 should not bear the entire burden
of paying for this neglect, but, on the other hand, it has been completely to abandon
pay-as-you-go policy and embark on
reckless long-term borrowing for annually
recurring expenditures.

"We are in sympathy with any bona-
die measure to relieve the situation,
but the arguments that a sum of $6,000,000
must be borrowed outside the debt limit
for repaving and making of highways,
and that of 40,000 are unemployed in
Boston, is not sound. Does he know what percentage is due to tem-
porary readjustments, and what per-
centage would undertake manual labor
in the streets?

G. G. A. FAVORS
PAY-AS-YOU-GO
POLICY IN HUB

Mayor Curley said: once commission, are agreed that it
is not to be a precedent, to be abandoned too radically from the

In a statement on the method of raising funds for Boston streets, declared
that taxes will be prohibitive and Boston
will become a deserted village if taxpayers 10 years from now must bear a
mounting cost of government.

HITS BORROWING

The association points out that the
committee on municipal finance, which is to be continued for reporting favor-
ablely on a bill to make available to
Boston $6,250,000, for street work, has
decided that it is unsound to abandon
the pay-as-you-go policy and embark on
reckless long-term borrowing for annually recurring expenses. The organ-
ization says further that city officials
seem to forget that the money for re-
building of new streets must be provided sometime, the only question is whether it will be now or in future.

It does not take much vision to see
that it will be no easier to pay for this work plus interest charges 10 years
from now than it is today, the statement
declares.

The G. G. A. statement, in part, fol-

The committee on municipal finance
of the state Legislature is to be
commended for reporting a bill to make available to
Boston $6,250,000, for the reconstruction of old streets and the laying out of new streets, without
delaying too radically from the
pay-as-you-go policy and at the same
time recognizing the urgency of the present situation. Mayor Curley, Public
Worker, H. Rourke and Frank Goodwin, chairman of the fin-
ance committee, are agreed that it
would not be fair to the taxpayers to spend a larger sum for these purposes in the next two years.

NO QUESTION ON NEED

"In the present discussion no ques-
tion of borrowing to shift payment of cur-
rent expenses on to the succeeding ad-
mistirations." It has been pointed out that
there is some disagreement, however, on the
method of raising the funds. City officials are dissatisfied that the present
administration should bear the major part of the cost of this reconstruc-
tion and repair work. They lose sight of the fact that repaving of exist-
ing streets is an annually recurring ex-
pense, however long the paving may
last.

"They seem also to forget that the
money for this repaving and the con-
struction of new streets must be pro-
vided some time, and the only question is
whether it will be now, or in the future. It does not take much vision
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pense, however long the paving may
last.
Mayor Plants Trees as Arbor Day Observance

George Curley wields shovel in front of Children's Museum while his distinguished father looks on.

Arbor Day was observed here yesterday by Mayor Curley, with the assistance of patriotic groups, who planted young saplings on the municipal reservations at Jamaicaway, the Public Garden and the Common.

The Mayor's 9-year-old son, George, wielded the shovel at the first tree planting, which was held at Jamaica Pond, at a point in front of the Children's Museum. In the presence of several hundred school children, the Mayor's son started a European linden on a new life, where it will be tended by the classes at the museum.

The Mayor himself personally planted a Norway maple opposite the George White memorial, near the junction of Beacon and Charles streets, in the Public Garden. This tree he planted in memory of the late Mrs. Harriet F. Bradbury, sister of Mr. White, who left her fortune of $10,000,000 to the Museum of Fine Arts, the Massachusetts General Hospital and other public institutions.

Representatives of the Daughters of the American Revolution, with the Mayor acting as supervisor, planted the third tree not far from the Soldiers monument on the Common, concluding the municipal exercises in observance of Arbor Day.

MAYOR'S SON PLANTS TREE

Mayo INVITE THE ZIONISTS TO BOSTON

An invitation to the Zionists to hold their annual convention here during the last week in June in connection with the Tercentenary celebration was sent late yesterday by Mayor Curley to President Louis Lipsky of the Zionist Organization of America at New York.

In his telegram, the Mayor stated: "In behalf of the citizens of Boston, I extend your organization cordial invitation to hold your convention in this city during the last week in June and beg to assure you of my hearty cooperation for its success."

Curley Orders $40,000 Worth of New Sewers

Mayor Curley yesterday ordered the construction of $40,000 worth of sewers in new streets at West Roxbury and Dorchester. Half of the appropriation will be used for placing sewerage works in River street, which will be built from Mattapan to Dorchester Lower Mills, and the remaining $20,000 will be used for new sewers in Baker, Temple, Russell and Glenham streets, and Cheswick and Temple terraces, West Roxbury. Work will start tomorrow.

The annual convention of the New England Province of the National Federation of Catholic Clubs opened last night in the Walker Memorial Hall at Technology, with a largely attended formal dance.

With colored lights in each of the four corners of the ballroom playing on a crystal hanging in the center, the members of the federation danced until 3 this morning.

The convention, which has gained much prominence in the few years it has been in existence, continued this afternoon with a business meeting, to be followed by a tea dance at the University Club. It will close tomorrow morning with a special Communion service for members and a Communion breakfast at the University Club. Cardinal O'Connell is expected to be at the mass at the Cathedral of the Holy Cross and the Communion breakfast.

In recognition of the tercentenary celebration of Massachusetts, the national convention of the National Federation of Catholic Clubs in non-Catholic colleges in the United States, will be held here early in July.

Chaperons at last night's affair were Dorothea and Mrs Hennigan, Prof Doberly, and Prof Capithorne. Patrons included Mrs James M. Curley, Mrs Mary A. O'Brien, Mrs John F. Fitzgerald, Mrs Helene E. Mansfield, Mrs George O. N. Egan, Mrs Josephine M. Healdy, Mrs Francis A. Campbell, Miss Agnes Fitzpatrick, Mrs Edward T. Powers, Mrs John Malery, Mrs Henry Sigourney, Mrs Anna C. Harrin, Miss Mary Richards, Miss Margaret O'Brien, Mrs Mary J. Donnelly, Mrs Charles J. O'Malley, Dr. Anna O'Sullivan, Mrs Joseph Fay, Mrs David J. Johnson, Miss Ilia and Miss Luise DeFarrari, Mrs Martha R. Waters, Mrs May Bottomley, Mrs J. J. Whorisky, Dr. William Linahan, Miss Anna N. Lynch, Prof M. R. Capithorne, and Prof Richard Doherty, Miss Josephine A. Kelleher was chairman of the patrons' committee.
Conry Takes Rap at Metropolitan Board

Charges that the Metropolitan District Commission has expended the taxpayer's money, and that the Massachusetts Legislature overstepped its boundaries in the Mayors of Greater Boston the right to investigate the finances of that commission, were made yesterday by Joseph A. Conry, Boston traffic commissioner, before the members of the Everett Catholic Order of Foresters at their annual Communion breakfast.

Traffic Commissioner Conry charged that the Metropolitan District Commission is incompetent and incapsulated and that it allows animosity and antagonism to creep into its official acts. He further charged that the commission was guilty of a wasteful expenditure of money when it erected the Cottage Farm bridge running from Cambridge to Boston.

Commissioner Conry claimed that the Mayors of Cambridge and Boston were not allowed to erect the bridge because of personal animosity on the part of the Metropolitan District Commission. He claimed that the bridge should have been erected for much less money than $1,800,000, the amount expended by the commission.

Commissioner Conry further charged that the Metropolitan District Commission had fallen in the sacred performance of its duty when it was allowed money to erect an office building in Boston some time ago and to date have done nothing.

"This desolate record makes desperate reading," he said. "On the 1st of June 1829, the Governor approved an appropriation of $50,000 to build a new office building for this commission. Almost one year has passed into history and not a shovel has been put into the ground nor a stone laid in the foundation for this structure.

"This is the commission that took seven years to build the Cottage Farm bridge. The Governor was familiar with the history of the Cottage Farm bridge and was against allowing the commission to have anything to do with construction work. A month ago commission advertised that bids would be opened on the 28th day of April for a new office building. We learn from the daily papers today that no bids were received for this structure. On Washington's Birthday the commission awarded a contract for the same building for the sum of $50,000."
as an introduction to the ceremony at Jamaica Pond.

Even the youngest of the small boys who were present in the park understood the significance of the music and took off their hats as it was played, following the example of their elders.

At the luncheon, Mayor Curley's secretary, John Shaughnessey, was one of the speakers.

When the youthful Japanese representatives, sitting in their pretty formal dress kimonos at the head table, were asked by the Mayor if there was any particular song they would like to hear, they replied instantly: "Kathleen Mavourneen."

In Japan, they say, they are fond of American folk tunes, such as "My Old Kentucky Home," and every song John McCormack sings.

At the conclusion of the luncheon they were presented with watches, with two to present to Miss Yoshiko Matsudaira and Miss Yoshiko Sato, who were with them on part of the journey through the United States.

They gave Mrs Curley a great bouquet of dark red roses.

In the morning the envoys accompanied by Mr Crocker visited the Globe office.

The Japanese young women were entertained at dinners last night by Mr and Mrs Courtenay Crocker of 4 Ivy st, Brookline, and Mr Charles M. Baker, of 11 Ivy st, Brookline.

AMBASSADORS OF GOOD WILL FROM THE FAR EAST

Left to Right—Keiko Nakamura, Kimi Ashino and Sumili Tokuda.

Clad in Japanese kimonos, but carrying American under-arm purses, three Japanese maidens were the guests of honor at a luncheon given by Mayor Curley this noon at the Copley-Plaza.

Miss Kimi Ashino, younger sister of Hiroshi Ashino of Portland, Or; Miss Sumili Tokuda, one of the winners of the Lincoln essay prize contest offered by the Lincoln Association in 1929, and Miss Keiko Nakamura came all the way from Japan to serve as unofficial envoys to the United States.

They already have visited Washington and New York. They are the most popular young women in town, judging by the scores of organizations and prominent men and women who are their hosts at receptions, teas, dinners, luncheons and sightseeing tours.

Typical Japanese debutantes and representative of the grateful Japanese people, they were selected to act as unofficial envoys to the United States.

At the close of the luncheon today they bestowed a gift upon Boston that will blossom perhaps for generations if the Boston Park Department wishes.

The luncheon took place at 1 o'clock. After all the addresses the Mayor and the guests of honor motored to Jamaica Pond, where 300 cherry trees, presented by the pretty Japanese girls, acting in this instance for the Imperial Japanese Educational Association of Japan, to the city of Boston as a tercentenary memorial, were planted.

The thousands of persons who have admired the beauty of the Japanese cherry trees that bloom in the Arnold Arboretum, with a startling cloud of
Japanese Young Women Plant Cherry Trees and Visit Mayor Curley's Wifi

Mrs. James M. Curley, who has been ill for a long period, was able to see and hear the ceremony in which 300 Japanese cherry trees were given yesterday afternoon to the city by three young women from Japan, through the Japan Society of Boston, of which Courtenay Crocker is president.

Before the presentation was made to Mayor Curley, the three envoys of gratitude, Mrs. Miki Ashino, Miss Sumiko Tokuda, and Miss Keiko Nakamura, walked from the scene of the tree plantings, at the entrance of the Children's Museum on Jamaica Plain, across the boulevard to the home of Mayor and Mrs. Curley, where they had a short chat with her.

In public the young women are very shy and quiet except when occasion arises for them to convey the gratitude of the Japanese people to the people of this country for help at the time of the earthquake in Japan. They speak gracefully in English. But away from the throng of people who have attended the public receptions for them, they had a charmingly informal conversation with Mrs. Curley, and after the ceremony at Jamaica Plain, which Mrs. Curley had been watching from her room in the second story of the Curley home, they waved to her in farewell.

Mrs. Curley, in turn, waved from her window.

She had watched the beautifully clad Japanese girls seriously attempt to plant eight husky Japanese cherry trees, assisted by Mayor Curley, Courtenay Crocker and Park Commissioner William P. Long.

Other 292 Trees Planted

The other 292 trees are already in.

They were planted as soon as they arrived by express from Japan, by way of Seattle, the gift of the Imperial Japanese Education Association of Japan to the Japan Society of Boston, which presented the trees to the city of Boston to enhance the parks of the city. Japanese cherry trees already are features admired at the Arnold Arboretum.

A number of the gift trees have been planted in the Public Garden. When they arrived they were budding, and it was necessary, to insure their living, to plant them immediately. About 250 have been planted in the parkway about Jamaica Pond. The eight saved for the ceremony were really partly planted, so that the work for the dainty visitors and the city officials was not unduly fatiguing.

Music and addresses succeeded and followed the actual tossing of the eight shovels stuck in eight plots of soft earth surrounding the eight cherry trees, each of which is about four feet tall.

Most of the ceremony was on a pavilion erected on the parkway directly opposite the Curley home. Amplifiers helped to make audible in the distance the music of an orchestra and the solos by Miss Rose Zuluian, who also had sung at the luncheon given by Mayor Curley to the young Japanese visitors at the Copley Plaza Hotel earlier in the day.

City and State officials, representatives of the Army and Navy, many members of the Japan Society of Boston and other prominent men and women were among the luncheon guests, and a number of them were present at the tree planting exercises, which took place about 4 o'clock.

The three young women were accompanied by Hidesaburo Yokoyama, representing the Nippon Shimbun, one of the leading newspapers of Japan.

Japanese Students Sing

A group of Japanese students from Wellesley sang the Japanese National anthem at the luncheon, and the Japanese National anthem was played
Three Japanese girls brought the official badges of welcome. The trio, with two young men, were escorted by Mrs. J. K. Caldwell of Washington, D. C. They are touring the United States.

Mayor Curley responded by giving them United States.

Mayor Curley gave each of the Japanese a tercentenary medal, first group of 1000 to be given distinguished visitors this year. He also gave each an autographed folder of the city of Boston.

At the State House Governor Allen presented the girls small state seals.

The delegation was entertained at the Copley Plaza by Mayor Curley.
BUS STANDEE ISSUE STIRS CITY COUNCIL

"L" Policy Hits Public, It Is Charged

First Passes and Then Goes Over to Next Meeting

The "standee" proposition for passengers in buses of the Elevated operating in the city limits of Boston was given a hard ride in the City Council yesterday, and the matter is still in the air.

After a protracted session in executive session, where the president and business agent of the Carmen's Union favored the order after opposing it before the Council some time ago, the matter was returned to the Council later.

The order to permit the Elevated by law to accept a stand in buses 25 percent of the seating capacity, and children under 7 years of age to sit in the laps of passengers, was carried, 10 to 9.

Councillor Norton then moved for reconsideration, and by a vote of 15 to 10 the order went over to the next meeting.

On the vote for standees, the following voted yes: Councillors Arnold, Currie, Engler, Fitzgerald, Gallagher, Gleason, Green, Heinz, Power and J. Ruby; against the order, Councillors Cox, Donovan, Fisk, Kelly, Lynch, Mahoney, McGrath, Norton and Wilson.

General Manager Edward L. Dana of the Elevated outlined the desires of the Elevated for such an order, and Pres. John Carey and Business Agent Timmy J. Regan said the plans favor such an order.

In Cooperation

General Manager Edward Dana said he was given in a spirit of cooperation, not to compel anyone to stand in buses, but to do it by legal requirements. He said there were 340 buses on the system carrying 5,000,000 passengers annually and operating almost 8,000,000 miles.

He said that the laws in other cities permitted standees of much more than 25 percent of the seating capacity, and the change desired meant the standing up of 5, 6 or 10 persons, according to the bus capacity. Malden, Medford, Somerville, Arlington and Brookline have what he termed this "modest requirement."

He said the employees misunderstood at first, and thought more than 25 percent and that it would mean a layoff, but that misunderstanding has been cleared up, said Mr. Dana. Councillor Bush asked the height of buses, and learned that the oldest have 6 feet 11 inches headroom, and that buses carry 25, 29 and 40 passengers, according to type. Answering Councillor Lynch on how they would stop at the 25 percent limit, Mr Dana said if they had a law they could do it. Councillor Lynch remarked he was willing to wager that a tightrope walker could not stand in a bus on the Bay View line in South Boston.

Manager Dana was asked by Councilor Cox of West Roxbury if he would object to an amendment limiting standees to the large, latest type buses, and Mr Dana thought there would be confusion. Councilor Cox then asked about the Center-st bus line and was told that it did not pay. The Councillor then declared that the standee proposition meant the standing up of 5, 6 or 10 persons, according to the bus capacity. Malden, Medford, Somerville, Arlington and Brookline have what he termed this "modest requirement."

Special Meeting

Pres. Carey said that in their meetings with Dana, he was told by Dana that he and Regan had violated the cooperative clause of the agreement between the union and the Elevated. International President Mr. Carey admitted to Councillor Gleason that he and Regan did not appear before the Council and object to the order. The Carmen's president said "yes," but that at the time thought it would mean overcrowding and a layoff of employees, since at that time opinions had changed. At the first meeting he said 60 employees were present and the majority voted to oppose. On the vote he and Regan appeared before the Council. He said they now had an agreement that there would not be any layoff because of the proposed standee proposition. Councillor Carey admitted to Councillor Gleason that he and Regan did not appear before the Council. Mr Carey denied that the change was because of any threat to the employees. Councillor Kelley admitted that the written agreement was unsigned and attorney Mulligan counsel for the Elevated, admitted it was a "gentleman's agreement."

JAPANESE MAIDENS ARE GUESTS HERE

Hub Red Cross Entertains "Envoys of Gratitude"

Three Bring Thanks for Quake Aid —Lunch With Mayor Today

Miss Kimi Ashino, Miss Keiko Nakamura and Miss Sunfji Tokuda, Japanese "Envoys of Gratitude," bring a message to this country in appreciation for the aid rendered Japan following the recent earthquake and fire there.

They were the honor guests of the Boston Metropolitan Chapter of the Red Cross last evening at a tea at the headquarters, 327 Commonwealth Ave.

Members of the Junior Red Cross High School Council, under the direction of William Lounet, president, and Miss Catherine Hill, vice president, assisted as usher at and presented flowers to the Japanese guests.

Earlier in the day the envoys and students visited the Gardner Museum, and enjoyed a motor trip to Buzzards Bay through the historic spots of Cummington and Concord under the auspices of the American Red Cross Association. A stop was made at 20 Garden st., Cambridge, to greet J. H. Millot, Pres. Ellen Fitz Pendleton of Wellesley College entertained the envoys at dinner in Tower Court at the college.

Here the guests were greeted by Miss More the guests were greeted by Miss Edith E. Utsin, dean of residence, and Mr. and Mrs. Corin, a member of the English department, the Miss Sophie C. Hart, head of the college, and a member of the American Red Cross Association, and was made at 20 Garden st., Cambridge, to greet J. H. Millet.

Pres. Ellen Fitz Pendleton of Wellesley College entertained the envoys at dinner in Tower Court at the college. Here the guests were greeted by Miss More the guests were greeted by Miss Edith E. Utsin, dean of residence, and Mr. and Mrs. Corin, a member of the English department, the Miss Sophie C. Hart, head of the college, and a member of the American Red Cross Association, and was made at 20 Garden st., Cambridge, to greet J. H. Millet.

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At a ceremony at which more than 200 persons, prominent in civic, industrial and engineering circles, were in attendance, the first electric weld was made by Mayor James J. Curley on the new fourteen-story office building of the Edison Electric Illuminating Company being erected at 182 Tremont street. This structure will be the largest office building in the world to be constructed by this method, and incidentally, first of its kind in New England.

An interesting comparison of the old, noisy riveting method as against the silent work done by electric welding was made by Mayor Curley while placing the first weld. After donning new yellow leather gloves and a protecting headpiece to guard against the glare of the welding arc he joined two pieces of heavy structural steel uprightly by the new method, then turned a rivet-gun against a rivet, heated to a cherry-red. The staccato racket was startling.

Following band selections reproduced through loud speakers by electrical transmission, Julius Daniels of the Edison promotion department, greeted the guests assembled on a large platform, on behalf of the company. The first speaker was F. P. McKibben, consulting engineer in charge of the welding work and formerly associated with Technology, who spoke briefly of the history of arc welding. He traced the first public demonstration at the Franklin Institute in Philadelphia, in 1877, to the present day. He pointed out that there are now nearly 100 buildings in the United States in which welding has been totally or partially used.

Charles L. Edgar, president of the Edison Company, who introduced Mayor Curley, said in part:

"It is particularly appropriate that this building, located on one of Boston's leading streets, a building which it is hoped will be a monument to the city and to the company which is erecting it, should be the first of its kind in this city to adopt this method of joining together the various steel members used in its construction. It is particularly appropriate that this building be constructed by this method, and incidentally, first of its kind in New England, to be erected at a time when construction work is so great a factor in relieving unemployment. Furthermore, the neighboring business houses will no doubt appreciate the fact that by using the process of electric welding, the Edison Company has reduced construction noises to a minimum."

William H. Carey, representing the Suffolk County Council of Veterans of Foreign Wars, comes from Dorchester. His threat that none of the organizers of the parade if Brickley is not chief marshal was met with a cry of "Home rule" by Charlestown residents and the assurance by the adherents of Swanson that this year's parade will be the greatest in history.

Dennis Swanson, father of the young man selected by Mayor Curley, made an impassioned plea for his son. Swanson at 14 went to the Mexican border and later went to France with the 26th Division. The elder Swanson, himself a veteran of the Spanish War and the World War, with eyes filled with tears, described meeting his son at Chateauroux and later in a hospital, behind his brother. He had two sons in the service.

Other speakers for Swanson were Representative Charles S. Sullivan Jr., William J. Francis, Daniel J. Foley and men and women representing various Charlestown organizations.

The opinion was expressed that yesterday's "dog fight," as a speaker characterized the meeting, would result in a cooling of hot heads and that a satisfactory adjustment of grievances would be made. The meeting, however adjourned without any noticeable progress having been made.

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Mayor Curley Makes First Electric Weld

His Honor Starts Steel Construction Work on New Edison Company Office Building

Left to Right—Mayor Curley; President Charles L. Edgar of the Edison Electric Illuminating Company; Julius Daniels of the Edison Promotion Department; and A. G. Leake, President of the Leake and Nelson Welding Company.
PLANTING CHERRY TREES OF JAPAN BY JAMAICA POND

Three Japanese young women who have been touring America with messages of gratitude for assistance during the earthquake of 1923, assist in the planting of 250 cherry trees. Left to right, Miss Kimi Ashino, Miss Sumili Tokuda, Miss Keiko Nakamura. Hideo Shima Yonawara, Courtney Crocker, president of the Japan Society of Boston Mayor Curley.

Japanese Girl Envoy of Gratitude Assist at Cherry Tree Planting Here

Among the thousands who witnessed the planting of 250 Japanese cherry trees yesterday on the shore of Jamaica pond, directly opposite the home of Mayor Curley, were the three Japanese women, who have been touring America as ambassadors of good will and envoys of gratitude, and who were the principal guests at a luncheon given at noon by the mayor, to 200 guests at the Copley-Plaza.

About 50 other trees were set out in the Public Garden, but no official ceremony took place there.

Moses Kimi Ashino, Sumili Tokuda, and Keiko Nakamura, three of the group of five Japanese girls who have been touring the country for several weeks, told Mayor Curley at the luncheon of their appreciation of the hospitality of Boston. In turn he "watched" them and in behalf of the Waltham Watch Company presented them, as well as their absent companions, with wrist watches.

Assistant Chief to Succeed Sennott, Curley Says

Assistant Chief Henry A. Fox will succeed Daniel F. Sennott as fire chief when the latter retires on May 26 at the age of 70 years, according to Mayor Curley today. Considerable pressure was brought to bear in the interest of other candidates, but Mayor Curley feels that Fox is the man for the job.

Fox, because of his age, will be to serve less than two years before he will be ready for retirement. "If I am alive and Fox is alive on May 26," said Mayor Curley, "he will be appointed chief of the Boston Fire Department."

Damon E. Hall, who acted as special assistant to Atty Gen Warner in the Garrett inquiry, spent the day in the Attorney General's office, where Mr Warner, with his assistance and that of Asst Atty Gen George B. Laurie, was finishing his report.

The trio went out to luncheon at 1:20, planning to remain at work this afternoon until very late.
Charlestown Vote Is Unanimous on Ultimatum

At a heated meeting, in the course of which Mayor Curley and City Councillor Thomas H. Green of Charlestown were bitterly censured as having dealt the war veterans of Massachusetts "a slap in the face," the Charlestown Council, Veterans of All Wars, voted unanimously yesterday to request that no veterans' organization of the district participate in the Bunker Hill Day parade, June 17, unless Albert J. Brickley, Veterans of Foreign Wars nominee, instead of Samuel Swanson, former YD man, be made chief marshal. Swanson was recently appointed by Mayor Curley.

BACKED BY VETERANS

The council delegates who adopted the "Brickley or no parade" resolution acted as representatives of the Charlestown units of the Grand Army of the Republic, the Spanish War Veterans, the Veterans of Foreign Wars and the American Legion "to protest yesterday's meeting of council commanders, past commanders or recognized leaders of practically every veteran group in Charlestown. Dramatic protest against the council's vote was made by Dennis Swanson, World War and Spanish War veteran and father of Samuel Swanson, whose appointment as chief marshal stirred up the present rumpus. "I admire this body for the game fight it has made for its candidate," said Swanson, "but I resent the threat of any veteran to stand on the sidelines because my boy, who fought with honor for his country, heads the parade."

Another guest at the meeting, Attorney Maurice J. Power of Charlestown, himself a World War and Spanish war veteran, also made a plea for support for Swanson. He urged the council delegates, acting for their respective groups, to be "good sports" and abide by Mayor Curley's choice.

The "Brickley-or-no-parade" resolution amounted to a threat of the Mayor and a denial of the Mayor's rightful privilege and prerogative, Attorney Power said.

Secretary Daniel A. MacNiff, a representative of Bunker Hill Camp, Spanish War Veterans, was instructed to send copies of the resolution to all Charlestown veterans' organizations and to the press. He was also instructed to send a copy to Mayor Curley by registered mail.

Rough-hewn, indomitable, like the courage of the Minute Men it commemorates, stands the Lexington Boulder on the Battle Green of the historic town eleven miles northwest of Boston.

At early morn, April 19, 1775, 800 British troops under Major John Pitcairn, marched from Boston to seize military stores of the rebellious Colonists at Lexington and Concord.

Forewarned by Paul Revere and William Dawes, 70 Minute Men assembled on Lexington Common under Captain John Parker. When the British approached Captain Parker uttered his ringing command, now carved on the boulder which marks the Line of the Minute Men:

"Stand your ground. Don't fire unless fired upon; but if they mean to have a war, let it begin here."


Still the Minute Men held their place. The British vanguard fired over the heads of the rebels. Then the main British body fired. The Minute Men returned the fire, then retreated, leaving eight dead on the field. War had begun.

In his official Tercentenary greeting this year Mayor James M. Curley of Boston referred to "the shot at Lexington Green 'heard 'round the world.'" This was immediately picked up by some persons who inferred Mayor Curley was thinking of the Concord Fight.

The Mayor retorted that perhaps that shot was fired at Concord, in the famous poem, "but that first firing that morning was at Lexington. If the Concord shots were heard 'round the world, so must also the Lexington. The war began there."

So this Lexington Boulder, on the spot where the Minute Men lined up, bears carved on its rugged face a rifle and powder horn and the gallant words of Captain Parker, marking the scene where the revolutionary war began.
ECONOMY AT ‘EXPENSE OF MEN’S JOBS’

Representative Birmingham Says Mayor Had Better Work for Lower Edison Rates

Mayor Curley and postoffice officials were flayed today at a hearing of the legislative committee on power and light in connection with the agreement they have made with the Edison Co. to heat City Hall and the postoffice building.

Rep. Leo M. Birmingham of Brighton, minority leader of the House and a member of the special committee which investigated power-trust activities in Massachusetts, said:

"I think it is wonderful to save all municipal expense possible, but if the city of Boston and government officials joined with us to get reasonable electric light rates, instead of discharging nine or 10 engineers at City Hall and a Like number at the postoffice, they would be accomplishing something to relieve unemployment and save the consumers of electric light who are taxpayers thousands of dollars."

Representative Birmingham referred to the saving the city would make as a result of discharging the engineers as "a few paltry dollars of expense."

BLAMES CORPORATIONS

Putting the blame for unemployment squarely on the shoulders of the corporations, the minority leader asked that the mayor join the Legislature in its demand for a reduction in gas and electric light rates. He also questioned how the expense of the Boston Edison Co.'s heating plant on Kneeland St. is to be borne and wondered if the cost is to come out of the consumers' pockets.

Birmingham also attacked the free lamp service given by the Edison Co., a service which he said the company pays is worth 54 mills a kilowatt hour.

He stressed that the consumer is paying for lamps when he buys current for his flat iron, toaster, heater, vacuum cleaner, radio and refrigerator.

"If you subtract taxes and lamp charges, which, together amount to less than 28 cents for 25 kilowatts, using either the rate 'A' or rate 'B,' you learn that the consumer is still paying Boston Edison from $1.07 to $1.85 for 25 kilowatts, as against $1.40 in Holyoke and Westfield, $1.28 in Belmont and South Hadley, and so on," he stated.

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large PARADE FOR CHARLESTOWN

Council Acts to Assure Success of June 17

Faced with the threatened withdrawal of veteran units from the Bunker Hill Day parade, Councilor Thomas H. Green of Charlestown yesterday secured the passage of orders by the City Council, inviting the entire National Guard of this State, the regular army units assigned to the New England area, the sailors of the entire Atlantic naval fleet, the Annapolis cadets and the Boston school boy cadets to join in the celebration.

From the floor of the council chamber, Councilor Green let loose a bitter attack upon "all the peanut-pounding of Charlestown, whom he accused of attempting to wreck the celebration through a controversy over the selection of a parade marshal.

He denied that he had ever criticized the veterans of the Civil war, the Spanish war of the World war, and branded the reports issued by a veteran leader as "a vicious and deliberate attempt to injure me."

He labelled his accusers as "political parasites," warning, "We've got a graveyard all our own over in Charlestown and we open it up once a year for the purpose of depositing therein the remains of the type of person who issued statements against me," the Charlestown councilor stated.

FOX TO FILL SENNOTT SHOES

Assistant to Be Fire Chief on Predecessor's 70th Birthday

Mayor James M. Curley announced today that Assistant Chief Henry A. Fox will succeed Daniel F. Sennott as chief of the Boston fire department when Sennott retires May 26 on his 70th birthday anniversary. The mayor gave no indication of having selected any deputy chief for advancement to the post to be vacated by Fox.

In spite of pressure brought to bear in favor of others for Sennott's position the mayor has refused to listen to any suggestions to ignore Fox's claim to the job and he said today, "If I am alive and Fox is alive he will be chief of the department."

Fox, on account of his age, will be able to serve as chief less than two years. He is recognized as one of the best fire fighters and directors of firemen the Boston department has ever had.

There has been no pressure on Sennott to retire and his intention to withdraw when he is 70 years old was made known by him several months ago.
**District Commission Flayed this morning.**

District Commission,“ declared Traf- of Russia was vigorous in his denun-

fic Commissioner Joseph A. Conry of found in any city, county, town or
glaring evidence of Incompetency to be

Communion Breakfast Speaker
ci of the Metropolitan District

charges "Glaring Incompetency"

**EVERETT. April 27—"The most
glaring evidence of incompetency to be

Commission Scored

Commissioner Conry of Boston at the annual communion breakfast of John Henry Newman

court, M. C. O. F., in Armory Hall

this morning.

The former Congressman and consil
ted by the state's watchmen in his denun-
ciation of the Metropolitan District

mission. He said:

"On the 5th of June, 1929, the Gov-
ernor approved an appropriation of $750,000 to build a new office building

for this Commission. Almost one

year has passed into history and not

shovel has been put into the ground

or a stone laid in the foundation for

this structure. This is the Commis-

sion that took seven years to build

the Cottage Farm Bridge. The Gov-

ernor was familiar with the history

of the Cottage Farm Bridge and was

warned against allowing that Commis-

sion to have anything to do with con-

struction work.

Commission Scored

"A month ago that commission ad-

vertised that bids would be opened on

the 24th of April for a new office

building. We learn from the daily

papers today that no bids were re-

ceived for this structure. On Wash-

ington's Birthday the Governor told

us that at the expiration of 60 days

there would be no idle men in Massa-

chusetts. That time has passed. Un-

employment is widespread. Work has

not begun on the three-quarters of a

mile of new office building.

"Mayor James M. Curley, a gen-

ius in municipal government, filed a

bill at the present session of the Leg-

islature asking for the creation of a

finance board to investigate and re-

port the expenditures of the Metro-

politan District Commission. The Leg-

islature threw the bill out.

"The reason is that the Governor has

the right to investigate the expendi-

tures of the city of Boston, and yet

Mayor O'Neill of Everett and Mayor

Curley of Boston are denied the right

to investigate the expenditures made

in the Metropolitan District."

**Pays Tribute to O'Neill**

Mr Conry continued: "As taxpayers

and upright citizens you are all deeply

concerned over matters that are

needed in our State Board is an in-

fusion of new and vigorous blood,

epoplectic, honest and indomitable

performance. Why this reluctance on

the part of executive authority to

respond? The police

scandal was a bitter mockery on the

lips of all for two years before official

action was taken. Why continue this

dilatory conduct?"

High tribute was paid Mayor

Michael C. O'Neill of Everett by

Commissioner Conry. Mayor O'Neill

spoke briefly, bringing the greetings

of the city to Newman Court.
Row Over June 17th Parade Will Be Aired at City Hall This Noon

As a prelude to a bitter row which is expected to occur at City Hall this noon among warring Charlestown factions who are dissatisfied with the selection of Samuel A. Swanson as chief marshal of the Bunker Hill day parade, Councilman Thomas H. Green, yesterday, denounced as "political parasites" and "peanut politicians" unnamed persons who accused him of making remarks derogatory to Spanish war veterans, world war veterans and Grand Army men.

COUNCIL WAVERS LIKE 'STANDEES'
Votes Permit for El Buses, Then Reconsiders Its Action

MANAGER DANNA AND CARMEN ON CARPET

After voting 10 to 9 for an ordinance permitting the Elevated to carry standing passengers in buses not in excess of 25 per cent. of the licensed seating capacity, the city council, yesterday, immediately reconsidered the decision and by a vote of 13 to 6 overturned the ordinance until next Monday.

The poll of the council followed a somewhat turbulent executive session of two hours during which General Manager Edward Dana learned that the service provided by the Elevated is inadequate and unsatisfactory and President John Carey and Business Agent Timothy J. Regan of the Carmen's Union learned that the council was disinclined to pay any attention to the representations of the Elevated employees.

Regan and Carey found it impossible to explain the vacillating position of themselves and the union upon the "standee" issue and the upshot of their appearance yesterday was the offering of an apology to the council by President William G. Lynch for imposing the agreement, and when Power demanded to know why, Carey and Regan asked the council to reject the ordinance without consulting Dana, the answer of Carey was "That is a matter of opinion.

Regan had a difficult time with his questions and after he had evaded direct answers to several queries, he was suddenly excused. Thereupon President Lynch apologized for having interceded in behalf of Regan and Carey.

DANA EXPLAINS

In executive session Manager Dana declared that the Elevated has no intention of compelling riders to stand in buses but seeks the legal right to allow them to do so. He said that outside of Boston, municipal regulations allow standees to the number of 25 per cent. of seating capacity. He explained that the employees misinterpreted the intention of the company and assumed that "standees" would mean a reduction in buses employed. That misunderstanding, he added, has been satisfactorily cleared.

Councillor Power drew from Carey the admission that he "always went to see Dana first" about matters covered in the agreement, and when Power demanded to know why, Carey and Regan asked the council to reject the ordinance, without consulting Dana, the answer of Carey was "That is a matter of opinion."

In a letter addressed to the Governor, the ex-Congressman describes the district commission as lacking common sense, incapable of leadership and as having outlived its usefulness.

Pointing out that Massachusetts unemployment is a subject of serious moment Conry asks why the commission sends Massachusetts money out to Indiana and contends that the stonecutters of Chelmsford, Rockport, Milford and Quincy are entitled to the same thoughtful consideration as are the stonecutters of Indiana.

In his letter to Governor Allen and the Honorable Council Conry says in part: "On June 5, 1929, was approved an appropriation of $750,000 to build a new office building for the Metropolitan District Commission, having been sent to His Excellency at that time of the unwisdom of permitting the Metropolitan District Commission to have anything to do with construction work in view of its melancholy record on the Clevel and Farm bridge. The warning went unheeded."

"It is respectfully submitted that at a meeting of the council on Wednesday, April 30, an order be passed directing the Metropolitan District Commission to build the new office building entirely of Massachusetts material.
Curley, Master Welder, on the Job

Mayor Curley qualified as an expert electrical welder when work was started on the new 11-story Edison building at 182 Tremont St. More than 300 persons prominent in civic, industrial and engineering circles, witnessed the first electric weld on the new 14-story office building of the Edison Electric Illuminating Co. of Boston, at 182 Tremont St.

Mayor Curley made the first weld with electrical implement, assisted by Charles L. Edgar, president of the Edison Co. The mayor wore the garb of a steel-welder. Shortly before he was made an honorary member of the Welders' Union. He lauded the rapid progress being made by the Edison Co. and said the new building would be a monument to the firm. The new building is to be the largest office building in the world to be constructed by the process of electric welding and the first in New England by the process.

Mayor Curley was made an honorary member of the Bridge Structural and Ornamental Iron Workers' Union, Local 7, just before the ceremony and was presented with an engraved membership card.

123 CONSTABLES WILL LOSE POSTS

Council Strikes Names from List After Investigation

The city council struck 123 names from the list of constables yesterday on recommendation of a special committee which has been investigating the records and qualifications of the 273 constables empowered to serve civil process and who sought re-appointments. Of the number deleted, 23 were constables holding official municipal positions who are not required to file bonds and 100 were men compelled to furnish bonds.

Failure of 68 constables now holding official positions to comply with the request of the special committee and answer a questionnaire of 25 questions automatically eliminated them. The other 32 were denied reappointment because of charges filed against some men in other cases for reasons which the committee deemed sufficient to warrant an unfavorable report.

The action of the committee and the council does not mean that some of the men who will not be able to perform their duties after Wednesday will not succeed in obtaining new appointments. Quite a few will be given an opportunity to convince the committee that they are qualified to be constables.

COUNCIL APPROVES 149 CONSTABLES

Seeking to weed out ungovernable constables, the City Council yesterday rejected 123 applicants and approved the appointment of 149 for the year starting May 1, upon recommendation of the special committee headed by Councillor Robert Gardiner Wilson, Jr., of Dorchester.

Reporting for the committee, Chairman Wilson stated that the majority of the constables in this city were courteous, experienced and well qualified for the position, but that a large number were new men without experience who "hoped for city jobs."
Mayor Makes Boston's First Electric Weld

Mayor Curley making the first weld in the new Edison building. President Charles Edgar of the company is beside the Mayor, while other officials looked on.

Starts Construction Work on New Edison Building
182 Tremont Street—Will Be World's Largest Electrically Welded Structure

While city officials, officers of the Edison Electric Illuminating Company of Boston and other distinguished guests looked on, Mayor Curley made the first electric weld ever made in the history of Boston. It was made on the new Edison company building at 182 Tremont street.

SETS WORLD RECORD

The building will be 14 stories high and will be electrically welded throughout, making it the largest office building in the world built by the weld system. More than 60,000 inches of weld will be used in the building, which will contain 1200 tons of steel. It will be 112 feet deep, 60 feet wide and 155 feet high.

The ceremony today included speeches by F. P. McKibben, consulting engineer in charge of welding; Mayor Curley and Charles L. Edgar, president of the Edison company. Employees of the company quit work during the ceremony.

The directors of the company were present. Building Commissioner Hultman, ex-Pire Commissioner Glitm chairman Hurley of the street commissioners, Walter Burke of the city wire department, Redfield Proctor of the New England Council and others attended.

MAYOR PRAISES INITIATIVE

Henry I. Harriman, president of the chamber of commerce; Henry Altwill chairman of the public utilities commission; L. Tucker Burr, P. H. Bliss, G. W. Babcock and other notables were also in attendance.

McKibben explained the history and development of the electric weld and said that it had been adopted by many cities and towns. The chief virtue of the new system is that it is noiseless.

Mayor Curley praised the Edison company for its progress, and said he was proud that Boston should have the largest office building in the world built by that system. Band music and other speeches were also enjoyed.

Japanese Girls Happy in Boston

Envoys Guests of City on Trip to the Wayside Inn

Boston's hospitality was extended today to the three Japanese young women who came here as "envoys of gratitude" on behalf of the Imperial Japanese Educational Association to convey to the people of this country Japan's appreciation of the aid given by the United States at the time of the earthquake in 1923.

The visitors, Miss Keno Nakamura and Miss Sumiko Tokuda, through a change in their schedules, were able to accept an invitation extended yesterday by Mayor Curley to prolong their Boston visit and see more of the places of historical interest in and around the city. Accordingly, under escort of Miss Elizabeth A. Harvey, secretary of the City Planning Board, acting for the mayor, the young women this morning made a tour of various parts of Boston, including South Boston, the North End and the park system, stopping among other places at the Old North Church and the Old State House. At the conclusion of the tour, the party went by automobile to Wayside Inn, Sudbury, for luncheon and a brief rest before returning to Boston preparatory to departure tonight.

Among gifts which the envoys will take back to Japan with them are wrist watches presented to each by the Waltham Watch Company through Mayor Curley, who incidentally informed the young women that the watches represented the finest in American workmanship.

Before leaving the city they declared that they had been deeply touched by their reception and the uniform kindness of Mayor and Mrs. Curley and the Japanese Society of Boston.

Following a luncheon at the Copley-Plaza, which the mayor tendered the visitors yesterday afternoon, the entire party was driven to the parkway near Jamaica Pond for brief ceremonies attending the planting of a few of the 300 cherry trees, the gift to the city by the Japanese society in Tokio. The three young women presented the mayor with a bouquet of red roses to be conveyed to Mrs. Curley and at the time had no idea that they would be invited to visit Mrs. Curley at her home.

Arriving at the stand prepared on the parkway directly opposite the mayor's house, they were told that Mrs. Curley was able and anxious to meet them. They spent ten minutes in her light room, talking amiably in very good English, and on their return to the parkway assisted in planting several of the roses with Mrs. Curley watching at her window.

The trees had arrived from Japan last week, and as most of them were in bud they had to be planted without delay. Some had been planted in the Public Garden and about 250 in the parkway alone to Jamaica Pond. At the time of the planting the group was greatly pleased for the ceremony had been properly planted.

Copley-Plaza luncheon tendered the visitors by the mayor was a municipal function of rare charm. City and State officials, representatives of the Army, Navy and members of the Japanese Society of Boston and a group of Japanese students at Wellesley were invited guests. The student group sang the Japanese national anthem and the three envoys told the mayor that they were fond of American folk songs.
Beale Discusses Overgrown Cities

"The Problem of Cities that Have Outgrown Themselves" was the subject of an address yesterday at the Women's Educational and Industrial Union by Professor Joseph H. Beale of Harvard Law School, who has recently returned from London, where he made a study of the world's large cities at the invitation of Mayor Curley.

"A city is just as much a living organism as an individual," said Professor Beale. "It has the same diseases and requires the same cure. Unless Boston a s to die, it has to grow." Boston is more or less uniquely situated, he said, with reference to overpopulation, in that it has grown up in the presence of nearby cities which are too large to be readily absorbed.

"Such cities as Philadelphia and Chicago," he said, "have expanded normally over hitherto unoccupied areas. A city grows from the center out as increasing space is required by industry. Its residents farther from the center." Professor Beale mentioned the former separate municipalities of London and Middlesex. "Their existence as separate units represented an artificial condition of cities contending for space where there was room for but one," he said.

The area of Greater Boston, he said, is a unit socially and politically, "and anything that makes it otherwise is arbitrary and fictitious."

The luncheon was held in connection with the Better Homes Week program and was attended by several members of the Massachusetts planning board, architects and business men. Mrs. Eva Whiting White, president of the union, presided.

Council Stirred Over Bus Issue

For two hours yesterday afternoon the City Council considered the transportation facilities of Boston, the theme being the proposed ordinance permitting the Boston Elevated to carry standing passengers in buses not in excess of 25 per cent of the seating capacity. After voting 10 to 9 for the ordinance, the Council immediately rescinded that action and by a vote of 15 to 5 postponed definite decision.

Manager Edward Dana of the Elevated declared during the session that the Elevated's service is unsatisfactory and President John Carey and Business Agent Timothy J. Regan of the Carmen's Union learned that the Council was inclined to pay any attention to their representatives. Regan and Carey did not explain their vacillating position upon the standee issue and President Lynch apologized to the council for securing an audience with them.

In executive session Manager Dana declared that the Elevated has no intention of compelling riders to stand in buses but seeks the legal right to allow them to do so. He said that outside of Boston municipal regulations allow standees to the number of 25 per cent of seating capacity. He explained that the employees misinterpreted the intention of the company and assumed that "standees" would mean a reduction in buses and employees. That misunderstanding, he added, has been satisfactorily cleared.

Deputy Fox to Be Sennott's Successor

Mayor Curley Announces His Promotion Because of Known Ability

Deputy Fire Chief Henry A. Fox will succeed Chief Daniel F. Sennott when the latter is retired on a pension shortly, it was announced by Mayor Curley at City Hall today.

Sennott will be 75 years old on May 26 and under the provisions of the retirement act will sever his connection with the city's fire-fighting force on half pay.

Mayor Curley let it be known to the reporters at City Hall who questioned him about the retirement of Chief Sennott that the latter was one of the best fire fighters in the city and has an enviable reputation in combatting flames.

In commenting on Sennott's successor the Mayor declared Deputy Chief Fox was next in line for the position, because of his knowledge of firefighting.

This was the first time since the published report of Chief Sennott's contemplated retirement under the pensioning act that Mayor Curley indicated his successor would be.

Born in the old town of Charlestown in 1880, Chief Sennott has been connected with the Boston fire department many years.

Mayor Welds Joint on Edison Building

More than 200 persons prominent in civic, industrial and engineering activities were present yesterday when Mayor James M. Curley made the first electric weld on the new 14-story office building of the Edison Electric Illuminating Company in Boston.

The steel frame of the edifice is to be electrically welded throughout, making it the largest office building in the world to be constructed by this method, according to officials of the Edison company.

About 60,000 inches of weld will be necessary to hold the structure together. It will be 113 feet deep, 50 feet wide and 155 feet high. Julius Daniels of the Edison promotion department had charge of the ceremony.

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Mayor Curley Makes First Connection on Edison Construction Job, Using New, Silent Method

Mayor Curley, squatting comfortably on a steel girder which forms the real sill of the just-begun Edison office building at 182 Tremont st, this morning handled the electric welding tool and bound the stub of the first upright steel member of the building to the girder.

When he had finished, two workmen who had been patiently trying to grip an arc out of a little portable forge, set a red-hot rivet in the old-fashioned way, just to show the crowd the difference between the old racket and the new silence.

Of course, the new way carries its penalty just as the old did. Up to now, the ears have suffered; nerves have been racked throughout every building which had the misfortune to be next door to new construction.

This morning, signs prominently displayed warned the spectators not to look at the arc of flame. Stared at from very near, a few seconds looking will mean a headache.

The Edison Electric Illuminating Company of Boston wished to have the start of its new office building celebrated fittingly. It built a fine, big grandstand round the spot on the rear wall where the joint was to be sealed and issued handsome invitations to witness the event.

The weld could have been made at any one of a number of places on the structure. The rear wall, on Head pl., was chosen partly because of its accessibility for the current to flow, and partly because it was an easy place to remove the traffic of Tremont st, which surely would have been tied in knots if the ceremony had taken place at the front.

All sorts of well-known men were on the platform, and the windows of the company's present office building, across Head pl., were choked with the smiling faces of the women employees.

Four large speakers carried the words of the speakers clearly to everybody. The high wall of the neighbor building on Tremont st had every window filled also, and Head pl was choked with the uninvited.

Julius Daniels of the Edison promotion department led the proceedings, and turned the meeting over to F. P. McKibben, consulting engineer in charge of the welding work. Mr. McKibben gave a short history of electric welding, which had its first demonstration in Philadelphia in 1877, before the Franklin Institute.

By 10 o'clock, the process was already in use for welding street railway rails. The first arc welding on a building was done in 1918, but the process has come into general use only in the last 10 years.

When two pieces of thick steel are to be welded, he explained, one wire of the electric circuit is clamped to either of the pieces of steel, and the other wire ends an electrode, clamped in a holding tool for the hand of the welder. He then withdraws the tip to 1/4 of an inch. An arc of flame forms in this small space, and creates a heat so great as to melt the two pieces of steel that are to be welded. They "flow" into one solid piece of steel. Incidentally, the wire of the electrode also melts away, and must be replaced from time to time.

Helmet Too Small

Special legislation, or special permits, must be given before the new method can be used, under most municipal building regulations. But 30 cities have already modified their codes so as to permit the use of noiseless electric welding.

Nearly 120 buildings in the United States have been welded wholly or partially. The biggest one is the Hotel Homestead, in Hot Springs, Va, which is 11 stories high in the main part. In that structure there is not a single rivet.

The building started this morning by the Mayor will be the biggest office building in the world ever built by the Edison Electric Illuminating Company. About 60,000 inches of steel will be used in the building. It will contain 1200 tons of steel, and will be 13 stories high, 60 feet wide and 155 feet high.

Post 4/29/30

Council Acts in the Dwyer Case—Hope Dwindles

Hope that the slayer of Patrolman Franklin B. Dwyer of the Fields Corner station would be brought to justice was fast dwindling last night as the days passed finding the investigators of the crime still without any tangible clue in their possession.

OFFERS $500 REWARD

Although Special Officers Edward V. Brabazon and Martin O'Keeffe of the Fields Corner station, have worked nine days and night ever since the shooting early Wednesday morning, they faced the same blank wall last night that has confronted them at every turn of the investigation.

A reward of $500 for information leading to the detection of the slayer was offered yesterday by the City Council, on recommendation of Councillor Francis P. Kelly of Ward 15. The order differed from the usual form in that it does not require the conviction of the individual. It will be presented today to Mayor Curley for his signature, which he has already promised.
His Honor Turns Welder for Edison Building

Mayor James M. Curley, left, shown yesterday at 182 Tremont st., with welding machine as he started work on new Edison Electric Illuminating Co. building. Left to right, Mayor Curley, President Charles L. Edgar of the Edison Co., Julius Daniels, master of ceremonies; A. C. Lake, construction head.

MAY DAY PROGRAM ON COMMON TOMORROW

An old English custom will be observed near the Parkman Bandstand, Boston Common, tomorrow noon, when children of the Elizabeth Peabody House, with Miss Dorothy V. Sammis as director, will dance about the maypole and choose their May queen. Before and after the pantomime the Commonwealth Band, Edward Tracy, director, will render a program of 10 selections.

This May festival, sponsored by the city's public celebrations committee, J. Philip O'Connell, chairman, was arranged at the suggestion of Mayor Curley, who recently issued a proclamation adding that the public schools give recognition to May Day and that citizens throughout the city fly the city and American flags as a mark of patriotism. Many letters have been received at City Hall complimenting the Mayor on his proclamation and his desire to give special prominence to American ideals.

Fifty children will take part in the maypole ceremonies, all to be dressed in quaint English costumes, representing many of the characters of early English history. They have been chosen from among pupils in the West End schools.

Following the exercises about the maypole the children will present May baskets to their queen in a pantomime.

FOX TO BE NEXT FIRE CHIEF, CURLEY SAYS

Maur Curley announced yesterday that Asst Fire Chief Henry A. Fox will succeed Daniel F. Sennott as chief, when the latter retires, May 26, at the age of 70.

Chief Fox, because of his age, will serve less than two years before he will be retired. Mayor Curley felt that the appointment belonged to Fox, although considerable pressure was brought to bear in the interest of other candidates.

"It is plain that Fox' knowledge and his experience as well as his being next in line for promotion entitle him to the job, and said there was not the slightest doubt of his appointment to it.

COMPLETION OF CENTRE-ST WIDENING LIKELY THIS YEAR

The widening of Centre-st., from the Parkway at Forest Hills to the West Roxbury parkway, may be completed this year, Mayor Curley declared yesterday.

This important artery to Dedham and Providence will be made 100 feet wide in the section where it joins the parkway at Forest Hills, along to Weld st. From there, it will be 80 feet wide to that section of Centre at nearly widened, near the West Roxbury parkway.

Street Commissioners are going ahead on the land takings in the Charles at widening, the Mayor said.

HENRY A. FOX

Mayor Curley announced yesterday that Asst Fire Chief Henry A. Fox will succeed Daniel F. Sennott as chief of the Boston fire department when the latter retires toward the end of next month.

Mayor Curley made this announcement yesterday. He made it plain that Fox' knowledge and his experience as well as his being next in line for promotion entitle him to the job, and said there was not the slightest doubt of his appointment to it.

MAYOR APPROVES AWARDS FOR LAND TAKINGS

Awards of the Street Commissioners for land takings were approved today by Mayor Curley; one of $13,500, Green st., West Roxbury district, for school purposes; Outlook and Byers road, Dorchester, $1784, and $2160 for street improvements, Chestnut st., Hyde Park.

MAYOR CURLEY AWARDS CITY COAL CONTRACTS

Lowest bidders today were awarded contracts amounting to almost $300,000 by Mayor Curley for the furnishing of coal for the police and fire boats, city departments and the institutions departments.

The Metropolitan Coal Company received the contract at $6.38 per ton for 3700 tons of semibituminous for fire and police boats; Standard Coal Company, $6.40 a ton for 9000 tons of antheritic and $3.33 for 10,000 tons of semibituminous for city buildings; Staples Coal Company, $5.39 a ton for 15,000 tons of semibituminous for ferry boats, and New England Coal and Coke Company, $5.44 a ton for 15,000 tons of semibituminous for Deer Island and the Long Island Hospital.
Mayo Curley about to make first electric weld on Edison office building

Left to right—Mayor Curley, Pres Charles L. Edgar, Julius Daniels, A. G. Lease.

With an electric welding tool Mayor Curley yesterday morning bound the stub of the first upright steel member of the new Edison building at 182 Tremont St, which is to be the biggest welded office building in the world.

That the beginning of the new structure, with Mayor Curley officiating, could be comfortably observed, the Edison company had a large grandstand built near the rear wall where the joint was to be sealed, and it was well filled by prominent persons who had been invited to attend the ceremony.

Four amplifiers carried the words of the speakers to everybody. The high wall of the neighbor building on Tremont St had every window filled, and Head Pl was chocked with noninvited.

Julius Daniels of the Edison promotion department opened the proceedings and turned the meeting over to F. P. McKibben, consulting engineer in charge of the welding work. Mr. McKibben gave a short history of electric welding, which had its first demonstration in Philadelphia in 1877, before the Franklin Institute.

By 1887, he said, the process was already in use for welding street railway rails. The first arc welded on a building was done in 1916, but the process has come into general use only in the last 10 years.

Special legislation, or special permits, must be given before the new method can be used, under most municipal building regulations. But 70 cities have modified their codes so as to permit the use of noiseless electric welding.

Nearly 100 buildings in the United States have been welded wholly or partially. The biggest one is the Hotel Homestead, in Hot Springs, Va, which is 11 stories high in the main part. In that structure there is not a single rivet.

In the building started yesterday by the Mayor about 60,000 inches of weld will be used. It will contain 1200 tons of steel, and will be 112 feet deep, 60 feet wide and 155 feet high.

Pres Charles L. Edgar of the Edison Company introduced Mayor Curley, who insisted that the erection of the new building means something more than the addition of another outstanding building to the large number already in the city. He held it to be an indication of the progressiveness of one of the largest public utilities.

The Mayor took off his overcoat and put on a pair of huge yellow gloves. Then somebody handed him one of the black helmets, with colored eye-pieces in them, which welders use to protect their eyes. It was too small for the head of the Mayor. So he held a half-helmet, or mask, before his face.

The arc flashed and sputtered, and the experts could tell by the sound that he was holding his electrode too far away from the work, making too long an arc and not getting enough heat. But he did make a "spot weld," and officially the work was started.
Boston's Free Show

East and West started digging in Jamaica in front of Mayor James M. Curley's home. They were planting six of the 300 cherry trees sent here as tokens of Japan's gratitude for American relief in earthquake distress. Left to right, Miss Kimi Ashino, Miss Keiko Nakamura and Miss Sumiko Tokuda of the Japanese goodwill mission, Secretary Hidetsaburo Yabaya of the mission, President Courtenay Crocker of the Japan Society of Boston and Mayor Curley.

The Japanese cherry trees just planted around Jamaica Pond and the Public Garden pond, 300 in all, testify to the goodwill and gratitude of the Japanese Government for American assistance during the Japanese earthquake of 1923.

But they also emphasize the wonderful floral and arboreal free shows that Dame Boston, through her park department, is constantly staging for the public, with admission free.

The display of forsythia in Arnold Arboretum is beautiful. For years we have had Japanese cherry trees in the Arboretum. They are now in bloom. The blossoms should be at their best next Saturday and Sunday.

In the Public Garden, right in the heart of the city, magnolias are in flower. Tulip blossoms are just coming through.

And pansies, the flower with the human face! Did you know that 70,000 pansy plants, set out in Public Garden beds this spring, are now showing their colorful petals. Go there Sunday, if you can, and see the pansies smile at you. They will be at full flower then.

All through Boston's splendid parkway system, along the shores of Muddy river, in the Fenway chain, around Ward's and Jamaica Pond, flowers and shrubbery of the early season abound for your delight. Solomon was arrayed in all his glory. But Boston's free floral show is more gorgeous.

THE "STANDEE" PROBLEM

If denying the Elevated the right to carry 'standees' in busses would result in providing seats for all those who patronize the bus lines then it could be justified. But it will not work out this way, especially in the rush hours.

The person who is forced to wait on a cold street corner in mid-winter for a bus can't see the sense of a "no standees" ordinance if it results in his losing 20 minutes or a half an hour because no seats are left in the busses. He is willing to undergo the discomfort of standing rather than freeze on the sidewalk.

There is not one passenger in a hundred who will not jam into a crowded Elevated train in the rush hours even if he knows there will be plenty of room in the next one three minutes later. On the Cambridge subway from the Washington street station in the evening the cars are crowded up to 6 o'clock. But at 6:10 it is very frequently possible to get a seat. Yet, how few persons are willing to wait 10 minutes to ride in more comfort.

The average passenger is in a rush. He detests waiting. The one thing that enrages him more than anything else is to have a crowded street car or bus pass him by. No matter how crowded the car or bus, he thinks it should stop to take him on.

It is obvious under present conditions the Elevated cannot provide seats for all passengers during the rush hours. But what a roar would go up if standing in Elevated trains or surface cars were prohibited. Ninety-nine persons out of a hundred will prefer discomfort to delay.

Standing in a bus is much more uncomfortable than in a surface car. Busses were not made for 'standees.' But if it is a question of crowding into a bus or waiting 15 minutes of more on the chance of getting a seat the vote for standing would be virtually unanimous.

In theory the idea of compelling the Elevated to provide a seat for every bus passenger is a good one. But in practice it won't work out—at present at least.
JAPANESE TREES
AS GIFT TO HUB

Mrs. Curley Watches From Window
While Mayor Assists in Planting on
Shore of Jamaica Pond

PLANTING JAPANESE CHERRY TREE
Scene in the Jamaica way yesterday as Japanese "good will" emissaries planted a cherry tree near Mayor Curley's home. Left to right: Misses Sumihoko Tokuda, Kimi Ashino, Keiko Nakamura; Mr. Hidesaburo Yakoyama, Courtenay Crocker and Mayor Curley.

While Mrs. Curley, attended by her nurse, looked on from a window in her home, her husband, Mayor Curley, yesterday afternoon accepted on behalf of the city, 300 Japanese cherry trees presented by three Japanese maidens, "envoys of gratitude," for the Imperial Japanese Educational Association.

TREE PLANTING CEREMONY
The ceremonies and tree planting were held on the Jamaica way, opposite the Curley residence. Courtenay Crocker, president of the Japan Society of Boston, spoke for the Misses Kimi Ashino, Keiko Nakamura and Sumihoko Tokuda, one of the winners of the Lincoln essay contest in 1929.

Before the actual tree ceremony the Japanese girls visited Mrs. Curley at her home. When the group left the house to plant several of the trees, Mrs. Curley watched from a window. As the "envoys departed from the Jamaica way they waved a farewell to the Mayor's wife, and the latter returned the greeting.

William P. Long, park commissioner, told of the plans to set out 40 of the trees about the pond at the Public Gardens, and the remainder on the Jamaica way.

The trees were presented in honor of the tercentenary and in appreciation of the assistance from the people of the United States during the earthquake disaster in 1923.

LUNCHEON FOR JAPANESE GIRLS
Following their reception at City Hall the Mayor gave the Japanese girls an official luncheon at the Copley Plaza, which was attended by a group of 230 representative leaders of Greater Boston.

In English the three "envoys of gratitude" voiced the appreciation of their homeland for the reception and hospitality granted them by the people of Boston and its chief official.

Others speakers were President Courtenay Crocker of the Japan Society of Boston, Professor Thomas Nixon Carver of Harvard, Vice-president of the society, and Secretary of State Frederick W. Cook, representing Governor Allen.

CONRY MAKES
BIGHOTRY CLAIM
Says Few Catholics Named to State Boards

LOWELL. April 29—Traffic Commissioner Joseph A. Conry of Boston renewed charges that Catholics are not given proper recognition on the boards and commissions in Massachusetts during an address here tonight at the 40th anniversary banquet of the Young Men's Catholic Institute.

On all the various and numerous State commissions and boards, Roman Catholics are conspicuous by their absence," he declared, "No one questions the intellect of Catholics, yet they are denied their proper recognition in the State administration."

Conry told his audience, after praising the ideals and accomplishments of such organizations as that which he was addressing that if "Catholic men of his calibre were given an opportunity to serve on the commissions of the State, the State would grow and prosper as the Catholic Church has prospered."
The House yesterday approved a bill for highways in the metropolitan district, at a cost of $4,120,000, recommended to the Legislature in a bill reported yesterday by the committee on metropolitan affairs.

APPRIEVES STANDEES, BUT WAITS

Carmen’s Union Heads Ordered From City Council

After ordering two labor leaders from its executive session, the City Council, cutting away from its policy of the past three years, voted yesterday to permit the Elevated to carry standing passengers in its busses operating in this city, and then agreed to reconsider the matter for another week.

10 TO 9 FOR STANDEES

The week’s delay was demanded by Councillor Clement A. Norton of Hyde Park for the purpose of permitting
COLUMBUS PARK PAGEANT URGED

Mayor Names Committee to Consider Its Use at Tercentenary

The advisability of utilizing Columbus park in South Boston, for a great industrial exposition, for military, naval and musical pageants, and for the promotion of Massachusetts industries, in connection with the tercentenary, will be considered by a committee named by Mayor Curley today at a large meeting in Boston.

Col. John S. Berger of Los Angeles, who has had many years of experience in the promotion of similar expositions, described tentative plans for the Boston feature, and elaborated upon the idea of the State Department of Commerce, represented by all branches of the army and navy.

He proposed to arrange for a pageant of entertainment, suggested that the famous bands of the United States and other countries could be secured, that opera singers of international fame could be secured, and that pageants of endless variety could be scheduled among the attractions.

He suggested a layout which embraced 1400 exhibition booths. It is planned to have the expositions continue three weeks from Aug. 15 when the work upon the new stadium at Columbus park will be completed.

To investigate the advisability of carrying out the Berger plan, Mayor Curley named a committee consisting of John F. Fitzgerald, chairman, Corporation Counsel Samuel Silverman, Park Commissioner William F. Long, John T. Scully of the industrial bureau, Frank S. Davis of the Maritime Association of the Chamber of Commerce, William J. McDonald, Mr. Whiting White, Prof. Joseph H. Beale and John Jackson Walcott.

NEW COMMITTEE NAMED TO DRAFT BILL

The plan to relieve congestion at Governor square agreed upon by the city of Boston and a sub-committee of the legislative committee on metropolitan affairs was rejected yesterday by the full committee on metropolitan affairs.

When the rejection was announced by the full committee yesterday, the city of Boston and a sub-committee of the legislative committee on metropolitan affairs, the full committee on metropolitan affairs, 4-0, fined that the measure will be reported at an executive session of the full committee tomorrow. The sub-committee appointed is made up of Senators Erland F. Fish of Brookline, Senator J. F. McCarthy of Boston, and Representative Martin Hayes of Brighton.

Mayor Curley had suggested that day labor be employed and this provision is likely to be incorporated into the bill to be reported tomorrow.

THE HERALD 4/30/30

PASS THE BUS ORDINANCE

By one of those mysterious reversals of political situation, the city council voted 10-9 on Monday to adopt an ordinance permitting the Boston Elevated to carry standing passengers in its buses to the extent of 35 per cent. of their seating capacities. Then, by a vote of 15-2, the council reconsidered its first vote and postponed action to next Monday. One supposes that the councilors wished to study the problems of bus transportation more thoroughly, possibly going into the records of the elevated, the city of Boston and the legislative committee on metropolitan affairs.

When the rejection of the bill was announced by full committee at a meeting yesterday, it was reported that the bill would be reported tomorrow. Mayor Curley had suggested that day labor be employed and this provision is likely to be incorporated into the bill to be reported tomorrow.

The action of the committee yesterday will be rejected a bill that had been agreed upon by the city of Boston and the directors of the road and was something of a surprise. The belief is that so many varying opinions held by the members of the full committee that there is danger that no bill will receive unanimous approval of the committee members.

The action of the new sub-committee is expected to draft a bill similar to that passed in 1928, which was not accepted by the city under Mayor Nichols. Under the 1928 bill the city would receive an annual rental of 25 per cent on one-half the cost of the improvement and it would be further required to pay the remaining 50 per cent without rental.

Not satisfied with the bill for extension of the Boylston-st Subway under Governor sq prepared by the sub-committee, the Legislative Committee on Metropolitan Affairs yesterday created a new sub-committee to draft a new bill. The measure will be reported at an executive session of the full committee tomorrow. The sub-committee appointed is made up of Senator Erland F. Fish of Brookline, Senator J. F. McCarthy of Boston, and Representative Martin Hayes of Brighton.

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Pay Tribute to Veteran Doctors of New England

Message from President Hoover Marks N. E. Doctors' Day of Medical Center

Fifty veteran doctors of New England, who have served their communities for more than half a century, were honored guests of Boston today at a reception in which governors of three States took part and which included a visit to the State House, the legislature and a testimonial luncheon at the Boston City Club. A message from President Hoover was read at the luncheon, in which he tendered his greetings to the venerable practitioners, and among prominent officials present were Governor John E. Weeks of Vermont, Governor Charles W. Tobey of New Hampshire and Mayor James J. Curley.

Probably the outstanding figure of the day was the venerable Dr. Merritt H. Eddy, ninety-seven years old, still in practice, and bearing lasting evidence of the health-giving qualities of the Green Mountain State from whose northern district—the town of Middlebury—he hails.

Deserve Gratitude of a People

Mayor Curley, the first speaker at the luncheon, said that in the 500 conventions scheduled for Boston in 1930, no group or organization, not even excluding the American Legion, are "more deserving of the heartfelt gratitude of a people than the old family doctors, assembled here today." The mayor said it was a pity that there was no system of pensioning these men who grow old in the service of the people, and that if the doctors of Massachusetts assembled in Boston they might honestly and actually owe to them, a $100,000,000 Medical Center could be built without asking for a contribution from any living soul.

"These men," said the mayor, "devoted to the profession of healing, ministering to the ill, who never entered a sickroom with a sad face no matter how heavy their hearts, or how light their purses, should be characters of Inspiration and make the mildest look like nothing. Every individual in New England owes something to the family doctor. Let's get him a Medical Center and raise the funds for one of the necessary and essential things ever known in the history of New England—the kindly and toying look which a sick man can look at them."

Veteran Doctors

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Columbus Park for an Industrial Fair

So interesting was a proposition advanced by Colonel John S. Berger of Los Angeles, that Columbus Park in South Boston be utilized for a great industrial exposition, in connection with the Boston tercentenary program, Mayor Curley called a meeting of the tercentenary group today to consider the proposition.

Colonel Berger, who has had years of experience in the promotion of similar exhibitions, outlined tentative plans for the Boston feature, and elaborated the idea of including in the participants, representatives of the great industries of the United States and other countries.

City Buys Its Coal at Cost of $300,000

Coal for the use of the city of Boston departments and institutions will cost $300,000, according to the contracts signed today. For 13,000 tons of semi-bright coal for the fire department, the Metropolitan Coal Company bid $6.85 a ton. For 1000 tons of coal for the police department, the Stapletown Coal Company bid $6.75 a ton. For 3700 tons of semi-bright coal for the ferryboats, the Standard Coal Company bid $6.80 a ton. For 13,000 tons of semi-bright coal to be delivered at the various department buildings at $7.58 a ton the Standard Coal Company was favored. For 15,000 tons of semi-bright coal to be delivered at the various department buildings at $7.53 a ton the Stapleton Coal Company was favored. For 1000 tons of semi-bright coal to be delivered at the various department buildings at $7.53 a ton the Stapleton Coal Company was favored.

Board Named to Draft

Subway Extension Bill

A sub-committee consisting of Senators Erland F. Fish of Brookline and John F. Buckley of Boston and Rep. Martin Hayes of Braintree was appointed yesterday by the legislative committee on Metropolitan affairs to draft a new bill based on the act passed in 1924 for the extension of the subway and elimination of the traffic problem at Governor sq.
Blossoms From Japan! The first of 300 cherry trees sent to Boston from Japan as a token of good will was planted at the Arnold Arboretum. Mayor Curley is breaking the sod above as the Misses Kimi Ashino, Keiko Nakamura and Sumiko Tokuda, left to right, look on.

BEST FOR GREATER BOSTON

Prof. Beale Favors London County Council Plan

The federation of cities composing the London County Council is a better solution of the plan for a Greater Boston than annexation of Boston's suburban cities, it was stated yesterday by Professor Joseph H. Beale, acting dean of Harvard Law School, who was named by Mayor Curley to study greater city systems.

MAY BE SOLE SOLUTION

In an address at Perkins Hall yesterday afternoon at a luncheon of the Women's Educational and Industrial Union, Professor Beale asserted that the London county council plan may be a solution that they shall all be superior to the sole solution of Boston's greater officers.

The luncheon was presided over by Mrs. Eva Whiting White, president, and Mayor Curley is breaking the sod above as the Misses Kimi Ashino, Keiko Nakamura and Sumiko Tokuda, left to right, look on.

Would Assure Big Savings

Inquiring into the satisfaction derived from the county council form of federated cities Professor Beale stated that he found the plan seemed to meet the general approval of everybody. He found that federation saved large sums in reducing the number of officers required for fire and police departments. He believed that a similar saving could be effected in metropolitan Boston.

There are too many officers now of
Stayed up Nights to Chase Fires When in Early 'Teens

Henry Fox, Designated as Next Chief, Has Many Times Risked Life

RECALLS DANGEROUS BLAZES HE'S FOUGHT

Forty odd years ago an eager-faced boy hung around old engine house 26 in his spare time and was the proudest youth in Boston when he drove Deputy Chief John W. Regan's buggy at breakneck speed to fires.

He glorified in the excitement at fires and was always ready to help his idols—the firemen. A short time later he was made a bona fide member of the fire department determined to be the best fireman in the department.

That boy was Henry A. Fox, named by Mayor Curley yesterday as the man who will be the chief of the department when Chief Sennott retires next month.

His appointment will do much to boost the morale of the department. If a poll of firemen was taken it is certain that more than 95 per cent would vote for him to be known to his mates as a fearless fireman and a square shooter.

Following press announcements of the mayor's decision Assistant Chief Fox was deluged with congratulations by telephone and messenger at his pleasant and sunny home on High Rock Way, Allston.

"I received no official announcement but naturally I hope it is so," he told his friends.

To many men 63 may seem like old age but to Henry A. Fox it is the prime of life. Weatherbeaten and battle-scarred by countless battles with fire he is the picture of health and appears like a man in his middle forties, Tall and rangy with great strength in his powerful frame he reminds one of a sea captain in the days when ships were wooden and men were iron.

Born in South End

Asta. Chief Fox was born in the South End Nov. 18, 1856. He attended the Phillips grammar school in that same year and the Mason Street grammar school in his junior year.

When misfortune broke up the family Henry was sent to the Farm and was sent to the Phillips Grammar School in the West, but to Henry A. Fox it is the prime of life.

At the age of 12 years, when many children are still playing with toys, Henry Fox, prodded by the stern necessities of life, went to work as an errand boy.

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His biggest thrills in those days came when the fire horses, seeming to snort fire as they ran, galloped madly by with the hook and ladders and steamers.

In '88 he went to the Fort Hill square engine house where he received his first promotion—to lieutenant and was later made a captain and transferred to engine 12 at Dudley street.

Port Hill square has many pleasant memories for Henry Fox because it was there that he began to ascend the ladder of promotion and there that he met his future wife.

SHE TOO, LIKED FIRES

Soon the girl, Miss Clara Bradbury began taking a keen interest in fires. She was always in the crowd at major conflagrations and sometimes helped in getting the firemen hot coffee on bitter winter nights.

Three years after the marriage of Lt. Fox and Clara Bradbury he became a captain and she practically became a member of the department.

It seems that firemen's wives should be made honorary members of the department. Many a night Mrs. Fox has sat up while her husband was battling a big blaze—wondering. "It's part of the business," he says, "a fireman that expects to get away every time with a whole skin is going to be disappointed. But experienced firemen seldom get hurt seriously. They know the tricks of the trade and have learned to be on the lookout for the bad spots just in time."

In all, Chief Fox cannot recall the number of times he has been injured fighting fires. But his body bears innumerable scars from cuts and burns.

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Prospects of becoming the wife of the chief of the fire service, says Mrs. Fox, but she got bigger thrills years ago when her man was promoted to lieutenant and then captain and then deputy chief.
Following a bitter two-hour session of protest over the selection of the chief marshal for the Bunker Hill Day parade, a group of more than 60 Charlestown residents gave three cheers for Mayor Curley yesterday at City Hall, indicating that his appointment of Samuel A. Swanson, youthful World war veteran, would stand.

**MAY NOT PARADE**

Whether the Veterans of Foreign Wars will participate in the parade, however, will not be known for some days. William H. Carey of the Suffolk County Council, V. F. W., warned that the veterans of his organization would not march unless Albert J. Brickley, first endorsed by the vets, were given Swanson's job as marshal.

Practically every speaker taking the floor in the torrid session agreed that Swanson was a fine young man, with a remarkable war record, and although he was a member both of the Veterans of Foreign Wars and the American Legion, the V. F. W. spokesmen insisted that Brickley should be given the place, in recognition of the organization, which approved his candidacy.

On behalf of Swanson his adherents filed a petition, signed by 200 Charlestown residents, urging the Mayor to make no change in the appointment already announced in favor of Swanson. They protested that the sponsors of the Brickley nomination were not residents of Charlestown, but lived in Somerville, Medford and Dorchester.

At times the conference became extremely noisy, forcing Assistant Director of Public Celebrations Frank B. Howland to sound his gavel in an attempt to restore order, as the speakers referred to the meeting as an "annual dogfight" and "political battle."

**Appeals for Son**

A touching feature of the meeting was the appeal for the support of Swanson made by his father, Dennis Swanson, himself a veteran of both the Spanish and the World wars. In tears, he described how he had met his boy fighting in the trenches of Chateau Thierry, and later meeting his brother at a French base hospital.

Speaking for the Bunker Hill post, American Legion, Commander James Barry, stated that both Brickley and...
TRANScripT

“So This Is Paris”

The fashions of Paris evidently have an appeal to members of the Boston City Council. Nearly all Parisians, and indeed nearly all civilized Europeans, consider it a barbarous practice to permit passengers to ride standing in busses. The custom is not allowed in any important city in Western Europe. Except for a limited indulgence granted to those on or four standees on the rear platform, it is required that there shall be seats for all. The moment the available places are taken, the “complete” sign is posted, and the bus rolls on without stopping until the descent of one passenger makes room for the entrance of another. This, certainly, is a practice which makes for repose in daily living, and it is extremely interesting to see that a majority of the members of the Boston City Council insist that the same rule must be enforced in Boston. With all their rugged virtues, one scarcely expects to find among American city councilors such a sensitive response to the appeal of gentle ways in the Old World.

What the City Council seems to overlook, however, is the fact that in Paris, Berlin and also in New York the success of the no-standing rule rests largely on one circumstance which is not duplicated in Boston. In the European capitals, as on Fifth Avenue, the lines are so heavily patronized that the busses move along in an almost continuous stream. If one car refuses to take a passenger on, he knows that he has only a moment or two, sometimes only a few seconds, to wait. The next following bus, or the one immediately after that, will have room for him. If that were not so, we cannot imagine either Parisians or New Yorkers being willing to wait patiently on windy street-corners through five and ten-minute intervals merely in order to be assured of having a seat. When finally they were allowed aboard, under these conditions, they would have been very much more inconvenienced by the serious delay than they would be confronted by the ability to ride, seated, toward a railroad station where they would find they had missed their train, or to the opera where they would arrive so late that they could not be admitted until after the first act.

That is the basic condition which must be recognized in Boston. Busses in this city are not yet so patronized that they run in an almost steady stream. There are considerable intervals between. That being so, it will better conform not only with American popular habits in general, but also with the vital needs and convenience of the car-riding public to allow a reasonable number of standing passengers rather than to leave the individuals in question waiting, baffled, on street-corners. The State Department of Public Utilities, acting under definite authority from the General Court of 1885, has ruled that twenty-five per cent of seating capacity is a reasonable proportion of permissible standees. This seems a decently conservative estimate, and certainly it is far lower than that which obtains in many American cities, to mention Detroit for only one example. When the Boston City Council has had time to think over this side of the question, we trust that it will prefer a reasonable American efficiency to European aesthetics, even though the least tidy procedure in Paris is not without charm.

**HITS CONRY IN REPLY TO CRITICISM**

Met. Dist. Commission Head Says He Was Late in Demand

Joseph A. Conry, traffic commissioner in Boston, was only five days late in his demand upon Governor Allen that the new building for the Metropolitan District Commission be constructed of “Massachusetts material,” according to Charles P. Howard, chairman of the State department of administration and finance.

“CHANGED TO GRANITE”

Governor Allen received Mr. Conry’s complaint yesterday in a letter dated April 23, Conry asking that “at a meeting of the council on Wednesday, April 30, an order be passed directing the Metropolitan District Commission to build the new office building entirely of Massachusetts material.”

Yesterday, immediately after receipt of the letter at the Governor’s office, Chairman Howard of the department of administration and finance issued the following statement:

“Governor Frank G. Allen has referred me a letter dated April 23, written to him by Joseph A. Conry with regard to the type of stone to be used in the new building for the Metropolitan District Commission. The specifications upon which bids are being taken by the Metropolitan District Commission call for the use of granite. When I called the attention of the Governor a few days ago to the fact that the original specifications, as prepared by the Metropolitan District Commission, required the use of Indiana limestone, the Governor immediately directed that the specifications be changed to granite. Amended specifications handed to all bidders on April 25, five days before Mr. Conry wrote his letter, call for granite which must be light gray, stock—"Massachusetts granite.""

**Lack of Discretion and Judgment**

In his letter to Governor Allen, Mr. Conry asserted in part:

“The people of Massachusetts were aroused a few months ago by the agitation to build the new Boston postoffice of Massachusetts granite. Senator David I. Walsh made an eloquent presentation of facts to the Senate and secured an additional appropriation of a large sum of money to enable the federal government to build this structure of Massachusetts material. When his bill went to the House of Representatives it was defeated through the influence of the ‘limestone bloc’ of Indiana.

“It is remarkable to contemplate the short memory of some of our State officials. Massachusetts unemployment has been the subject of serious consideration. Exactly why any Massachusetts commission should seriously contemplate sending Massachusetts money, taken from the pockets of Massachusetts taxpayers, out of the State of Indiana, passes the understanding of the average taxpayer.

“The lack of discretion and judgment shown by this commission in selecting Indiana limestone for this new structure stands in definite contrast to the very general opinion held by the public that the commission has outlived its usefulness as a public body.”

**Pост 4/30**

Android RENEWS DEmAND FOR GRANITE

Asserting that “none of the guilty commissioners defended the action of the Metropolitan District Commission in selecting Indiana limestone for its new building,” Joseph A. Conry, traffic commissioner of Boston, today reiterated his protest to Governor Allen, asking that nothing but Massachusetts granite be used in the building.

Conry contradicted a statement by Charles P. Howard, chairman of the commission on administration and finance, that he had called the attention of Governor Allen to the fact that the original specifications called for Indiana limestone that no Governor Allen had immediately directed the specifications be changed to Massachusetts granite.

“Is it not a fact that bids on granite are merely invited as an alternate and that figures will be received for both Indiana limestone and Massachusetts granite?” Conry asked.

“The Commission was wrong in travelling to Indiana for material while Massachusetts quarries are closed for the season.”

“My protest was not late. I still object to having Indiana limestone being considered and I ask the governor and his council to compel the Metropolitan District Commission to use nothing but Massachusetts granite in that building.”

**CONRY RENEWS DEMAND FOR GRANITE**

The Boston Herald, April 30, 1906.