1930

James Michael Curley Scrapbooks Volume 32

James Michael Curley

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Volume 32
Hoover was just, as severe and extensive as it possibly could be. It was a surprising announcement of a President in the office. Following the meeting an observer commented to Congressman George Holden Tinkham that Snow had delivered an admirable partisan address on Hoover and his reply was: "I must have been good. That’s what he’s been getting paid for."

It was at the Jefferson Society assembly that O’Brien made the proposal to Coolidge that they agree to support each other after the result of the primary is determined. Coolidge accepted the advance and so if either wins it will be the primary he is sure of one active campaigner in the election. O’Brien has since joined Martin Lomasney’s candidate and has a considerable support from business and professional men in many sections of the community. A return of old days in the state Senate may be anticipated if Walter E. McKnight of Medford suceeds in their attempts to regain the old seats in the Senate. They were conspicuous figures from Springfield way comes word that Congressmen McLane of Fall River and Edwin F. Martin Lomasney’s candidate and his willingness to support Coolidge shows that Lomasney’s alleged opposition to Coolidge may not be so deep-rooted after all.

Attention on the troubles of the Democrats has been centred on the difficulties of picking the candidates for a senator and governor without leaving too many deep scars. That is ignoring the five other places. The leaders were none too pleased last week at the announcement from William Randolph Scharton that he is likely to participate in the primaries in both parties. He will be given Democratic nomination without contest, naturally, and he has just about decided to make a fight for the Republican nomination as well. Frank Hinckley will not make him a fight for the Republican endorsement. Grandfield will not listen to any of the hoopla that is being fed him about running for lieutenant-governor. He wants Ely to have the nomination for Governor.

LOGAN ANNOUNCES FLOATS FOR SEPT. 15

Fifty-one Have Been Listed as Available for Parade

Gen. Edward L. Logan, chairman of the parade of illuminated historical floats, on the evening of Sept. 15, and a feature of the Boston day parade, Sept. 17, announced yesterday that 13 floats have already been sponsored and that 10 other groups have contracted to sponsor other floats which have not yet been selected.


Other groups which have not yet selected floats are: plumbing, automobile, construction, real estate, marine, amusement, iron and drug trades.

Fifty-one floats have been listed as available. Gen. Logan announced that a band will be provided for every float, that there will be 40 units of marching, patriotic groups and 20 groups of marching machine

5000 IN TRIBUTE TO SEA FIGHTERS

Kearsarge Memorial Unveiled at Marine Park

In the presence of 5000 persons, a memorial in the form of a huge solid block of granite with an anchor on top, and known as the Kearsarge Memorial, was yesterday dedicated at Marine park, South Boston, to the memory of navy veterans of the civil, Spanish and world wars.

The memorial is a gift of the city to the Kearsarge Association of Naval Veterans, composed of veterans of the civil war. Participating in the exercises, which included the formal presentation to the city, were members of the marine corps and the navy, delegates of the United Spanish War Veterans and American Legion officials of city and state as well as representatives of the Kearsarge Association.

The formal exercises were preceded by a parade led by David A. King, exec of civil war veteran, with other speakers. The formal presentation of the memorial was made by the Mayor, Lt. Gov. William S. Youngman, Alvin C. Howes, chairman of the state department, of the G. A. R.; Emery G. Griswold, senior vice-commander of the state department, W. V.; Commander John W. McCormack, City Councilman Clement Norton, representing the state department, American Legion, and John Perry, representing the Veterans of Foreign Wars, who joined in paying high tribute to the glorious achievement of naval fighters in all American wars.

Mayor Curley said, "It is with most keen and poignant regret that we are aware of the passing of today of a loyal, fortified "A" series, C. G. S. Ser. George H. Hill. He was at this very site selecting it for the morning when he became ill and collapsed, dying a few hours later. He knew and urged the value of patriotism." Mayor Curley reviewed the circumstances of the famous Kearsarge and the Albatross, between the famous and the Albatross, during the Civil War, ending in the destruction of the latter vessel by the crew of the Kearsarge, recruited mostly by the Boston and under the command of Capt. Winslow, and two of them in the crew now alive.

Mrs. Marie E. Bakerm, president of the Kearsarge Association auxiliary, and Mrs. Ethel Browne of the Daughters of Union Veterans, placed floral pieces on the memorial.
By W. E. MULLINS

The direct primary law goes on trial this year in Massachusetts before the leaders of both the Democratic and Republican primaries. Neither side is entirely satisfied with the present system. If the September primary fails to produce tickets with which the slate-makers of both groups are in accord, it is almost certain that the system will undergo some radical revision in the next Legislature. Some minor changes are practically certain.

In his address to the popular primary will be defended as the voice of the people and as such to be protected from tampering by the politicians. The members of the next Legislature, however, will be two years removed from nomination and their votes in the deliberative sessions are not always governed by the wishes of their constituents.

It is likewise a fact that thousands of voters have begun to lose confidence in the primary system because it admittedly has failed repeatedly to register the majority sentiment of a party in instances where a multiplicity of candidates appears on the primary ballot.

For once the chairmen of the two dominant parties, the Republican Amos L. Taylor and the Democratic Frank J. Donahue, are in agreement in the opinion that the primary system should undergo some minor revision. Taylor recently outlined the improvement he has in mind in a speech which he delivered in the state house. Donahue, while recognizing it as of some merit, also would promote it as a compromise between the two systems. On occasion in spite of itself the primary law may well give the direct primary a fair trial.

It is expected that Sawyer eventu-
ally will withdraw because he frankly admits that he lacks the financial resources at present to make the state-wide campaign needed to produce success. If O'Connell and O'Brien remain in the contest it ought to be a set-up for Coolidge.

The publication of Senator Walsh's real sentiment on the futility of trying to repeal either the 18th amendment or the Volstead act bears out the thought that Coolidge must have discarded the issue with him early in the winter while he was preparing to write his platform.

The squabble over the direct primary as challenged by Governor William Tuttle of Maine at the recent conference of Governors at Salt Lake City characterized it as splendid in its place, as it does, direct responsibility on the shoulders of all the people, but actually inefficient in practice.

The percentage of voters who turn out, he said, "is generally much smaller than at a general election. You cannot drive voters to the polls, even with a good ticket. These are busy days and it takes time for a citizen to follow politics.

'I believe that our states which have the direct primary law may well give earnest consideration to the question of whether it contributes to the efficient conduct of a democratic and representative form of government.'

HAS TWICE BENEFITED

And Gardiner, in spite of his sentiment, twice has been a beneficiary of the system which he condemns. It is conviction that it operates successfully on occasion in spite of itself and not because of itself.

It is just exactly the Taylor plan that the Democratic party is anxious to try out at present. The purpose of the proposed harmony conference is to select the seven strongest candidates for the state ticket, give them the support of the organization and let the disaffected candidates run independently at the tender mercy of the voters.

Lack of authority prevents the real leaders of the Democratic party from going forward with the Taylor proposal. Donahue is sincere in the conviction that the party can win the election with the proper candidates. Looking at the perplexing problem at this time there seems to be no solution. Already too many candidates have been set in motion to be withdrawn without leaving bitterness. Take the case, for example, of Marcus A. Coolidge and Joseph P. O'Connell who are seeking the nomination for the Senate. Coolidge has been campaigning for a year while O'Connell already has qualified for his place on the primary ballot. How is it possible to get either of them out of the contest at this time? If it were an out-and-out contest between the two, the situation would be altered, but there also are Thomas C. O'Brien and Representative Roland D. Sawyer lurking in the background.

It is expected that Sawyer eventually will withdraw because he frankly admits that he lacks the financial resources at present to make the state-wide campaign needed to produce success. If O'Connell and O'Brien remain in the contest it ought to be a set-up for Coolidge.

The publication of Senator Walsh's real sentiment on the futility of trying to repeal either the 18th amendment or the Volstead act bears out the thought that Coolidge must have discarded the issue with him early in the winter while he was preparing to write his platform. It will be recalled that Governor Coolidge offers a proposal for prohibition, read in Worcester by former Senator Butler, was dated March 4.

ASKED LIBERAL CONSTRUCTION

It will be recalled that Coolidge did not openly advocate repeal of the amendment. He asked for a more liberal interpretation of the law by the supreme court. Did he and Walsh agree that making a fight for repeal would be a futile gesture? Possibly Marcus is the shrewdest candidate in the Democratic fold. He surely will profit from Walsh's intimate thoughts on the futility of fighting for repeal.

The Democrats provided the most spectacular news of the week with the reception to Jouett Shouse, chairman of the national executive committee, under the direction of the Jefferson Society. That party, the Democrats no longer has enough votes resulted in widening the breach between the two wings of the party as represented by Mayor Currie and former Mayor Peters. The latter still aspires to be Governor.
Beginning at 10:30 this morning, all vehicular and pedestrian traffic within section shown on map, with Tremont, Washington and Boylston streets as the key points, will be controlled by a new synchronized automatic signal system, known as unit 1. Central control is located in the sub-basement of the City Hall annex.

TRAFFIC LIGHTS FLASH TODAY

Boylston - Tremont - Washington Area Goes Under Automatic Control

PEDESTRIANS MUST OBSERVE SIGNALS

Beginning at 10:30 o'clock this morning, all vehicular and pedestrian traffic on Boylston, Tremont and Washington streets and adjacent streets in the downtown area will be placed under control of red, green and amber automatic signal lights.

Through these arteries for the first several days at least, the speed of motor vehicles will be regulated to 17 miles an hour and before the week is over, it is expected that Traffic Commissioner Joseph A. Conry, who will throw the switch operating the new system at the central control in City Hall annex this morning, will order the speed increased to 20 miles an hour.

PEDESTRIANS WARNED

Traffic officials emphasize that henceforth Tremont, Washington, Boylston, Summer and Winter, Beacon and School streets must be regarded as through streets in order to effect the highest method of control of traffic movement in the downtown district.

Once the green colors flash from automatic signals at the various intersections, motorists will have the clear right of way in these streets and pedestrians must keep on the sidewalks.

Pedestrians will be permitted to cross the street intersections with the flashing of red and amber. Attempts of jay walkers to run the traffic lanes will be met with sharp remonstrance from traffic officers who will be stationed at the strategic corners where traffic is ordinarily heavy.

The new system is designated unit 1, with three main arteries—Tremont, Washington and Boylston—and 41 intersections. Compared to the old method of directing cars by man-power, the movement of the dense lines of traffic, which pour daily from all parts of metropolitan and elsewhere through these streets, will be speeded up from 10 to 15 minutes under the red and green flashes.

Through these arteries for the first several days at least, the speed of motor vehicles will be regulated to 17 miles an hour and before the week is over, it is expected that Traffic Commissioner Joseph A. Conry, who will throw the switch operating the new system at the central control in City Hall annex this morning, will order the speed increased to 20 miles an hour.

Concerning the new system, Traffic Commissioner Conry said that it is not the purpose of the automatic traffic signals in a congested downtown to substitute themselves for the activities of police officers.

"The primary purpose of an interconnected system of signal lights is to co-ordinate the flow of vehicular traffic. Theoretically, such a system will keep all traffic moving at all times. This would be the practical result accomplished, if all parking were to be eliminated in the signalized areas, if all operators were to drive perfectly; if all vehicles were so perfect in construction that there would be no mechanical failures; if all traffic signals would operate without need for repairs and so forth.

"These are some of the many factors that require the services of police officers to make the signals effective. It can be readily seen that the successful operation of any traffic signal system in a congested area depends largely on the co-operation of the police department."

CONRY EXPLAINS
$3,000,000 Boylston Street Subway Extension Work Begins Tomorrow

Construction of the Boylston street subway extension beyond Governor square will be started at 9 o'clock tomorrow morning. The breaking of ground for the job which will cost $3,000,000, provide employment for 500 men, and will cover over a period of three years, will be the official duty of Mayor Curley.

City officials, representatives of the Boston Elevated, and prominent men who have been advocating the subway extension for years, in order to relieve traffic delays at Governor square will watch the mayor break ground.

Whether he will use a shovel or a pneumatic drill has not been announced, but Col. Thomas F. Sullivan, chairman of the transit commission, who will build the subway, favors a drill. The transit commission has organized the nucleus of a permanent force which will be periodically enlarged as the work progresses. Preference has and will be given to men on the civil service lists who have served in the military forces of the country.

GREAT LEGION RADIO APPEAL

Plan Epoch-Making Broadcast for Convention

Plans for an epoch-making radio broadcast to send to the whole nation an appeal to come to Boston for the American Legion National Convention were announced last night by convention officials.

It will be staged on the evening of Thursday, Sept. 19, will be heard by 50,000,000 people, will originate in 12 points located in nine States from the Atlantic to the Pacific, and will be featured by speeches of a number of dignitaries, including President Hoover.

LEGION HOOK UP FOR 50,000,000

Program for Sept. 18 to Interest Nation in Convention

PRESIDENT HEADS LIST OF SPEAKERS

A radio audience of 50,000,000 persons will listen to a program broadcast from 12 widely separated cities, including Boston, in nine different states, on the night of Sept. 18 to interest the country in the American Legion convention which will be held in this city Oct. 6 to 9.

This announcement, made last night by Col. Carroll J. Swan, president of the 1930 National Convention Corporation, reveals the plans of an epoch-making broadcast which will necessitate the most intricate timing and radio engineering. The program will be put on the air through the cooperation of the Victor division of the R. C. A. Victor Company and the National Broadcasting Company.

Faneuil hall, in this city, will be the principal broadcasting studio for the occasion. Cut-ins will be made from other places of historical interest in Boston, including Bunker Hill monument, Dorchester Heights and the tower of the Old North Church.

OTHER CITIES TO BE CUT IN

Other cities which will be cut in on the program will include Washington, New York, Chicago, Portland, Me.; Portland, Ore.; San Francisco, Austin, Tex., and Tallahassee, Fla.

The speakers are expected to include President Hoover, former President Coolidge, Gov. Allen, Mayor Curley, National Commander O. L. Bodenhamer, former Gov. Al Smith of New York and officials of other cities and states.

Tentatively the plans call for broadcasts at specially timed intervals, as follows:
News of the Week As Seen By Goldsmith

[Cartoon illustration with various characters and captions:
- "Yes, the first 300 yrs are the hardest.
- "I think our party went off splendidly!"
- "Oil on the Troubled Waters"
- "Hope nobody Light a Match"
- "How you going, I'm all to court"
- "Now, or I'll be too late"
- "If ain't so funny"
- "Work in our great unnumbered"
- "Red Propaganda"
- "Communism"
- "J. H. Lewis"
- "Miss Molony"
- "Ruth McNamara"
- "Mayor Curley's Warning Speech"
- "Chicago's Violence Furnishes a Different Scene"
]
WORK FOR 500
MEN ON BIG JOB
$3,100,000 Subway Extension Starts Tomorrow

Work for 500 men during the next three weeks will be provided by the construction of the $3,100,000 extension of the Boston street-subway which will be started tomorrow morning at 9 o'clock when Mayor Curley turns over the first spadeful of earth at Governor square.

Unable to obtain the consent of the State Civil Service Commission to hire unemployed fathers of families with five or more dependents, the Boston Transit Commission, of which Colonel Thomas F. Sullivan, as chairman, will give preference to veterans of the World war, who saw service in the army, navy and marine corps, many of whom are now obliged to accept soldiers' relief from the city treasury.

The big job will be carried out on the contract labor plan similar to that used during the last administration when hundreds of veterans, back from the war to find their old jobs gone, were given employment building the East Boston tunnel extension at Maverick square.

THANKS FROM
BLACK WATCH
Commander Sends Note to Mayor Curley

Back home in Montreal following their participation in the Tercentenary parade here last week, the famous Black Watch Regiment of Royal Highlanders sent their thanks to Mayor Curley and the people of Boston in a message received yesterday at City Hall. As commanding officer of the detachment which paraded here, Lieutenant-Colonel Hugh M. Walls wrote the Mayor: "The hospitality of the Bostonians is well known, but that accorded myself and my detachment exceeded anything that we imagined possible.

"The officers, non-commisioned officers and men will always have pleasant memories of your charming city, and I am sure that your visit will help to cement the cordial relations that already existed between your people and ours," he wrote to the Mayor.
Laconia’s Arrival Is Marked by Celebration

BEGAN IN 1840

Back in 1840 the little side-wheel steamer Britannia arrived from Liverpool and Queenstown, the line plans a fitting observance of the day.

Concessions Granted to Line

The East Boston company, rightly judging that it would be for their interest to secure the docking of steamers at East Boston, offered for that purpose the accommodation since occupied, free of rent for the first 20 years. The project itself was carried out by Mr. Cunard, who had already done the same at Liverpool, settling for some of its finest ships at this port.

It has always been a prominent part of the development of the port of Boston, sending out some of its finest ships at this port.

The Britannia’s arrival in Boston 50 years ago was the signal for a great demonstration. Rockets were set off, guns boomed forth, and the people of Boston cheered. Lastly as the little wooden paddle-wheeler steamed into port.

Samuel Cunard, founder of the line, hearing his name was called at the Maverick House in East Boston, the affair being honored with the presence of the Mayor of Boston, all the prominent city officials of the time and the business men, to the number of 200.

The book was not dreamed of in 1840.

Comparison of that first steamer with the Laconia, coming in this afternoon, from Liverpool and Queenstown, tells the story of progress in 50 years. The Laconia is a very reputable boat, with her library, swimming pool, gymnasium, smoking rooms, tailor and barber shops and other conveniences.

The history will repeat itself when the Laconia, coming in this afternoon, with her library, swimming pool, gymnasium, smoking rooms, tailor and barber shops and other conveniences.

The Concessions Granted to Line

The East Boston company, rightly judging that it would be for their interest to secure the docking of steamers at East Boston, offered for that purpose the accommodation since occupied, free of rent for the first 20 years. The project itself was carried out by Mr. Cunard, who had already done the same at Liverpool, settling for some of its finest ships at this port.

The Britannia is met at quarantine by two fireboats. Fireboats will accompany the Laconia up from quarantine to the docks, flying the tercentenary flag.

VETERANS’ ASSOCIATION HONORS BOSTON MAYOR

Elected Honorary Member at Pemberton Meeting

Mayer James M. Curley was elected an honorary member of the Ninth Regiment Veterans’ Association at Pemberton yesterday in celebration of the 32d anniversary of the Spanish surrender at Santiago.

These officers were elected: Gen. John H. Kelley, president; Timothy W. Kelley, vice-president; Maj. Thomas P. Quirke, secretary; Maj. John T. Scully, treasurer. They are to receive the flag on occasion when Boston is entertaining distinguished persons.

New York places a municipal steamer, The Hartford, at the disposal of the Mayor of Boston, but Boston has no authority to take it, and the Mayor is looking for a substitute.

Owning his yacht

He has an ounce of the fact that Johnson maintains as a gentleman, attired in a plug hat, and with the seasonal flower in his coat, the Bostonian who will look with great interest to the 주인. The season of the year is approaching, and the Mayor is looking for a substitute.

Greater “Tom” Johnson.

He will begin to function immediately.

DIFFERENT GROUPS

Certain persons are chosen to meet celebrities in the athletic world; still another group is invited to meet diplomats and politicians and others are selected to break bread with foreign visitors.

It will be to Greater Johnson to create the official list of Who’s Who in certain circles.

Johnson, an intimate friend of Mayor Curley, is a member of the board of city officials, and his selection as official greeter will make the right people as eager to meet them as to.the official list of Who’s Who in the athletic world.
when Summer is running.

BOYLSTON AND ARLINGT

| Extension of Boylston-St Subway to Employ 500 |

When Mayor Curley was invited yesterday by Prof. J. G. Sloczynskl, head of the public health department in the Technical University at Delft, Holland.

The professor is in America on a four-month study of health service in the American and Canadian cities.

WILL OPEN GOVERNOR

Extension of Boylston-St Subway to Employ 500

Preference for Veterans—Job Will Require Two and a-Half Years

The work of building the new extension to the Boylston-St Subway in Commonwealth av and Beacon st, at Governor sq, will be started Monday morning, when Mayor Curley, wielding a nickel-plated shovel, will turn the first sod. It is expected that the work will provide some relief for the unemployment situation in this city.

The subway work will represent an outlay of over $10,000,000, and, according to Mayor Curley, more than 500 men will be employed on the job which it is anticipated will require 2½ years for completion.

The Mayor was unable to induce the Civil Service Commission to waive regulations so that men with large families who are on the State list may be employed. Preference, however, will be given to men who served in the Army, Navy and Marine Corps during the war.

At the formal start the Mayor will speak briefly concerning the work, first authorized by the Legislature in 1905 and again in the last session, by which the tunnel will be extended out Commonwealtb sq and Beacon to relieve congestion at the Four Corners.

MUNICIPAL BAND WILL

PLAY ON COMMON TUESDAY

The newly organized Boston Municipal Band will make its first public appearance next Tuesday afternoon in a concert at the Parkman band stand on Boston Common from 12 to 2 o'clock. It is a 60-piece band and is under the direction of Walter Smith, who is director of the Aleppo Temple Band. All are union musicians. They will wear a dark blue uniform.

The program of the concert follows:

March "National Spirit" Walter Smit

March "Salute to Holland" Norval

"Danse des Troupes" (from "La Goulue") E. groenendal

"Dance of the Hours" from "La Gioconda" Ponchielli

"The Gift of the Hours" from "Lucrezia Borgia" Walter Smit

Semi-Buccalora" D. F. Austen

Swiss "Dance of the Hours" from "La Goulue" Ponchielli

Swiss "Danse des Troupes" (from "La Goulue") E. groenendal

Selections from "Aida" Arrangement, A. Harris

Symphonic Fantasia on "Maryland" Henry Barraud

"National Spirit" Walter Smit

Selections from "Asia" Arrangement, A. Harris

"The Stars and Stripes Forever" Sousa

Selections from "Marseillaise" R. B. Rock

"The Star-Spangled Banner" Sousa

HEALTH AUTHORITY CALLS ON MAYOR

Mayor Curley was visited yesterday by Prof. J. G. Sloczynski, head of the public health department in the Technical University at Delft, Holland.

The professor is in America on a four-month study of health service in the American and Canadian cities.
BOSTON'S NEW TRAFFIC LIGHTS IN EFFECT TODAY

Down Town District First to Get Automatic Stop
And Go Signals—Timed So Cars May Be
Driven 17 Miles An Hour

Police Commissioner Hultman issued a general order yesterday to the police, informing them of the suggestions made by Traffic Commissioner Joseph A. Conry as to the operation of the new automatic traffic signals on Washington, Cambridge, Tremont and Boylston sts., known as unit No. 1, which will be put into operation at 10:30 this morning by Mr Conry, who will turn the switch at City Hall.

The instructions compiled by Traffic Engineer John F. Hurley point out that it is not the purpose of the signals to do away with traffic police, but that in order to assure their success, full cooperation of the Police Department must be obtained.

This is particularly so regarding parking in the areas between the intersections on the thoroughfares on which lights will be in operation.

Parked Must Move

The police are urged to keep the parkers on the move, so that there will be no interference with through traffic. The order suggests rules as to handling traffic at intersections, where there are peculiar traffic movements.

The lights at present have been set so as to allow a clear passage for vehicles, travelling at the rate of 17 miles an hour. This is a tentative rate and tests will be made to determine the most efficient speed for the system.

The signal system has been set up to favor the through movement of traffic in Washington and Tremont st., A through movement has also been arranged through Boylston st., through Summer st. and Winter st. and through Beacon st. and School st. These move-

PARKED PERIODS

map of district in which traffic signals start Winking Early Today

Washington, Stuart and Kendall Sts.—The left turn from Stuart st. into Washington st runs with Washington st. tie. There is a left arrow in the sign facing Stuart st.

Washington, Summer and Winter Sts.—The right turn from Washington st. into Summer st runs

WASHINGTON, STUART AND KENDALL STS. The left turn from Stuart st. into Washington st runs with Washington st. tie. There is a left arrow in the sign facing Stuart st.

WASHINGTON, SUMMER AND WINTER STS. The right turn from Washington st. into Summer st runs

WASHINGTON, STUART AND KENDALL STS. The left turn from Stuart st. into Washington st runs with Washington st. tie. There is a left arrow in the sign facing Stuart st.

WASHINGTON, SUMMER AND WINTER STS. The right turn from Washington st. into Summer st runs
DEMOCRATS TO IRON OUT STATE TICKET JULY 28

State Committee Calls "Conference" for Worcester in Line With Fitzgerald Plan

Behind closed doors and in the windowless Myers Hall, Tremont Temple, yesterday afternoon, the Democratic state committee voted to hold a "conference" at Worcester on July 28 to discuss the party's ticket in the coming state election.

The meeting was called by and presided over by Chairman Frank J. Donahue.

It was primarily to pass upon the proposal of ex-Mayor John F. Fitzgerald, candidate for the party's nomination for governor, that a conference of leaders be called to arrange for placing the strongest ticket in the field.

Heated oratory added to the atmospheric conditions within the closed chamber. Reporters were barred but the familiar and stentorian tones of Martin M. Lomasney, the "Mahatma" of the West End, could be heard in the corridors.

ONE CANDIDATE PRESENT

He tossed a "monkey wrench" into the gathering when he announced that neither he nor his candidate (presumably Thomas C. O'Brien, former district attorney, who is a candidate for U. S. senator) would abide by the findings of the conference.

This was later heard in favor of the adoption of a resolve (which was eventually ruled out of order) against the London naval treaty.

Mr. Lomasney was one of a few prominent Democrats at the meeting. John F. Fitzgerald was not present; Joseph E. Ely of Westfield, mentioned as a candidate for governor, was not present; nor were other candidates, except Marcus A. Coolidge of Fitchburg, aspirant for United States senator.

Mr. Ely was represented by Dewitt Dewolfe of Spencer.

H. Maynard, former chairman of the Democratic city committee of Boston, was in the gathering, as were Strabo V. Claggett, former candidate for State auditor, and Mrs. Colin W. McDonald, vice-chairman of the State committee.

MANY TO ATTEND

The question of the makeup of the "conferees" took an hour or more, and amendment after amendment caused the list to include about every Democratic official in the State. It is estimated that the "conferees" will number 900 or 900.

Democratic State committee members, 142 in number, were first voted as conferees. Democratic members of both branches of the Legislature were then added.

Then in order came:

The Democratic member of the governor's council, Democratic congressmen and senators.

Chairmen of Democratic city and town committees.

Democratic mayors of the State, Democratic councillors and aldermen of cities.

Chairmen of the various Democratic city and town ward committees.

Democratic county officers.

Democratic selection of towns in the State.

And last but not least all former candidates for governor.

FIRESWORKS OVER TREATY

The "fireworks" came when Thomas H. Buckley of Abington offered a resolution against the London naval pact. Points of order were raised by several, among them Charles H. McGue, former State chairman, and John H. Backus of New Bedford. Chairman Donahue ruled the resolve out of order.

An appeal was taken from his decision. Mr. Lomasney, in old-time style, defended the appeal, but on a voice vote the decision of the chairman was sustained.

Talk after the meeting was to the effect that the large number of conferees, as voted, might make it difficult to arrive at a practical solution of the present scramble for the Democratic nominations and put the damper on the Fitzgerald plan.

No candidate, it was stated, will be bound to abide by the decision of the conference.

BARRY IN RACE

Possibility that Mr. Fitzgerald might withdraw from the contest for governor and run for the senatorial nomination brought to the fore a number of candidates yesterday.

Edward F. Barry, former lieutenant-governor, took out nomination papers for the Democratic nomination for governor.

The name of James Jackson Walsh, former Democratic candidate for governor, loomed up as a possible candidate for governor.
PHILADELPHIA CITY BUSINESS CLUB
MEMBERS RECEIVED BY MAYOR CURLEY

A group of 25 members of the City Business Club of Philadelphia with their wives, and also the secretary to the Mayor of the Quaker City, arrived in Boston yesterday on board the steamer Allegheny, of the Merchants & Miners Transportation Company, on a week-end visit. The steam was delayed two hours by fog encountered in Buzzards Bay.

The party was met at the pier by John T. Scully, director of industry of the City's Industrial Bureau, and taken in buses to City Hall where they were received by Mayor Curley. Each of the visitors was presented a Tercentenary badge.

Later the party went to Wayside Inn, Sudbury, for luncheon, returning in time to connect with the Allegheny, which left on her return trip to Philadelphia shortly after 5 p.m.

WILL MAKE PUBLIC STATEMENT ON TAXES

Essential elements that enter into the computation of the tax rate each year are explained in a letter to Mayor Curley by Neal J. Holland, principal assessor. The letter follows:

"The request of the joint committee on municipal finance of the Boston Chamber of Commerce and of the Boston Real Estate Exchange for a statement to be issued by the City showing the essential elements that enter into the computation of the tax rate each year has had our consideration.

"The form of computation in use by the Board of Assessors has been the custom for over 25 years and has been in use more particularly for the purpose of determining the elements for division of the tax rate into that for city purposes, school purposes, county purposes and State purposes. However, in order that a clear statement should be available for the citizens the Board will undertake—upon the announcement of the tax rate—to prepare a public statement showing, in simplified form, the various elements that enter into the making of the tax rate. This Board will also incorporate such statements in its annual report as a matter of record."

BLACK WATCH SENDS THANKS FOR HOSPITALITY

Mayor Curley received a letter yesterday from Lieut Col Hugh M. Wallis, who commanded the battalion of the Canadian Black Watch that participated in the Tercentenary parade, extending the thanks of the battalion to the residents of the city for the reception the outfit received during its brief stay here. The letter follows:

"On behalf of the Boston detachment of the Black Watch (RH) of Canada, I wish to thank you and the citizens of Boston for the very cordial reception and hospitality that you extended to us on our visit at the beginning of the week. The hospitality of the Bostonians is well known, but that accorded to myself and my detachment exceeded anything that we imagined possible."

"The officers, noncommissioned officers and men will always have pleasant memories of your charming city and I am sure that our visit will help to cement the cordial relations that already existed between your people and ours."

THOMAS J. A. JOHNSON
CITY'S OFFICIAL GREETER

Following the example of New York, Boston now has an official greeter who will see that distinguished guests of the city are royally welcomed and entertained. Mayor Curley yesterday appointed to the newly created position Thomas J. A. Johnson of Mt Vernon at Beacon Hill.

Mr Johnson, in the opinion of the Mayor, is eminently fitted for the position. He is a bachelor, sportsman, and accomplished after dinner speaker. He has an elaborate yacht and a large Summer home and estate at Magnolia.

Mr Johnson, through his connection with the Johnson Marble Company of Cambridge, is widely known in the business world. He was recently appointed to the Board of Port Authority.

With the creation of the position of official greeter the Mayor feels that much of the burden of entertaining visitors to the city will be taken off the shoulders of the Public Celebrations Department.
Mayor Breaks Ground for Subway Extension

Mayor James M. Curley and his son, George, breaking ground for the new subway extension near Governor square, Kenmore station, today. A group of Elevated trustees and traction experts and officials look on.

Uses Silver Shovel in Starting Governor Square Work

Wielding a suitably engraved silver shovel Mayor Curley today broke ground for the subway extension at Governor square, Kenmore station, today.

Surrounded by a crowd of workmen and officials and engineers of the Boston Elevated and the Boston transit commission, the mayor, flinging off his coat, attacked the ground through which will be projected a more efficient connecting transit link between Boston and Brookline and Newton.

CURLEY SPEAKS

The mayor was introduced to the crowd by Capt. Thomas Sullivan, chair-

man of the transit commission, after the latter made a few remarks on the significance of the extension. Mayor Curley then spoke, stressing the linking of Boston and Brookline and Newton and its importance in furthering a Greater Boston. His praise of Sullivan was high.

Removing his coat and balancing the silver shovel handed to him by Sullivan, who acted as master of ceremonies, Mayor Curley sank the implement into the earth and dropped the first shovelful into a loading bucket. With another shovel his young son, George Curley, duplicated the act, and a second bit of soil dropped into the bucket.

WHITING SPEAKS

E. E. Whiting, acting chairman of the Elevated trustees in the absence of Henry I. Harriman, then spoke for the trustees. He emphasized the obvious spirit of co-operation between the stockholders and management of the railway and the trustees and transit commission and the mayor and expressed the hope that all interested parties would henceforth be on the same basis.

He said the mayor worked solely for the people, and the trustees and the railway to give the people the best possible service.

Following the brief address, Whiting swung the silver shovel, and so did Sullivan, Ernest Johnson, a trustee, Corporation Counsel Samuel Silverman, Engineer Springer and several others.

The ground was broken between Commonwealth avenue and Charlesgate, where the first work is to be done. It was announced by Whiting that the fears that the trees along the streets were to be mowed down are without ground. Several of the trees must be removed, but many of them will remain.

"Passenger cars are permitted to stop for a reasonable length of time to take on and let off passengers, and commercial vehicles are allowed to stop 20 minutes for the purpose of taking on or putting off merchandise in the zone," he said.

Among the guests who attended the formal inauguration of the lights in the City Hall sub-basement and who toured the traffic area and attended the lunch were Cornelius A. Reardon, secretary to Mayor Curley; Irving Mack and Guy Kesey of the American Gas Accumulator Company, Elizabeth, N. J., contractors for the system; Allen Wood, Sr., president of the Boston Automobile Club; Chief H. A. Rutherford of Brookline, City Electrician Timothy O'Hearn of Cambridge, Elletton J. Breihan, manager of the chamber of commerce civic bureau; Commissioner of Public Works Joseph A. Rourke, late Major of the Franklin A. Snow Company, In-
Mayor Turns First Earth in Governor Square Extension

Mr. Curley and His Son, George, Ply Their Spades to Mark Beginning of the Long-Awaited Project That Will Do Away with Traffic Congestion in Governor Square by Extending Present Subway.
While this article has been written primarily to set right a visitor who took interest enough in the port to ask questions about it, and whose mistaken idea of it might very probably be shared by others of the guests of the summer, which has been said should be taken to heart by Bostonians. It ought not to be the case that when the stranger reports that he saw only ferries and a fishing boat in the harbor he should be given the impression by native sons that craft of that kind and the coastwise steamships are all there are. The efforts which are properly being made to increase still further the business of the port should not be permitted to blind the people of the city to the business that is already measured in millions of tons and hundreds of millions of dollars. Nor should Boston forget the numerous activities that center in the port when it comes to the repairing and building of ships. A visitor from the Pacific probably would listen with interest if told that at Quincy, city of ships as well as of Presidents, two great liners are building to ply the ocean on the other side of the continent in service between California and Australia.

Where Thousands Take Ship

There remains the question of passenger steamship business. Based on that, some Shipping Board figures are of interest. Here are the arrivals and departures in overseas traffic during the calendar year 1925. They total for Boston 31,487, Baltimore had a total of forty; Philadelphia, 525, New York, with its total of 900,465, is in a class by itself. Another passenger traffic of the other North Atlantic ports sinks into insignificance in comparison with that of Boston. A visitor from the Pacific can be interested in the shipping of passenger vessels of the other ports. Arrivals and departures in overseas traffic totalled 6,042 at Los Angeles, 38,504 at San Francisco, and 11,375 at Seattle.

In that year 1925, 97,000 passengers traveled by water between Boston, and points in Canada, the West Indies, and Middle America. No other Atlantic port approached these figures, again leaving New York out of consideration.

Boston has been a port of importance in the overseas passenger traffic since the Guaranty Line was in 1849 established a service that has been continuous and has been supplemented by that given by many other lines. The importance of Boston, Baltimore and Philadelphia is due to the fact that each has a passenger traffic that enjoyed by Boston has recently caused much concern for the establishment of locally owned lines of passenger-carrying vessels.

What Boston Folk Should Know

A statement contained in the government study of the port to which reference has already been made may be quoted to conclude these sidelights on the maritime business of Boston. Changes may have occurred since the report was written, but the passage is substantially accurate. It is as follows:

"Boston has regular steamship services to and from European, West African, Far East, Australian and South American ports, and coastwise and intercoastal service. There are eighteen lines offering service to European and Mediterranean ports with the majority of sailings either monthly or semi-monthly. One line operates a monthly schedule to West African ports and three lines to the Far East, one to Australia on an irregular schedule, and three lines to South America for the carrying of freight and mail. There are eight lines operating in the coastwise traffic to and from Boston, each of which serves ports not reached by the others. There are three lines which maintain service between Boston and Pacific coast ports.

American 7/21/30

SHOVEL FIRST EARTH FOR EXTENDING SUBWAY

Thousands of Spectators at the Ceremony of Beginning Work for 500 Persons

Actual work on the $3,100,000 extension of the subway from Governor sq. was begun today after Mayor Curley, in the presence of 2000 spectators, turned over the first shovelful of earth and his son, George, nine, turned the second.

The ceremonies marking the start of the project which will relieve traffic congestion in Governor sq. and require two years to complete were followed by start of work by 50 laborers.

Mayor Curley spoke briefly on the progress of Boston’s rapid transit system since he first heard of the idea in 1904. Among officials present were members of the Boston Transit Commission and of the Brookline Board of Selectmen. Also present were Ernest Spragin, chief engineer on the job; E. E. Whitney of the Boston Elevated, William P. Long and Traffic Commissioner Joseph A. Conry.

Upward of 500 men will be employed on the project, which, when completed, will see the subway extended under Governor sq. to the railroad bridge on Beacon st., and a point opposite the Beth Israel Synagogue on Commonwealth ave.
From Los Angeles to Boston Harbor

Tercentenary Visitor Not Impressed With View Over the Water—Sees Little Activity—When He Asks Questions He Gets Misleading Answers

Is Not Told of the Extent of the Water Front or of the Commerce Measured in Millions of Tons and Hundreds of Millions of Dollars—Wherein Is a Lesson for Boston

By Frederick G. Fassett

Among the Tercentenary visitors to Boston is a gentleman from Los Angeles who evidently, when he visits a city that is new to him, wants to know more about it than the tourist who content with fleeting glimpses of its significant buildings, and perhaps, some stray bits of information concerning its history, its present activities, and its chances in the future. Our visitor, having seen the sights of Boston ordinarily shown the stranger within the gates, betook himself, as he says, that the city was on the ocean and went down to view the harbor.

In a letter to the Transcript he sets forth his impressions and repeats what he was told by someone who, it would seem, gave him a garbled version of the facts. The letter is as follows:

To the Editor of the Transcript:

As a Los Angeles visitor to Boston for the first time, I have run into a situation here that interests and perplexes me. I write to your columns in the hope of finding the answer. I have seen so much of your splendid history, that, I may be lacking in that something to speak of your future at this time, but I’ll run the risk. After seeing the fine historical buildings and beautiful Beacon Hill, it occurred to me—no one had mentioned it on my tour—that Boston was on the ocean, so I went to see the harbor. That day, practically the only traffic was ferries, tugboats, the Kina Philip, the Eastern Steamship boats, and one or two others.

I was told that this was not at all an unusual day’s business. I assumed that there must be something very much wrong with the harbor floor. On inquiry I discovered that from physical properties, there is hardly a finer port on the coast and there is a thirty-foot forty-foot channel throughout. Well, what under the sun was the matter then? On questioning various port officials no specific answer was given. I was told in general that the harbor authorities, the railroad people and the Interstate Commerce Commission did, from time to time, discuss the subject, but all anyone knew was that it always ended in a wrangle.

As Los Angeles Did It

Though I know the cases are altogether dissimilar yet, if you will excuse the proud attitude, in Los Angeles a few years ago, we didn’t have any harbor at all. Public sentiment was aroused, daily newspaper advertising on the front page of our newspapers was used. In the end, we dredged a harbor and now do a tremendous amount of business, but no greater than your Boston port should.

Why cannot I see—with a perfect harbor and apparently excellent train services, either actual or potential, doesn’t Boston handle the export and importing for Chicago and other Mid-Western cities? Why do you let New York, Philadelphia and Baltimore have it all? With your harbor of a day’s sailing from the States to Europe, with the proper sort of advertising, I should think that a prodigious east coast trade could be yours. Then of course if the harbor could really be booming, the city would profit in numberless other ways.

Can the forces, which stand in the way of this being frankly exposed and fought? It is so hard to fight if you don’t know your enemy when you meet him, and I can’t find out from your people who he is. A clear statement of the case, with plenty of paper publicity, could seem to me, do wonders for your grand old town. Will some one, who really knows the situation, please tell me, gave me the real reasons for this splendid harbor’s evident neglect? Could it be a forum, perhaps, be instituted right in the midst of his vacation. A few may be presented.

Take the value of foreign trade by customs districts for the calendar year 1928, the latest for which the figures are at hand. The imports and exports in the Boston district that year were of a value of $321,947,271. This compares with $988,153 for Baltimore, and $349,026 for Philadelphia. It may especially interest the visitor from Los Angeles to be told that the value of the exports in the Los Angeles district that year was $186,299,592, or less than one-third the Boston figure.

There are various methods of computing the volume of business at a port. Measuring it in terms of tonnage is one of them. The revised study of the port of Boston published in 1929 by the Corps of Engineers of the United States Army and the Bureau of Operations of the United States Shipping Board, summarizes the water-borne commerce of Boston harbor for the year 1927 as 2,513,636 tons in coastwise traffic. The coastwise traffic includes $60,382 tons moved from point to point within the harbor. The figures are all in short tons.

Distorted by Differentials

The idea of the gentleman from Los Angeles appears to have been distorted not only by the fact that he saw only the ferry boats, the fishing boats and some coastwise steamers, but also by what appears to have been a somewhat garbled account of the famous case of the rail differentials. Had the story been correctly told, he would have learned that there is a handicap which makes the more remarkable that last year the port of Boston did a greater business than any other port in the United States. He would have discovered that, because of the lower rates given Baltimore and Philadelphia on the railroads, as the result of the railroad war.
Governor Sq. Work Begun by Mayor Curley
Son George Helps Him Turn First Earth in Rapid Transit Project
No Jobs for the Lazy
But Mayor Hopes Veterans in Distress Will Benefit by Project

Lacking the ostentation and ceremony usually associated with the beginning of large civic projects, but not less impressive thereby, the official breaking of ground for the Governor square rapid transit extension was undertaken at nine o'clock this morning by Mayor Curley and his son George, before a small group that assembled on the Massachusetts avenue side of the Kenmore station. The ceremonies were Park Commissioner William P. Long, Traffic Commissioner Joseph A. Connolly, Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, and others who have been identified with the Governor square matter since first undertaken. The Boston Elevated Railway was represented by Edward E. Whiting and General Charles H. Cole, two of its public trustees.

Mayor Curley made an address just before turning the first spadeful of earth in the 147th street section by the development of the Shawmut branch extension. The meeting was opened by Keeper of Public Stamps and Engravers Union of North America, and concluded with a banquet at the Hotel Statler today. The convention will continue through Saturday, and will include a banquet on Saturday night.

Engravers Open Convention Here
Fifty representatives of local unions in the principal cities of the United States and Canada were at the opening of the Thirty-Eighth Annual Convention of the International Plate Printers, Die-stampers and Engravers Union of North America, at the Hotel Statler today. The convention will continue through Saturday, concluding with a banquet on Saturday night.

Peters-Fitzgerald Ticket Still Talked
When the Democratic harmony conference in Worcester next Monday as the result of the State Committee's decision to cast a ballot for this line-up, it is expected that a strong movement will be advanced early in the proceedings to evolve a ticket with former Mayor Andrew J. Peters for governor, former Mayor John F. Fitzgerald for United States Senator, and Joseph B. Ely of Westfield for lieutenant governor. The Peters-Fitzgerald line-up was one of the predictions made before the State committee met in Tremont Temple, Saturday, to decide on the feasibility of holding an assembly and the proposal gained momentum Saturday, in the opinion of many of the conferences.

The present indications are that the harmony meeting, which will be largely representative of party leaders, candidates, members of the Legislature and Democratic mayors, will work out a party-designated ticket and then leave it to the parties to pass on the conference judgment as against the availability of other candidates who may insist on running.

Opposition to the movement for a Peters-Fitzgerald ticket, of course, will be strong and already the friends and supporters of Ely insist that he run for nomination for governor, not lieutenant governor.

There are indications also that Thomas O'Brien, Joseph F. O'Connell, and Marcus A. Coolidge, aspirants for the senatorial nomination, will not withdraw. Friends of O'Brien insist that he will come, or otherwise, in accordance with the meeting's endorsement of him as the senatorial candidate. In this connection it was announced that Martin Lomuscio, who favors O'Brien for the Senate, would be willing to support Mr. Coolidge for governor, though strongly opposed to him as a senatorial candidate.

Mr. O'Brien has formally entered the race with an announcement of his campaign platform in which he stands for repeal of the income tax. He is opposed to entangling alliances with foreign nations, or the entrance of the United States into the League of Nations, and promises support of a five-day week, and a six-hour day, together with unemployment insurance for all industry, and extension of the remedies of the unemployment situation.

One of the developments in the primary campaign yesterday was the announcement that Attorney Charles S. Murphy of Worcester, candidate for the Democratic nomination for lieutenant governor, has the support of Mayor Curley of Boston. The statement was made by John Curley, Mayor Curley's brother, who represented the mayor at an outing of 6500 Eagles held at Attorney Murphy's summer camp in Paxton under the auspices of Worcester Aerie. Mr. Murphy advocated a forty-hour week as a solution of the unemployment problem. Congressman William J. Cranfill, chairman of the 2nd district State committeemen met in Tremont Temple, Saturday, to decide on the feasibility of holding an assembly and the proposal gained momentum Saturday, in the opinion of many of the conferences.

The first woman candidate for the primary in the Second District last February, Mrs. Ella M. Roberts, is the first woman candidate for the primary in the Second District last February.
Cars Move Smoothly on
First Day—Expect Few Delays Today

TRAFFIC LIGHTS
INAUGURATED;
NO TROUBLE

Arrangement of Series Provides Continuous Drive Through Entire City

Described by experts as "the most flexible and up-to-date traffic control system in America," the traffic lights in Boston's downtown section were switched on at 10:30 yesterday morning by Traffic Commissioner Joseph A. Connery. Even the fire apparatus of the city will follow the lights.

Because of the light Sunday traffic and advance publicity, little difficulty was experienced with the lights yesterday, and no serious snags ensued. However, it is expected that today will be "blue Monday" for more than one traffic officer in the congested district as the inevitable problem of adjustment to the lights begins.

ARRANGED IN SERIES

The lights are arranged in series, so that a motorist, driving at a uniform speed of 17½ miles an hour can drive from Arlington street through Boylston and Washington streets to Haymarket square without stopping or slowing down once—providing no "road moppe" or "jaywalker" gets in his way. Similarly, a driver may proceed from Stanford street through Cambridge and Tremont streets to Broadway without slackening his uniform 17½-mile rate—if nothing goes wrong with his automobile or the cars or pedestrians in front of him.

The 17½-mile gait is only tentative, and may be speeded up or slowed down later, if it is seen that adjustments are necessary, John F. Hurley, city traffic engineer, said that it will probably be speeded up late at night, and perhaps slowed down a little when the streets are unusually slippery or in extremely bad weather. It is not expected that the traffic speed will be slackened during the rush hours, however.

Henry A. Cox, chief of the Boston fire department, was delighted by the flexibility of the lights demonstrated to him yesterday. He said the fire apparatus of the city will follow the lights at present, as he is afraid a serious accident might occur if they took priority at street corners where the red light is on. He says that the fire machines will make better time at the 17½-mile speed than they did when the drivers were permitted to make 25 miles an hour where possible.

EXPCT FEW HITCHES

Authorities warned the public not to expect traffic to adjust itself to the new signal system without a few hitchs at first. There will be some delays until the "noses" catch onto the knack of driving at the uniform speed.

Experts say that the pedestrian gets a better "break" under the Boston system than in any other large city in the country. For instance, at Summer and Winter streets by Washington, during 35 seconds of the entire 80-second cycle, the amber light shines for foot traffic. This period is reduced to 10 or 12 seconds at corners where fewer pedestrians cross.

No right or left turns are allowed on the red lights except at intersections where green arrows have been erected indicating that such a turn is allowed. This avoids a serious accident menace, it is claimed.

It is estimated that as the speed limit is raised, the motorist cannot gain time by speeding since he will be continually overtaking red lights if he exceeds the established 17½-mile rate.

MAY BAN HORSES

The gradual disappearance of automobiles with planetary transmission and proposed horse-drawn vehicles in the traffic light area are expected to aid the traffic flow. When everything is working according to the theory of the engineers, all vehicular traffic will be in motion in both directions all the time.

The slight pressure of the engineer's finger on a controlling lever at the main switchboard in the basement of the City Hall is sufficient to increase or decrease the length of the cycle throughout the entire area. Under the short 80-second cycle, delays of more than 30 seconds are not anticipated when drivers have become used to the system.

The tendency in all cities is toward shorter cycles instead of two-minute and three-minute periods, experts said. The tendency in other cities where the system has been installed is to speed up traffic as soon as possible. In Detroit, for instance, many boulevards are now regulated for a uniform speed of 35 miles an hour. Traffic has not been speeded up from 10 to 26 miles an hour.

TO URGE UNIFORM SPEED

Boston, however, with its narrow, crooked streets, is not likely to find its traffic in the downtown section speeding up to such a high rate of speed. As soon as a permanent rate has been decided upon, signs will be erected along the streets urging "mopes" to maintain the uniform speed. A few emergency 17½-mile warnings will be put up today.

Trolley cars stopping to discharge or take passengers have "gummed up" the series arrangements in some cities, but there are no surface lines on any of the Boston streets now equipped with lights. It is expected that the track and cars will soon get used to the length of the traffic cycle, and will know just when to start and shift, and when to start around corners. One of the reasons for abandoning the idea of extending the traffic lights is that the city traffic officials do not wish to confuse drivers who have become accustomed to driving at a set rate.

An automobile tour taken by city officials yesterday was a distinct success, and marked an auspicious beginning for the system. In spite of the fact that automobiles were parked alongside the traffic lights, there was no chance of a confused night. A traffic officer in front of Tremont street churches in defiance of the law, and in spite of trucks backed up against the traffic on Washington street, the cavalcade of city automobiles moved at the uniform rate through those two thoroughfares without missing a single green light, and without slowing down or stopping.

And this in spite of the jaywalkers who rolled along wondering what it all was about.

CONTROL AT CORNERS

Besides the central cycle-control at city hall, the period allowed for various types of traffic at each of the 41 intersections may be adjusted to local conditions from the control box situated at each corner. Thus, if it is found that the average number of pedestrians at a certain corner needs more time to cross, the amber light may be kept on longer.

If more vehicles travel on the cross street than on the main street, the green light may be turned on for a longer period on the buster thoroughfare so long as the entire 80-second cycle is kept within the set 80-second cycle.

Traffic policemen can turn off the lights at any intersection or emergency or traffic tangle arises, thus making the system the most flexible yet devised, officials said. J. Paul, representative of the Tokheim Oil Tank & Pump Co., of Fort Wayne, Ind., builders of the control unit, said that Boston presents a difficult problem he has encountered in any American city, but that the local system guarantees benefits derived from the mistakes made previously in other cities.

Traffic policemen will be stationed on the sidewalks rather than in the centres of intersections so that drivers will keep their eyes on the lights in front of them.

Traffic lights to stop the police. The lights will not supplant the police, but merely relieve them of the duty of directing traffic except during emergencies. The duty of the police will be to prevent jaywalkers from wandering out into the streets while traffic is moving on green lights, to keep automobiles moving at proper speed, and to prevent illegal parking between lights. Authorities are confident that they will be able to reach the "notorious jaywalkers" at Summer and Winter streets to obey the lights.

"Mayor Curley's phrase, 'private interest must yield to public use,' to be written on every copy book page in our public schools," declared Commissioner Connery, who addressed a 'jubilee' of traffic officials at the Coply-Plaza following the tour.

"With these lights operating successfully and the wide parking rules recently enacted by Mayor Curley put into effect, Boston will emerge from the ex-cars age and show the world the possibilities of the whole world to direct traffic from the air.

The suggestion has already been made that all horse-drawn vehicles be excluded from the area between Washington and Tremont, Stuart & Scollay squares and to the boy who drives recklessly exposes himself and every one in his way to danger. The person who creates a fire hazard by..."
**Boston's New Greeter Is Sure**

**New York Has Perfect Model**

Herald Man Doubts Whalen Can Outgreet or Out-surtor Johnson

**FINE YACHT, BYRD CREW, FOR VISITORS**

By STANLEY WOODWARD

Thomas J. A. Johnson, poised on the brink of the social maelstrom which will attend his performance of the role of "Boston's Grover Whalen," says that he doesn't care much for the title of "greeter," but has nothing in particular to suggest in its place.

He thinks that New York's exemplary Whalen is one to be emulated, a veritable personification of the arts and crafts of polite hospitality, but he doesn't know Grover personally and therefore is not in a position to handle with him at once on the matter in hand.

As soon as the visitor to the Johnson summer house at Magnolia is ushered into the presence, it becomes automatically evident that Mayor James M. Curley is a born picker of "greeters."

Boston's official welcoming committee of one is a suave, pleasant and erudite man of young middle-age, obviously capable of conversation on any given subject himself.

The meagre stock of information about him which he is not disposed to push, has it that he is the nation's "marble king" (building, not ringer), that he has travelled to all parts of the world and back and that he is on terms of social intimacy with people of all strata. It is often said of him: "Johnson, he gives good parties."

**PARTLY RETIRED**

He apparently is sated with wealth and is at least partly retired from business. He cruises on land in an imported motor and on sea in a handsome schooner yacht, The Carb, which includes in her crew three members of Admiral Byrd's south polar expedition. His appointment to the port authority briefly ante-dated that as "greeter," but has nothing in particular to suggest in its place.

He was asked yesterday to suggest a more acceptable name for the latter position and wondered the question. "You might call it 'official aide to the mayor in welcoming guests to the city,'" he said. "That is pretty long but I cannot think of anything shorter without placing myself in danger of a nickname which is to be avoided."

"The mayor himself is a most delightful host and is capable of adapting himself to any circumstances. I imagine that I shall get along with him when he meets centennial visitors, or possibly act for him when he is unable to be on hand."

"I am sure that Mr. Whalen is a perfect model for an official welcomer. He commands a salary of $50,000, you know."

In some ways Boston will have two strikes on New York in the welcoming department. The Whalen goes to bat down the starboard with his spats on the deck of a city tug. He chauffeurs the visiting fireman upright in whatever automotive vehicle the city may provide.

The Johnson, however, can if he desires, go down to Minot's in his own diesel schooner with Byrd's Antarctic expedition lined up a' the rail. Moreover he can pilot his guests overland in a foreign car with a shining supercharger that reechoes like a pack of hungry wolves.

**THOMAS J. A. JOHNSON**

A RATTLING ARGUMENT

It is very doubtful, too, that Grover will be able to outgreet, outconverse or out-sartor Thomas. At any rate the Boston entry is equipped to put up a rattling argument.

If there should come a time when it became necessary to greet an Italian notable, for instance, our boy would be particularly well cast, for he speaks Italian as well as English. He even can adapt himself to the manifold dialects—the Sicilian, the Calabrian or the Neapolitan.

"When I finished my schooling," he said yesterday, "I set up a bank in the North end, at 3 North square. Our business was almost wholly with foreigners, mostly with Italians. I picked up the language naturally and now I can speak as fluently in Italian as in English."

"A little bootblack used to come in in the morning, point to something and ask its English name. I exchanged words with him. Then I talked with others and finally fell into the language. During the war I assisted the draft board as Italian interpreter."

"That was the only public position I ever held until I was appointed to the port authority and this other thing. I like being welcome; or whatever you call it because I enjoy being associated with Mayor Curley."

**EAGLES TOLD CURLEY SUPPORTING MURPHY**

Candidate for Lieut Gov
Host at Paxton Camp

Social Dispatch to the Globe

WORCESTER, July 20—Attorney Charles S. Murphy of Worcester, candidate for the Democratic nomination as Lieutenant Governor of Massachusetts, has the support of Mayor James F. Curley of Boston for the nomination and Mayor Curley hopes to see attorney Murphy as the next Lieutenant Governor of this State, said John Curley, Mayor Curley's brother, who represented Mayor Curley at an outgoing 6500 Eagles held at attorney Murphy's Summer camp in Paxton today under the auspices of Worcester Aerie.

Attorney Murphy, who is worthy president of Worcester Aerie and State trustee of the Eagles, addressed the gathering on Fraternalism and on the Old Age Pension Act. He urged that the Eagles, who fought for enactment of such legislation for many years, now should endeavor to have the bill stipulate that the pension age for men should be reduced from 70 to 65 years and that of women be set at 60 years. He also advocated a 40-hour week as a solution of the present unemployment and announced he will advocate this in his campaign for the Lieutenant Governorship.

Other speakers were Marcus Coolidge of Fitchburg and Joseph F. O'Connell of Boston, candidates for the Democratic nomination as United States Senator, and James A. McCarthy of Worcester.
NEW TRAFFIC SIGNALS O. K.

Meet First Day’s Test Without Hitch—Expect Confusion Today
—Perilous to Jaywalkers

Without the slightest hitch Boston’s latest venture in automatic traffic signals, said to be the most modern in the entire world, went into effect yesterday in the downtown section.

Fulfilling every promise made for the system, traffic travelling at a rate of 17 1/2 miles an hour, sped through the system northbound on Washington street, and southbound on Tremont street without a single stop. Northbound traffic in Tremont street had only two stops. One of these was a brief stop at Boylston street and an 80-second stop at Scollay square which had been predicted.

EXPECT CONFUSION TODAY

Fulfilling every promise made for it.

More Peril to Jaywalkers

Today, when the regular weekday traffic fills the streets with vehicles the system will have its first real test. Police Commissioner Hultman, a member of the Traffic Commission, has promised every aid to make the new system a success.

The worse condition with which the system will have to contend will be that of jaywalkers in the shopping district. With the system speeding cars through the downtown section with a speed of 17 1/2 miles an hour, the number of persons crossing the street is being resurfaced from Stuart to Boylston street, but the traffic commission and their guards made the trip from Boylston and Arlington streets, through Boylston to Washington street, and through Washington street, northbound, without a single stop, until the end of the system was reached at Haymarket square.

Master Traffic Board Controls

Traffic Commissioner Conry last night made an appeal to the public to use Washington street when northbound and avoid the two stops which are necessary when travelling in that direction on Tremont street.

The system of traffic lights which went into effect yesterday is controlled by a master traffic board in the basement at City Hall Annex which is arranged to meet the greatest emergency.

The board is built in triplicate with automatic throw-overs which guarantee continuous signals even if one of the controls should short circuit.

In the event the system is running on fire alarm, the three boards will short circuit, the system automatically jumps to the second board. In the event of further trouble it jumps to the third board. In each case an alarm bell rings to warn of the trouble.

The system runs on a 2300-volt high tension line which is attached to a transformer bringing the voltage down to the 121 volts required to run the system. Three other lines carrying 125 volts, direct current and running through a high tension line which is attached to the board for use in case of emergency. These cables switch in automatically in the event of trouble on the main high tension line. An alarm bell rings in this case, also, to warn of the trouble.
Boston's New Traffic Signals Get First Test

Whether His Honor uses a shovel or a pneumatic drill or some other implement for excavation is a matter of indifference to us. What counts is that the little ceremony to be acted this morning at Governor Square will signify the beginning of the construction of one of the greatest of all possible traffic improvements in the metropolitan district and one for which the long-enduring public has waited for eight years. The extension of the Boylston Street subway beyond the intersection of Beacon Street and Commonwealth Avenue will facilitate the movement of traffic both underground and on the surface at the worst tangled and most vexing point in the city, and one which lies at the threshold of what should be about the finest, as it is one of the most-used entrances to the business centre.

we must wait three years for the completion of the work, but we shall wait with a measure of patience lacking heretofore because we shall know that the transit department is pushing the job forward as rapidly as possible. The scene this morning will be the first public token of the happy consummation attained several months ago when all the parties having a major interest in the project, the city, the trustees and the directors of the Elevated, came together in full agreement on a plan which the General Court ratified. Let it not be forgotten that this is not an improvement of value only for the municipality of Boston; it is a gain for the whole metropolitan district.
Mayor and George Curley
Breaking Ground for Subway

Everyone is smiling at the Mayor's advice except, perhaps, the boy.

Additional Boston Budget
Mayor Submits Request for $800,000

A supplementary budget will be submitted by Mayor Curley to the Boston City Council at its meeting this afternoon, calling for the expenditure of nearly $800,000 in the rest of the year. Included in this budget are the following items: Overseers of the Poor $500,000, for soldiers' relief $125,000, for the tercentenary celebration $50,000, for various city departments $75,000, and for the county and courts $40,000. Miscellaneous items and odd figures bring the total close to the $800,000 mark.

Mayor Curley will also submit to the City Council this afternoon an order for $110,000, in connection with the Center-at widening, on which plans are now being made for the land-takings. This sum is the 10 percent of the loan which is required to be taken from tax receipts before the loan itself can be made.

Mayor Curley Turns First Sod
Several Brief Addresses Made at Scene

Divesting himself of his coat and laying aside the dignity of chief executive of a great city, Mayor James M. Curley joined the ranks of brawny workers this morning and in his shirt sleeves turned the first shovelful of sod as the initial step in the work of extending the present Boylston-st Subway past Governor sq. The Mayor's son, George, youngest of his family, joined his father in the earth-turning demonstration at the intersection of Charlesgate West and Commonwealth av, Back Bay. Looking down at the youngster manning a boy's sized shovel, the chief executive of the city gave him this fatherly advice, "There's nothing like starting right, George." Everybody laughed.

City officials in great array were at the scene of the brief, informal exercises. All took a turn at pitching the dirt until the Mayor called a halt, saying that if they didn't there wouldn't be any work for the skilled laborers and the unemployed. Chairman Thomas J. Hurley of the Board of Street Commissioners hadn't had his turn at the shovel up to that point, and he ventured to drive the shovel into the earth; but Mayor Curley called out, "Hey, there, Mr Chairman, you had better hold on to the job you have."

Closer Link to Suburbs

Thomas F. Sullivan, chairman of the Boston Transit Department, presided, and the excavation began with the raising of a flag on the builder's administration building by young George Curley. Then the Mayor and his son got busy making the dirt. Others who raised a shovelful included officials of the Elevated railway and the city.

Mayor Curley, in a brief address, said that he hoped that the subway extension would link Boston more closely with Brookline and Newton, and that it would make for more favorable public opinion, for there was no question that it would be a great aid to transportation and the process of construction would give a large number of unemployed men the steady work they have been looking forward to for many months.
Fire Hazard in Army and National Guard Structures, Report Says

Fire exposure hazard in the United Army and National Guard buildings at the Boston Airport, is severe. The fire buildings are obsolete and unfit for the purposes intended, and should be removed or replaced by modern structures, according to a report made to Mayor Curley today by Fire Commissioner Edward F. McLaughlin.

The report follows a personal inspection of the airport by the commissioner, and Chief Henry Power, Asst Chief Henry J. Power, Supt of Maintenance Edward E. Williamson and Supt of Fire Alarm George L. Lockett.

There are 10 buildings at the airport, two occupied by the National Guard, two by the army, one as an administrative building, and the others by flying services. The commissioner reported that with the exception of the administrative building, the exposure hazard from fire, considering the nature of the contents, is normal.

Water Supply Important

The report is lengthy and the commissioner stresses the importance of adequate water supply to the airport and lack of automatic sprinklers in the various commercial buildings. He makes many recommendations and demands that they be followed many of the present fire hazards will be overcome.

Regarding the water supply the commissioner said:

"At present there are but three hydrants in the immediate vicinity of buildings to be covered on field. Two of these hydrants are at the south south west of the commercial hangars and one at the west side rear of army hangars. The source of supply is through a 24-inch main connected to a 12-inch service at Maverick and Jeffries sts, and terminates in dead ends on the field. It also supplies the 24-inch main for two large hangars. The 12-inch service at Jeffries and Maverick st is considerably removed from flying field and serves a congested wood frame dwelling section.

"Previous to the taking over of the airport by the city of Boston there was an eight-inch service for hydrant supply that extended into that section which is now the flying field. This service has been abandoned."

"The present service is inadequate due to the fact that there is no circulation and the capacity of the main would be unequal to the supply of water necessary for a serious fire in any of the buildings on the field. This would be all the more serious if a building equipped with automatic sprinklers was involved. If one or two pumps are connected to the system they would take away the water necessary for sprinkler operation. Likewise should eight or more buildings be involved by fire it would then become necessary to connect a number of pumps at Maverick and Jeffries sts, entirely robbing this section of supply. If for any reason the supply on Maverick and Jeffries was temporarily shut or removed the airport would be without hydrant service. It would then become necessary for the fire apparatus to take the hydrants directly, if tide was right for that purpose. Assuming that all the buildings on the field were equipped with automatic sprinklers, as they should be, and a fire involving several buildings occurred, then this system with its low pressure and dead ends would be helpless. At present even at high tide fireboats would be unable to approach near enough to be serviceable."

Recommends Sprinklers

The commissioner recommends in his report that automatic sprinklers be installed in all buildings and the present eight-inch service be hooked up to the abandoned eight-inch service looped to 12-inch mains on Jeffries and Maverick sts in order to create circulation. This would also allow for flush hydrants on field side of hangars. With an eye to the future development of the port, the commissioner also recommends that the capped 24-inch main at the foot of Porter st, two blocks from the field, be extended to meet the present system as recommended.

In the case of the two buildings occupied by the Curtiss Wright Flying Service the commissioner recommends that the eight-inch service to be equipped with an approved system of automatic sprinklers.

The changing of the location of the air suction from the hot-air heating system to an external wall or outer air, is the principal recommendation in the cases of the buildings occupied by the East Coast Aircraft, Skyways, Inc, and the Colonial Air Transportation. East Coast and Skyways are equipped with sprinkler system and the commissioner recommends that one be installed in the Colonial Building and also that the workbench should be removed and repairs made in some place other than the hangar.

The report recommends that the three public fire alarm boxes in service at the port be augmented so that each building would be covered by a box which would eliminate loss of time in sending out a fire alarm.

Because of the fact that the nearest fire apparatus to the airport is located at Orleans and Summerfield, the commissioner anticipates the establishment of a fire apparatus unit at the airport. In this respect he said:

"Airplane crash fires present a serious risk wherein the time element is extremely important. If these fires are to be controlled and if human lives are to be saved, prompt action is essential. Observation of test fires and appreciation of the seriousness of the risk involved lead us to recommend, as adequate protection, a motor apparatus unit of at least two-ton capacity."

This apparatus should hold a water tank, "booster type," of 250 gallons preferably for the body for storing powder pails, extinguishers, etc; two foam generators, eight pails of foam generator powder, a booster type water pump; 200 feet of 1 1/2-inch discharge hose, two discharge nozzles, four 1%-gallon foam extinguishers and six carbon dioxide gas extinguishers, according to the commissioner.

Suggests Emergency Boats

Referring to the approach to the airport, Commissioner McLaughlin said: "Having in mind the future development of the airport and the fact that the approach is very much limited and roundabout for fire apparatus or other vehicles, I would suggest that Porter st be extended as far as flying 13. This would bring fire apparatus or other vehicles from center of island district direct to west side of field, thereby eliminating loss of time and congestion."

"The commissioner also suggested that two emergency boats be located at the airport for use in accidents where planes fall into the water. He stated that one should be located at the bulkhead east of the flying field and the other at or near the landing craft south of the airport."

The report places the approximate value on property to be protected at the port as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration building</td>
<td>$200,000</td>
</tr>
<tr>
<td>Curtis No. 1</td>
<td>100,000</td>
</tr>
<tr>
<td>Curtis No. 2</td>
<td>80,000</td>
</tr>
<tr>
<td>Skyways</td>
<td>100,000</td>
</tr>
<tr>
<td>East Coast</td>
<td>100,000</td>
</tr>
<tr>
<td>Colonial</td>
<td>110,000</td>
</tr>
<tr>
<td>Army</td>
<td>50,000</td>
</tr>
<tr>
<td>State Guard</td>
<td>40,000</td>
</tr>
<tr>
<td>Aircraft, trucks, etc.</td>
<td>40,000</td>
</tr>
<tr>
<td>Contents of buildings</td>
<td>100,000</td>
</tr>
<tr>
<td>Airplanes, 90</td>
<td>1,880,000</td>
</tr>
</tbody>
</table>

Total: $2,780,000
PORT OF BOSTON

By CARL MORRISON

The harbor is getting a good example of Mayor Curley's policy of having Boston shipping construction needs handled in our own localities whenever possible.

In the Atlantic Works of the Bethlehem Corporation in East Boston, are being built two boilers and two engines for the new Boston ferryboat, and also two boilers for the new police boat. Local engineers say that this is the first time in some years that the city has given such work to a local concern.

The ferryboat itself will be constructed at Fore River. The frames are "bent" now and affairs will soon be ready for the laying of the keel. This keel-laying would be a good means of advertising the city if Mr. Scully's publicity bureau gets into action to arrange for some kind of public ceremony.

We understand that the American Legion has some suggestions for the naming of the new ferryboat. Harbor people generally concede that the Legion properly should be recognized in this respect.

NEW TYPE FISHERS

The Booth Fisheries on the Boston Fish Pier have two new fishing trawlers under construction at Bath, Me., which are due to be ready at the end of this year. They will be 125 footers with Diesel engines. They will be the "last word" in fishing craft.

BOOSTS THE PORT

Capt. George Lord of the Port Authority paid a visit yesterday to the Cunard freighter Mai-ymon, here from India with cargoes of harem, rubber, tea, raffia and other material typically Indian. Capt. Smith was invited to express his views on the harbor. He complimented Boston on her speedy despatch of cargo which handling he said was the equal of any port he had visited. He especially referred to the small amount of breakage. He enjoys entering the harbor, which he says is very accessible. He was enthusiastic about the radio compass functioning outside. When asked about his ideas regarding the proposed new laws, he replied that the project of ships’ lasts impressed him as being practicable.

MAYOR FORBIDS SACCO MEETING

Declaring that the Sacco-Vanzetti case is ended forever as far as Boston is concerned, Mayor Curley today denied a request of the International Labor Defense for a permit for a memorial meeting at Parkman Bandstand on the Common August 22, the third anniversary of the execution of the two men.

The request was received today from Joseph Block, secretary of the defense organization. "The cases of Nicola Sacco and Bartolomeo Vanzetti were disposed of by the courts of Massachusetts, and they are ended forever," the mayor said. "If any persons desire to discuss these cases they have the privilege of doing so by hiring a hall. They will not be permitted to use the Parkman Bandstand for that purpose."

The mayor granted the request of Harry Cantor, chairman of the application propaganda committee of the Communist party of America, for the use of the bandstand on Aug. 1, between 6 and 7 p.m., for a protest meeting against the dangers of international war. He also granted the request of Bella Lewis of the Workers International Relief for the use of the bandstand at noon Sunday for a symphonic meeting in connection with the strike of textile workers in Yorkshire, Eng.

MEMORIAL ARCH NEAR FANEUIL HALL

It was decided today by Mayor Curley and the Tercentenary subcommittee on decorations that a triumphal arch should be erected in Adams square, in commemoration of the founding of the Massachusetts Bay Colony, and that decorative columns, as planned, should be erected at prominent places on the route over which the Tercentenary processions, as well as the Knights of Columbus and American Legion processions, will pass.

Many varying views had been expressed in the discussions of this committee for the last two months over the plans for decorative effects, the mayor having allotted more than $15,000 for that purpose. Before the meeting today there was a feeling that the arch should be erected at Columbus avenue, Arlington and Stuart streets, where it could be seen from six angles. The mayor was impressed with that view until he was informed that the processions would pass through Faneuil Hall and Adams squares.

Immediately came the suggestion from him, which was unanimously approved, that "no more impressive memorial to the men who made Faneuil Hall and stimulated American liberty" could be devised.

The Tercentenary committee will confer with the officials of the American Legion and the Knights of Columbus in the furtherance of their plans, hoping to find co-operation in the construction of the memorial arch.
Keynote at Worcester Parley

Senator is Expected to Take Lead in Conference; Curley Will Keep "Hands Off"

Senator David I. Walsh, in accordance with assurances given Chairman Frank J. Donahue of the Democratic State Committee, is expected to attend the Democratic conference next Monday at the Bancroft Hotel, Worcester.

From a source close to the Senator it was learned today that Walsh is attending to odds and ends in Washington following the special session and will come to Boston in time for the Worcester get-together.

After a short stay in Massachusetts, the Senator's plans, it is understood, are to go west to campaign for the re-election of his friend, Senator Thomas J. Walsh, of Montana.

WILL URGE HARMONY

From the standpoint of the Senator's past activities, his contribution to the Worcester meeting will be a plea for harmony in the ranks for victory in the November election. Undoubtedly he will deliver the keynote address from the national angle.

Under no circumstances, it is further understood, will Walsh, who is a strong believer in the direct primary, interfere in the scramble for the nomination for governor or senator.

While the situation facing the party is embarrassing to Walsh, it is even more so to Mayor Curley, who, if reports are true, will take no part in the primary or the present attempt at settling the leaders to pick a State ticket.

FRIEND OF ALL THREE

The Mayor, it is known, is friendly to Joseph F. O'Connell, former Mayor Fitzgerald and former Dist. Atty. Thomas C. O'Brien. O'Connell and O'Brien are both candidates for the Senate nomination, while Fitzgerald, who has been flirt ing with the governorship, seems likely to be picked as the Congress' choice for the toga.

The mayor's projected trip to Europe, however, will remove him for a part of the time, at least, from the scrimmage area.

At the Democratic state headquarters clerks were today finishing up the last batch of notices to the men and women entitled to take part in the deliberations at Worcester. Between 800 and 900 party stalwarts are expected to be in attendance.

The Cost of Garrett

Oliver Garrett has been one of the most expensive individuals ever attached to or detached from the Boston police department, and the end is not yet in sight. The harm which he did to the morale and the reputation of the force was great, and one of Commissioner Hultman's most difficult tasks will be to undo the damage which accumulated over a long period. Nor is the dollar-and-cents aspect of the case negligible. When the Attorney General Warner's inquiry ended, the cost to the Commonwealth was about $16,000.

It appears now as if that was only a beginning of a long, costly process. The outlay for the search of Garrett in the last ten days of July was about $2000, and the bill for a five day quest in New York was $500. The supplementary budget of Mayor Curley has an item of $20,500 to cover the possible expenses of locking for Garrett until the end of the year and, even so, the mayor reduced by $10,000 the sum which was requested.

If Garrett should be arrested and brought to court, the expenses would be about $200 a day, for there are more than 60 government witnesses, and the defence would probably have a formidable array. Just how long the trial would continue it is not possible to say, for Garrett's counsel is resourceful and experienced in the ways of the criminal courts. A Herald writer who has investigated the outlay to date and the probable disbursements in the event that Garrett should be tried estimates that the total expense, first and last, might amount to $90,000.

Whether the expenditure of $20,500 in further trailing of Garrett is advisable seems open to question. In reducing the requested appropriation by $10,000, the Mayor indicated that he believed that the sum asked was excessive. That is not to say that he or any other good citizen is large in a desire to have Garrett arrested and tried, and the whole miserable mess put out of the way once for all. Everybody wants to have the case settled definitely, and "influential higher-ups," who are said to have an interest in keeping Garrett free are anonymous and probably non-existent. The fact is that the chances of capturing Garrett by putting detectives on his trail at $10 a day each and expenses are slim, for he is a slippery customer, he has the whole country to range in, and a standing reward of $5000 has not had any effect. In a period when public and private agencies are receiving constant calls for the alleviation of genuine distress, the appropriation of $20,500 seems utterly liberal.

A Bouquet for the Mayor

Mayor Curley has ordered night work in addition to day work in the construction of the extension of the Boylston street subway at Governor square.

The mayor gives as his reason a desire to furnish jobs for more men. Good! And there is additional merit to the plan. It means that the job will be completed more quickly.
"GREATER CITY" PROBLEMS

Greater cities continue to multiply in the United States, and nearly every great city has its own special problem of a greater city. Engineers, political scientists, politicians and regional planners have been struggling with the problem of the unification, the government and the promotion of the common interests of the scores of units in the suburban areas of our large cities. How to unify so as to obtain prestige of size, efficiency and economy of administration, elimination of common perils, better transit facilities, relief of congestion, and at the same time to avoid multiplication of officials to preserve local pride and home rule—this is the problem of "the political integration of our metropolitan areas."

In an article by George B. Galloway of the editorial research board, seven methods of unification are listed. When a State Legislature extends the jurisdiction of a city beyond its boundaries, giving it control over the outside areas for a limited number of purposes, you have the extramural plan. More familiar, of course, is direct annexation, a method which has been utilized by nearly all our large cities. Chicago, for example, began in 1830 with less than half a square mile of territory, and now, after forty-three annexations and consolidations, has 210\% square miles. Again, various cities have consolidated with their respective counties. San Francisco thus has accomplished a very complete unification and reduced thereby the cost of government. Conversely, three cities, Baltimore, Denver and St. Louis, have been detached from their respective counties and given independent governments of their own, with the status of counties. In the case of Denver, the legislation was validated only after ten years of litigation.

Boston is quite familiar with the metropolitan district method for dealing with such specific metropolitan needs as parks, sewers and water supply. This is not complete unification although it sometimes leads to something of the sort. Of late Boston has heard considerable of the borough plan which is operated in London, Berlin and New York, and which narrowly failed of adoption for a greater Pittsburgh in the vote taken last year. Says Mr. Galloway: "Critics of the plan point out the danger of unnecessary duplication, resulting in wasted energy and avoidable expense; the likelihood of conflicts of authority between county and borough officials, so numerous in London; and the opportunities at hand for shifting blame.

There are listed advantages and objections with respect to all the plans mentioned, including the seventh and last which the pamphlet seems to hold in favor, the regional plan of government, which provides for a single commission for a metropolitan area endowed with adequate powers for the common needs of the region. This region would then become "a new unit of local government which, within the scope of its specified powers, would be superior to the municipal units within it." The voters would elect the governing body. The report regards such a metropolitan commission plan as ours as a step in the direction of the regional scheme. We are told that "the only objection made to the plan is that it increases the units of government, adding to the complexity of local government and the lack of the voter." But this objection would in part be removed if "regional officers were appointed by the councils of the member municipalities," as in Montreal.

TRAFFIC LIGHTS AND FIRE

A citizen whose home or place of business is a fire will not be soft-spoken if the fire apparatus answering his alarm waits at a street corner until the traffic signal turns from red to green. General orders for the department issued yesterday by Commissioner McLaughlin specified that "chauffeurs of fire apparatus must conform to the regulations governing the operation of signal lights the same as any motor vehicle," which means that if the red light is set against them, they will come to a complete stop until the light changes.

No one will question the desire for public safety which prompted this order. The dangers of fire apparatus speeding across an intersection when vehicles entering from side streets have the right of way are obvious. Moreover, fire engines really move much more slowly than is commonly supposed—their noise and size leading blockaders to believe they are going at a terrific pace—and the 17 1/2 miles per hour tempo of the synchronized light system is but a bit slower than the 20 miles per hour limit now officially imposed on fire apparatus going to a fire in downtown Boston. And yet the spectacle of engines and hook-and-ladders waiting patiently for a light to change while a building a block or two away burns merrily is not a comforting picture.

In organizing and equipping our fire department, we have gone on the theory that a minute or two may mean the difference between the life and death of persons in a blazing building, or between a little one-alarm and a disastrous general-alarm fire. Apparently the new traffic rules will slow down the movements of all fire apparatus, and, we assume, of ambulances. Whether by the use of sirens on the apparatus, or automatic gongs at street intersections or by some other device, it would seem desirable not to let a system which is designed for the routine regulation of vehicles impede the movements of those for which speed is vital. Traffic Commissioner Conry, Fire Commissioner McLaughlin, the fire insurance underwriters and the mayor will probably try to find a way out.

No Sacco-Vanzetti

Talk on Common

Mayor Curley has denied a request of the International Labor Defense, presented by Joseph Block of 113 Dudley street for permission to hold a meeting on Boston Common, Aug. 22, at which the Sacco-Vanzetti case was to be discussed.

The mayor's reaction to the request was in these words: "The Sacco-Vanzetti case is closed so far as the city or State is concerned. There is no reason why it should be discussed in public, and especially no reason why the city should give the slightest encouragement to a disturbed meeting. The mayor told the promoters that if they want such a meeting they should hire a hall.

Two other requests for public meetings on the Common were permitted by the mayor. One was from the Communist Party of the United States, Eastern District, Harry Cantor, secretary, which has scheduled a protest meeting against an "Imperialist war" for Aug. 1, from 6 to 7 P. M. The other request was from the Workers' International Relief Organization, Belle Lewis, secretary, for a meeting in the interest of the Yorkshire Line, textile strikers, for next Sunday.
DECLARES HANGARS APPROVED BY CITY

The two airplane hangars owned by the regular army air corps detachment at the Boston Municipal Airport, which suffered severe criticism in a report submitted by Fire Commissioner Edward F. McLaughlin to Mayor Curley Monday, are less than one year old and were approved by the city at the time they were built, it was stated yesterday by Captain Christopher W. Ford, commanding the army unit.

Captain Ford said that while it is possible that certain features of the two army hangars may not meet with the approval of the fire commissioner, the fact remains that when the army moved in last fall the hangars were "doomed to fail," the city dictated the general form and appearance of the hangars.

FIFTH ENTRANT IN SENATE RACE

Joyce, Battery Manufacturer, Seeks Democratic Label on Hoover Platform

HARMONY SESSION DOOMED TO FAIL

By W. E. MULLINS

Another candidate, the fifth, for the Democratic nomination for United States senator, was discovered yesterday in Peter J. Joyce of 106 Charles street, West end, whose platform includes a declaration of support for President Hoover. He believes the President is best fitted to lead the country to economic improvement.

Mr. Joyce described himself as a storage battery manufacturer, playwright and author, inventor and student of economics. He said he expected no trouble about getting his name on the primary ballots as he has had the required number of signatures certified on his nomination papers in Suffolk and Middlesex counties and expects the balance necessary from Essex and Norfolk counties.

The Joyce candidacy further complicates a situation which is the worst threat to the Democratic harmony conference at Worcester Sunday.

The four other candidates for the Democratic senatorial nomination, Marcus A. Coolidge of Fitchburg, Joseph F. O'Connell and Thomas C. O'Brien of Boston and Representative Roland D. Peters of Ware, are apparently in the race to the finish, conference or no conference. Coolidge's chances are improved by the entry of a third candidate from Boston in Joyce.

The first definite result from Governor Fitzgerald's suggestion of a harmony to consist of Fitzgerald for senator, Andrew J. Peters of Boston for governor and Joseph F. Ely of Westfield for lieutenant-governor was the appearance yesterday of nomination papers for Peters for the gubernatorial nomination in New Bedford and other southeastern Massachusetts communities. Their circulation was announced by John H. Backus of New Bedford, a former assistant United States attorney.

Mr. Peters is now in Maine but ready to run for governor if he is the choice of the conference.

ELI REJECTS TICKET

The Fitzgerald ticket, however, has been rejected by Mr. Ely and his large following in western Massachusetts. The uncertainty as to whether Mr. Ely will run for governor or senator is causing so much confusion that his retirement altogether as a candidate for anything would cause no great surprise.

Senator Walsh is not expected to attend the Worcester conference, although his presence has been requested by the Democratic leaders. He intends to travel in the West for rest after his Senate work.

Mayor Curley will also be absent. The mayor's support of Charles S. Murphy for the party's nomination for lieutenant governor was announced in Paxton at an agietouting by John J. Curley, the mayor's brother, it became known yesterday.

That the Democratic members of the Legislature intend to have a voice in the Worcester conference was indicated yesterday when Representative Birmingham of Brington, the Democratic House leader, issued a call for a meeting of the legislators in Worcester Tuesday before the harmony conference. The purpose will be to agree on a plan of action at the conference.

The new Democratic senatorial aspirant, Mr. Joyce, has not been invited to the conference, but that has made no difference to him.

Mr. Joyce, who is 46 and married, will base his campaign on the present economic situation, for he said, "America needs someone to lead out of the morass of business greed and jealousy." Prohibition will not have room in his platform, for prohibition declared Mr. Joyce, is "only a weary camouflage of the business crisis."

Although uninvited to the impending Democratic harmony conclave at Worcester, Joyce will begin to campaign vigorously after it is over, leading off, he announced with a 32-page booklet designed to convey to prospective constituents his stand concerning the current American economic structure. ...
MAY HOLD UP PLANS OF TUNNEL

Mayor Says Property Owners Must Stop Gouging City

Postponement or possible abandonment of the construction of the $18,000,000 East Boston traffic tunnel and the $1,210,000 widening of Centre street, West Roxbury, was indicated by Mayor Curley late yesterday in his ultimatum to property owners seeking excessive damages from the city.

MAY HOLD UP TUNNEL

While the Mayor did not mention these two developments specifically, his warning that "public improvements must stop until a more reasonable and equitable attitude is displayed toward the city," was taken by veteran observers to refer to these two projects planned for this year.

For starts there already have been made on the $3,100,000 Governor square extension and the $1,000,000 Charles street widening, and the city cannot turn back. But the traffic tunnel and Centre street widenings have only reached the land-taking stage, and if the property owners hold out for too much money, the Mayor has made plain that he will wait until they become "reasonable."

His threat was aroused upon receiving notification from the city auditor of additional payments made to property owners as the result of jury verdicts. Two cases alone cost the city $113,000 more than officials believed to have fair market prices.

For the old Revere House site at Cambridge and Bulfinch streets, taken by the city for the new Bowdoin square central fire station, the city awarded the owners $50,000 as the appraisal price set by the Boston Real Estate Exchange and the Finance Commission.

Polite Brigandage, Says Mayor

"Although I felt that even this was an excessive award in itself, the city has been forced to pay $348,637.50 to the National Shawmut Bank for the property at the direction of a jury," said the Mayor.

The second draft was for Herbert M. Sears, Charles Francis Adams and George L. DeBols, surviving trustees of the Davis Sears Real Estate Trust, which was given a jury verdict of $337,777.19 for the property taken at 1 to 6 Dock square, for which the city originally offered $333,300.

"Usually persons of exceptional social standing are the chief beneficiaries of this type of brigandage," protested the Mayor. "In order to stop cases like these and four others pending in the recent Exchange street widening, it looks as though the city will have to call a halt on land takings until the property owners become reasonable," stated the Mayor.

"The city is handicapped because it cannot make agreements of sale until the public improvement is authorized and the money available. But their offer now on the property owners will have to make a 'gentleman's agreement' to call a halt on land takings until the property owners become reasonable," stated the Mayor.

The city is not forced to make these improvements, which are being sought chiefly by persons who want to sell unprofitable real estate. So we can just stop the improvements and wait until the owners are willing to play fair."

LAUDS CURLEY FOR HIS STAND

Defence of Hoover Best Yet, Says Mrs. Peabody

Mayor Curley yesterday received a message of praise, for his comment on former President Coolidge's article in the Post, from Mrs. Henry W. Peabody, prominent dry leader and chairman of the International Missionary Conference at Northfield. The message was as follows:

"My Dear Mr. Curley: May I express to you my appreciation of your masterly statement which appeared in the Sunday Post. It is the finest and most generous defence of President Hoover that I have seen, far better than anything from his own official party in Massachusetts. Your suggestion with regard to sending our surplus of wheat to starving China is noble and Christian. It would be the finest example of international friendship I have known. Can you not follow it up and let those of us who believe in it follow your leadership in such an effort?"

REVERSAL BY COUNCIL IS LIKELY

Garrett Reward May Pass at Next Meeting

Possibility of the Boston City Council reversing its decision in order to post a $500 reward for the capture of former Patrolman Oliver B. Garrett was considered likely at a postmortem meeting of members held yesterday at City Hall.

FEAR POLITICAL EFFECT

Showered with sharp criticism for their refusal to approve the recommendation of District Attorney William J. Foley to offer a reward for the futile liquor-squad raider, several members voiced fear that their votes on the measure would be used against them in the campaigns for re-election next year.

Councillor Clement A. Norton, who introduced the reward order at the request of the county prosecutor, pointed out that at the next full session of the council he would again present the order, with the expectation that it would be adopted.

He pointed out that when the Council voted 10 to 6 against the reward at the Monday meeting, there were six other members absent from the roll call. With the support of the six absentees, he said, the reward could be posted at the next meeting by a vote of 12 to 9, if not by a large majority.

The six absentees, however, declined last night to promise that they would vote for the reward if the proposal were brought up again. They preferred to reserve their opinions until the meeting.

That he would never vote for the order was the disaffection of Councillor Francis E. Kelly, of Dorchester, who led the opposition in the Council. Councillor Robert Gardiner Wilson, Jr., was equally adamant in his stand against the proposed reward.

Amerian 7/22/30

City Gives Work to 30 Additional Men

Under a new system which went into effect in the public works department today, 30 additional men will be afforded permanent employment on city work, Mayor Curley announced. By giving workmen time off in lieu of paying them for overtime the funds saved can be used to pay salaries of additional men. After a conference with the mayor, Commissioner Joseph Rourke of the public works department ordered that the new plan be adopted at once.
"SOAKING" THE CITY

During a period of time that passes back beyond the recollection men now living it has been known that in condemnation processes of property taken for city improvements the municipality has been pretty regularly "soaked" by the owners and, in case the matters were taken to the courts, by juries. We doubt if there have been for 50 years more than a dozen fair estimates of the value of property by their possessors, where the city had to pay for the same. It seems a legitimate thing to make as much as possible out of needed improvements.

The tendency of juries of allowing private owners more than their holdings are worth by any fair standard is notorious. If an owner is dissatisfied with the offer of the city and takes his case into the courts he is almost sure to obtain more than the city offered, in some cases a ridiculous excess. And the city itself is generally not inclined to be a "Scrooge." It usually makes a fair offer, and often a better offer than is the price at which the property can be sold.

We are glad to see that the Mayor of Boston is taking cognizance of this boosting of values, especially by juries. The law department has called his attention to a couple of recent awards in connection with the land taken for the new fire station, upon the old Revere House site, and the property from 1 to 6 Dock square. On the former a jury had given the owners $348,637; the city had offered $300,000 which the Mayor, by the way, thinks was too much. On the Dock square property the city awarded the owners $263,200. They refused to accept it and went to the courts. A jury has given them $327,270, which is $63,000 more than the Finance Commission thought was fair.

The Mayor bluntly threatens to hold up public improvements if this thing is to go on.

"It is time to stop public improvements," he says, "until a more reasonable attitude is displayed by property owners. Advocates of public improvements in many cases want to unload on the city unprofitable property at a sum far exceeding its value. It is about time to stop that racketeering."

There are at present four property awards to be made for the Exchange street widening. On the outcome of these, will depend, we should think, a great deal of the Mayor's attitude in the future.

TO BE REMEMBERED

In the operation of Boston's new traffic lights there is one point that the automobile driver must keep constantly in mind. It is that the pedestrian has the right of way across the street if he has started with the yellow light before the green light is flashed on.

A case involving exactly the same conditions, differing only in a whistle instead of a light, was decided in favor of the walker in this city some two years ago. An elderly man and his son were crossing Atlantic avenue at a spot protected by a traffic officer. When they had got nearly halfway over, the officer blew his "go" signal for traffic in the opposite direction to come on. The driver of a truck at once started his car at full speed. It caught and killed the older man. The son sued the truck owners for damages and won in the Supreme Court of the Commonwealth, to which the case was carried. That court held that the pedestrian who had started before the double whistle of the officer had sounded had the right of way and that the truck driver was negligent.

As the Post said yesterday, other State courts have decided the same way.

So it is well to remember that pedestrians who have started on the right light must all get across the street before the motorist can put his car in motion, even though the lights are "with" him.

5962 ELIGIBLE FOR CITY JOBS

1000 Register With Civil Service Board

Seeking to become eligible for jobs on the $3,100,000 Governor square subway extension, more than 1000 men yesterday crowded into the offices of the State Civil Service Commission to register their names on the laborers' list. Although Mayor Curley has announced that the three-year construction work will provide employment for 500 men, there were 5962 on the eligible list at closing time last night. Of the number already registered, 1000 were war veterans eligible for preference.

LIMIT HOURS FOR MACHINERY

Seeks Regulation of Devices Taking Men's Places

Legislation to restrict the working hours of industrial machinery and inventions for the purpose of relieving unemployment was urged yesterday by Representative Francis D. Dailey of Roxbury, who filed with the clerk of the House a resolve, providing for the creation of a special Recess Commission to investigate the project and report its recommendation to the House by December.

His action marked the first official step in an attempt to obtain a law suggested recently by Mayor Curley to regulate the operation of machinery which tends to deprive persons of the opportunity to earn a livelihood 12 months in the year.

He explained that the Mayor had pointed out that certain industries through the use of machinery turn out a year's production in seven months, forcing the operators to remain idle for the remaining five months.

Representative Dailey's resolve calls for a commission of seven unpaid members, three to be appointed by the Governor, three by the Speaker of the House and one by the President of the Senate. They would investigate the advisability of limiting and otherwise regulating by law the use of machinery, devices and inventions, which deprive persons of an opportunity to earn a livelihood, as a means of remedying the increasing unemployment.

NO OBSTACLES ARE RAISED TO ISLAND DEVELOPMENT

Little objection on the use made of Governors Island by the city of Boston will come from the War Department, according to the tenor of a letter received by Traffic Commissioner Conry from Asst Secretary of War F. H. Payne.

Mr Conry made a trip to the capital at the request of Mayor Curley to discuss the advisability of locating a wintering mast on Governors Island and otherwise developing it. Mr Payne's letter said:

"The needs of the War Department for possible antiaircraft activities will cause slight, if any, interference with your plans for development."

"As the act of Congress under which the War Department is authorized to permit use of Governors Island by the city of Boston requires prior approval by the War Secretary of plans, I think it would be wise for the city to draw up these plans and submit them. The War Department would then indicate on the plans it needs."
NEW MUNICIPAL BAND PLAYS TO THRONG

Audience on Common Hears Opening Concert

O'Shea Gives Talk Before First of Long Tercentenary Series

TERCENTENARY EVENTS SCHEDULED FOR TODAY

Boston—"The Eve of the Revolution." Moving picture reels (Yale film). Wilder Hall, New England Historic Genealogical Society, 2 p m, free. Boston Common, evening: Italian Opera Club; Biscotto; Cavaliera Rusticana, Symphony Hall. Tercentenary racial group, Ukrainian Night, 8:15 p m.

Amesbury—Old Home Day at Rocky Hill Meeting House, 10 a m to 4 p m; Tercentenary meeting, 2:30 p m; band concerts throughout the day; old-fashioned concerts in church; pageant at high school grounds, 7:45 p m.

Cambridge—Open houses, 2-5 (Wednesdays); Elmwood, Elmwood av, Fay, 10 Garden st., Hicks, Boylston and South st.; Larches, 22 Larch road; Lee, Nichols, 150 Brattle st.; Longfellow, 105 Brattle st., Vassal, 94 Brattle st. (Tickets, $1.50 College Yard at old Fogg Museum.)

Great Barrington—Parade with floats, 2 p m; pageant, events of local history, 8:15 p m (also Thursday), at Fair Grounds.

Salem—Essex Institute, garden party, entertaining guests from neighborhood communities.

Wakefield—Metropolitan Band at Common, 7:30-9:30 p m.

Boston's new Municipal Band, 60 players, with Walter Smith, popular radio cornet player, as director, gave yesterday noon, the first long session of open-air concerts on the Common for which it is scheduled.

The time the city had a municipal band was during Mayor Peters' administration, nearly 10 years ago. The band was on the Common, a new structure on the parade ground.

Preliminary to the beginning of the program yesterday Prof John A. O'Shea, chairman of the Tercentenary committee, explained that the music committee, explained: that the newly organized band is expected to supply the public with music of high quality.

The program was begun at noon and lasted two hours. It consisted largely of rather light and very tuneful pieces. The audience was scattered about the parade ground and extended to the top of the Soldiers' Monument hill.

Director Smith was cordially applauded for his three cornet solos. The bandmen had handsome uniforms.

Unless the authorities send up a few balloons to signal away approaching airplanes during a program on Boston Common there may continue to be, as there was yesterday noon, more than one battle between, for instance, "The Dance of the Hours" and the dance of airplane motors. Some thought the music might be good for the soul of the aviators, but the acoustics of Boston Common are such that state of experimentation is doubtful if the aviators heard it.

RUSSIAN-FINNISH GROUPS ENTERTAIN

Mayor Curley Pays His Respects to Mrs Putnam

Ukrainian Concert Tonight Will End Tercentenary Series

May Call Stop On City Improvements

Mayor Determined to End Land Takings "Racket"

Curley's statement follows jury awards on fire station site.

Public improvements may have to be stopped only there is a more reasonable and equitable attitude displayed by property owners, declared Mayor Curley yesterday in expressing his determination to put an end to the land takings "racket."

Mayor Curley's statement followed the announcement of jury awards in cases involving land takings for the fire station at Bowdoin sq., No. 1 to No. 6 Dock sq and four parcels on Exchange st. He said that these land takings, after appeal to juries, will cost the city of Boston about $250,000 more than city officials feel the various properties are worth.

"Advocates of public improvements," Mayor Curley said, "in many cases want to unload on the city the unprofitable property at a sum far exceeding the value."

He said that in the future it will probably be necessary to get "gentlemen's agreements" with property owners as to the acceptance on the part of the property owner of a fair and reasonable award for their property, before any improvement is made, instead of having the improvement made and then have the owners "go to court" and get more than an excessive price for their property."

The jury award against the city in the land-taking for the fire station on Cambridge st. amounted to $38,887.50, which included interest. The city offered $300,000, which the Mayor thought was an excessive amount in the beginning.

On Dock sq and Faneuil Hall sq, four property owners were awarded $627,776, which the Mayor today declared is $65,000 more than the Finance Commission's valuation of the properties.

In addition to these, there remain four property awards to be made on Exchange st improvements.

AWARDS BRIGHTON HIGH SCHOOL GRADING CONTRACT

A contract for grading and fencing at the Brighton High School was awarded today by Mayor Curley to the Boston Construction Company, low bidder at $78,800. The highest bid was $109,816.

E. F. Fennessy was the awarding the contract for new septic in the Samuel G. Howe School, with $12,671 for the lowest bid.
REFUSES PAY INCREASE TO PROBATION CHIEF
Mayor Also Declines to Raise Ban on Columbia Road Shops
Mayor Curley has refused to grant Albert Sargent, chief probation officer of the municipal court, an increase of salary from $4000 to $4200 per year. He also refused to permit the lifting of the restrictions on the northerly side of Columbia road from Dorchester avenue to Buttonwood street so that the land can be used for business purposes.

In informing the city council yesterday of his disapproval of their acceptance of the recommendation of Chief Justice Bolster of the municipal court, increasing the salary of the chief probation officer, the mayor expressed the opinion that Sargent's present compensation of $4000 is entirely adequate. He set forth that in 1910 the salary was $2000 and that subsequent increases to $4000 and $5600 indicate that due consideration has been given the official.

Four Buildings at Airport Fire Hazards
As a result of the report of Fire Commissioner Edward F. McLaughlin on fire conditions at the East Boston airport, in which four buildings were described as "severe fire hazards," Mayor Curley, it is understood, will call upon officials of the United States army and the Massachusetts national guard to cooperate with the city in eliminating fire danger at the airport.

AMERICAN 7/23/30
Mayor Gives Work to Jobless Vets
Continuing his efforts to aid the unemployed, Mayor Curley today appointed 40 jobless World War veterans as temporary laborers in the public works department for a period of three months at a salary of $5 a day.

This is the second group of 40 men to be assigned to temporary work in that department by the mayor within a week. The majority of the men are fathers of families, and all of them were out of employment several months.

TRANSERPT 7/23/30
Orders Night Work at Governor Square
As a further means of relieving unemployment, Mayor Curley has ordered night work, as well as day work, in the construction of the Boylston street tunnel extension. For the first day of work more than 225 engineers, carpenters, laborers and other employees were engaged in starting the underground transit tube which will reach from Charlesgate West, branch under Governor square and extend beneath Commonwealth avenue to Blandford street, and under Beacon street to the railroad bridge.

HERALD 7/23/30
$20,500 MORE ASKED
Curley Includes Item to Meet Cost Of Garrett Search
Included in the supplementary budget of $827,371 which the city council received from Mayor Curley yesterday was an item of an additional appropriation of $20,500 to meet the cost of the search directed by Dist.-Atty. Foley for Garrett.

A request for an added fund of $30,500 was made, but the mayor refused to make such a recommendation.

Another appropriation of $16,000 was recommended for modernizing the records of the police department, purchasing a camera and photographic equipment for the bureau of criminal investigation and to cover the cost of the instruction of the personnel of the department in rifle, revolver and machine gun fire at the Wakefield range.

REPORTS SERIOUS FIRE HAZARD AT AIRPORT
McLaughlin Recommends Removal of Buildings
After a study of the conditions at the Boston airport with regard to fire hazard and fire protection, Fire Commissioner McLaughlin, in a report filed with Mayor Curley yesterday, recommended the removal or replacement of four buildings on the field. The commissioner stated that the fire hazard in the army and state guard buildings was serious, but that all hazards could readily be overcome if his recommendations are adopted.

He declared the water service at the airport to be inadequate owing to the fact that there is no circulation and that the capacity of the main would be unequal to the supply necessary to combat a serious fire in any of the buildings on the field. The equipping of buildings with automatic sprinklers was recommended. The four buildings mentioned were the army buildings, 1 and 2, and the guard buildings, 1 and 2.

McLaughlin also recommended public fire alarm boxes and a fire station with the necessary equipment to fight fires which might start in the hangars, where highly combustible material is stored.
TRAFFIC LIGHTS SURPASS HOPES

"Jaywalking" and Cruising Taxicabs Chief Troubles

Travel Speeded Up by System—Tests for Perfecting It Continue

That the traffic light signal system which got its first real test yesterday in the downtown section of this city is a success far beyond the expectations of students of traffic control was the announcement of Deputy Supt of Police Thomas F. Good last night, following an all-day observation tour of the light-controlled district and reports of traffic police officers on duty with the lights.

But one change is needed to better the conditions of yesterday and that is the educating of pedestrians to the fact that they should not step from the sidewalks until the traffic light facing them shows the red and yellow combination.

While no official statement on this matter could be obtained from those in authority last night, it is understood that if men and women rush out to the roadway as they did yesterday and impede the movement of vehicular traffic, by disobeying the traffic lights, the lights may be arranged for Boylston and Essex travel to move at the same time, with a red light against the Washington-st street.

This light is located at the further corner of Essex st, and many motorists who turned from Boylston at and wished to go down Washington st were kept busy chasing the light until ordered to proceed by the policemen.

At Summer-St Corner

At Summer and Summer st the lights allow a right turn from Washington st, and the driver coming out of Summer st, as the traffic is coming out of Summer into Washington.

Many motorists who wished to ride straight Washington st were, at the right-hand lane and the policeman at this point was kept busy chasing empty taxis down Summer st when they were holding up traffic on Washington st.

As a general rule, the other places along the routes, both north-bound and south-bound, were free of troubles over which the lights had any control, but the backing up of big trucks into parking places along the side streets at times created a backwash onto the main arteries.

One of the incidents observed by Commissioner Conry yesterday was the case where the forerunning suggestion is made to get the jump on any other car or get a light signal.

Conry Urges Patience

That the system is not yet perfected was conceded by Traffic Commissioner Conry last night, but he did say that the results obtained the first day of heavy traffic were far better than those in an earlier section of the town where the system was installed.

The engineering staff of the Traffic Commission had been working more than a week during the morning hours after midnight, with the engineering experts of the company that installed the system, making tests of all kinds, and these tests will be continued until the system is as near perfection and "feel proof" as possible.

With each day this system is working will come more knowledge to the general public of what cooperation is expected and demanded for getting the results promised by the engineers and experts who devised the system.

Patience on the part of drivers and pedestrians is a short time while the engineers are correcting the situations which the public believes to be wrong will greatly assist these men in their work, is the belief of Mr. Conry and the higher officials of the Police Department.

Empty Cabs Delay Line

One of the great problems that the policeman on duty had to contend with yesterday was the "skinning" of taxicabs, as the greater number of cars cruising through the department store district were empty cabs, the drivers of which paid no attention to the speed limit allowed by the lights, but dragged along and watched the sidewalks for signals from prospective "fares."

That something will be done about the "cruising" taxicabs was the statement of Commissioner Conry as he found himself surrounded by empty cabs, all of which were moving at a slow rate of speed and holding back much traffic.

The first point reached after leaving Broadway and moving down Washington st, where a policeman was required to do more than "observe," was at the junction of Boylston and Essex st.

At this point the lights are arranged for Boylston and Essex travel to move at the same time, with a red light against the Washington-st travel.

The Jaywalking and Cruising

"Jaywalking" and cruising by taxicabs were the chief troubles reported yesterday, with the greater number of empty cabs, drivers of which paid no attention to the speed limit allowed by the lights, but dragged along and watched the sidewalks for signals from prospective "fares."

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Surplus  HOPES

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One of the incidents observed by Commissioner Conry yesterday was the case where the forerunning suggestion is made to get the jump on any other car or get a light signal.

Curley Is Aroused Over Jury Awards

Mayor Curley is aroused over jury awards in cases of property taken for street and other improvements, and threatens to call a halt in such matters unless "a more reasonable and equitable attitude on the part of property owners" can be obtained.

The law department had called the mayor's attention to recent awards involving the land taken for the central fire station for the West End embracing the site of the Old Revere House and for the property from No. 1 to No. 6 Dock square. These awards will cost the city about $250,000 more than city officials feel they are worth.

"It is time to stop public improvements unless "a more reasonable and equitable attitude is displayed by property owners. Advocates of public improvements in many cases want to unload on the city, the unprofitable property at a sum far exceeding the value. Usually, those of high social standing are the beneficiaries of such brigandage. It is about time to stop that racketeering."

The awards against the city in the land-taking for the West End fire station amounted to $348,627.56, which included interest. The city had offered $263,230. The owners sued for $436,000 and the jury awarded $327,276, which the mayor declared today, is $63,000 more than the city. The Commission had estimated as proper. They recommended four property awards to be made for the Exchange street improvements.

Centre St. Job

Soon to Start

Within a few weeks the work of widening Centre street, West Roxbury, a $1,100,000 project, will be started by the city the Council having approved the Mayor's order appropriating from city revenue $110,000.

Under the legislation enacted in 1929 permitting the city to expend $1,100,000 for the widening, it was specified that 10 per cent of the estimated cost must be appropriated from the tax levy or other public sources.

The city has complied with the requirement and as the street commission has been engaged for weeks in preparations, the necessary legal work pertaining to land taking, construction work can be started soon.

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THEY'RE OFF!
Mayor Curley himself, fully alive to the importance of the event, turned over the first shovelful of earth at the spot in Governor square where the extension of the Boylston street subway is to take its underground course before it emerges in two or three years upon Commonwealth avenue. As the chief executive of Boston it was fitting that he give the first impetus to the actual work, for he had had considerable share in getting the legal entanglements to the job straightened out and operations at last actually started.

Boston will in a rather important way subtract something from the unemployment situation by keeping 500 men busy on the subway for the next three years. Veterans of the World war who are now obliged to accept soldiers' relief from the city are to be given preference in the work. That is right and proper. Three million dollars will be put into the making of this hole in the ground, and they will be well spent. If we reduce congestion at Governor square by only half, we shall have got more than our money's worth in the process.

We take it for granted that this Governor square extension is only the beginning of subway improvements and rapid transit extensions in three or four parts of Greater Boston. The Boylston street tunnel itself must in the not far off future be carried out into some distance on Beacon street. There needs to be a subway up Huntington avenue to a good distance beyond Massachusetts. The Cambridge boro is some day to proceed to Arlington and to Watertown. Those are the immediate needs of the people not only who live in Boston but who work here and reside outside. They await finisher times, but they are coming as surely as the population of Metropolitan Boston increases as it has for the past decade.

Mayor Curley must have taken a good deal of satisfaction in starting this great work so early in this third administration. Perhaps he will have the same bit of shovel work to do on some other improvement.

NIGHT SHIFTS ON TUNNEL JOB
Orders to Relieve Unemployment Doubles Force

Night shifts as well as day workers on the construction of the $1,390,000 Boylston street subway extension at Governor square as a further means of relieving unemployment were ordered late yesterday by Mayor Curley.

Nearly 200 men seeking work turn yesterday to see the Mayor turn over the first sod, and that the un- \awnted transit development, in the presence of Boston, Brookline and Newton officials and representatives of the Elevated. But as Colonel Thomas F. Sullivan, chairman of the transit commission, in charge of the job, is forced to take the men from the State Civil Service list, yesterday's volunteers were advised to register at the State house, and wait their turn.

For the first day of work more than 250 engineers, carpenters, laborers and other employees were engaged in starting the underground transit tunnel which will reach from Charlesgate West, branch under Governor square and extend beneath Commonwealth avenue to Blandford street, and under Beacon street to the railroad bridge. As the engineers estimated that the job would provide employment for a period of three years before completion, the Mayor directed that, inasmuch as he believed that the unemployment problem would be solved long before that time, night as well as day shifts be put to work now when it will benefit the men most.

MAYOR VETOES SALARY BOOST

Thinks $5600 Enough for Probation Officer

Recommendation of Chief Justice Bolster of the Municipal Court for a salary increase from $2000 to $2600 for Chief Probation Officer Albert J. Sargent of the court, was turned down yesterday by Mayor Curley.

The City Council had already approved the recommendation of the chief justice, and in sending his veto to the Council, the Mayor stated that in 1919 the salary was $2200 and that subsequent increases to $2600 and then $4000 had not been given the court official, adding that the present pay was inadequate for the position.

CITY HALL NOTES

Councillor Clement A. Norton's order to post a $50 reward for citizens catching aliens at work on municipal contracts was killed yesterday by the City Council.

Joseph McGrath of Dorchester led the attack on the measure which the Hyde Park Councillor had urged as a sure means of driving aliens out of city work. Vigorous protest was voiced by Councillors Bush of Roxbury and Fitzgerald of the West End. The debate ended when Corporation Counsel Samuel Silverman, called in to present a legal argument, ruled that such a reward can be given by the city only in cases of felonies.

Construction of the widening of Centre street, West Roxbury, at a cost of $1,260,000 to provide shelter for unemployed and to relieve traffic congestion on the Boston-Providence traffic route, was authorized yesterday when the City Council, succeeding its rules, adopted the $11,000 appropriation order requested by Mayor Curley to start the work.

This amount must come out of 1930 taxes and the remainder will be raised by loan under the act passed by the Legislature to permit the widening of the important artery from May street to South street, and under Beacon Street to the railroad bridge. The important artery from May street to South street, and under Beacon Street to the railroad bridge. As the chief executive of Boston it was fitting that he give the first impetus to the actual work, for he had had considerable share in getting the legal entanglements to the job straightened out and operations at last actually started.

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Recommendation of Chief Justice Bolster of the Municipal Court for a salary increase from $2000 to $2600 for Chief Probation Officer Albert J. Sargent of the court, was turned down yesterday by Mayor Curley.

The City Council had already approved the recommendation of the chief justice, and in sending his veto to the Council, the Mayor stated that in 1919 the salary was $2200 and that subsequent increases to $2600 and then $4000 had not been given the court official, adding that the present pay was inadequate for the position.

No Conflict With War Department

That the War Department will approve the city of Boston's plan for the development of the Boston Airport is the tenor of a letter from F. H. Payne, assistant Secretary of War, received today by Traffic Commissioner Joseph Conry. Mr. Payne says that the needs of the War Department would be for mobile anti-aircraft guns and that the leveling proposed by the city for the site would be the required work. He says, however, that under the authority for acquisition granted by Congress, it is up to the city to submit its plans and to the War Department to make changes or approve.
BOSTON'S NEW OFFICIAL GREETER
NOTED FOR PERSONAL HOSPITALITY

Thomas J. A. Johnson Admirably Suited by Temperament For Post—Hopes to Stimulate Civic Pride, Publicize Hub's Fame Abroad

No hunger for the limelight, but a genuine civic pride entailing a wish to do something actively to promote the city's welfare is responsible for the acceptance by Thomas Joseph Allen Johnson of appointment by Mayor Curley to be Boston's official welcomer.

It is even as Mr Curley said when he prevailed upon him to take this exciting unpaid post: Tom Johnson isn't going to be Boston's Grover Whalen at all, but will simply continue to be himself, only now in a much broader social field. His private hospitality is proverbial, and in this new post he will elaborate even upon that, for public purposes.

Among the city's Tercentenary guests are to be President Hoover, Premier Mackenzie King of Canada; and Italian Ambassador de Martino. After welcoming such personages to the city, Mr Johnson will do what can be done to guarantee their social comfort while they are the guests of the people of Boston.

Likes to Entertain
Fitted by temperament and by social training for his new post, Mr Johnson has the ample means to fill it in style. And the latchstring of his Magnolia residence will be out to such of the visitors as care to sample its hospitality.

Sitting on a slight rise of ground behind Cape Ann's granite shore, the house is called Johnstone, after the Johnson family's ancestral home in Johnstown, near Fernley, Iowa, in a week or so contractor Dennis Coleman will have finished construction there of a natural swimming pool, 80 feet by 30 feet, electrically lit by night, carved out of solid granite, right around the corner from the storied reef of Normans Woe.

Mr Johnson, who from small beginnings a quarter century ago, has built up a large business in the marble industry, having in that time shipped material from his big plant at East Cambridge to communities all over the Nation for use in public buildings, brings to his new job some clear-cut ideas of public welfare.

Will Stimulate Civic Pride
He takes the post out of civic pride, he says, and his main goal in it will be to stimulate civic pride. Working with Mayor Curley he hopes to create an ever-widening circle by promoting the interest of Bostonians in developing their city, meanwhile securing advertising for it in other regions.

He hopes to see surrounding cities and towns willingly annex themselves.

McLaughlin Aids Airport
LIVES and property will be saved by the foresight of Fire Commissioner McLaughlin, who sent today to Mayor Curley a report on conditions at the airport. There is no cause for alarm at the moment, nor is there grave danger in the offing.

The fire commissioner found fine buildings at the airport except two army and two national guard structures. These four he finds obsolete and unfit and recommends that they be removed. Minor changes in other buildings are suggested.

In his report to Mayor Curley the fire commissioner generously and justly gives credit to Chief Fox, Assistant Chief Power, Superintendent of Maintenance Williamson and Superintendent of Fire Alarm Fickett.

The report shows a need for additional water service to the airport and the installation of apparatus for fighting fire in buildings and in crashed planes. The commissioner and his officers have done a thorough and scientific job. No doubt the mayor, interested in giving Boston the country's finest airport will be quick to see the merit of all the suggestions made.

6000 MEN SEEK CITY LABOR JOBS

Nearly 6000 men have registered at the office of the state civil service commission for city of Boston labor service. It was announced today that there are 2902 names on the list and that of these 1000 registered yesterday.

It is believed that those who registered yesterday did so in the hope they would get jobs on the Governor square subway extension. So far the Boston Transit Commission has asked for 100 men, but it is said they will employ 500 on the job eventually. Among the names on the civil service list are 1500 veterans. Under the law veterans must get the preference.
Foley Attacked, Also Defined for His Official Acts

MULHERN'S ADDRESS READ BY COUNCILLOR

Norton Offers Order After Lynch Had Refused To

The Boston City Council yesterday turned down the request of District Attorney William J. Foley that a reward of $500 be offered for Oliver B. Garrett's capture. In doing so, by a vote of 10 to 6, members of the Council voted for an order in a political football, launching forth in a hectic three-hour debate marked by lengthy speeches in behalf of certain candidates for political office, political mud-slinging and all the other familiar elements that make up a pre-election rally.

The State, the City Council decided after the debate ended, should offer a reward, if any, for information that will lead to Garrett's apprehension, and not the City of Boston.

RECALL RHEINSTETN CASE

Even if the council voted the district attorney's request, argued one councillor, Mayor Curley would not approve it because, according to the councillor the district attorney was an anti-Curley voter in the last election. Another councillor declared he was opposed to the district attorney's request in view of the fact that more reprehensible crimes (than those charged to Garrett) have been committed lately, including the Rheinstein murder, without inspiring the posting of a reward.

JOHN HAYS HAMMOND
LAUDS CURLEY ARTICLE

John Hays Hammond yesterday telegraphed from his Gloucester home a message of congratulation to Mayor Curley, commending him for his Sunday article in the Boston Post, which elaborated on former President Coolidge's plea to the public to support President Hoover.

The message read:
"Congratulations on the broad patriotic spirit of your article in the Boston Post.

(Signed) "JOHN HAYS HAMMOND."
Curley Warns Big Verdicts Will Halt Public Improvements

Reports Airport Buildings Unfit

Fire Commissioner Would Replace Military Plant

Air Officers Concerned Over Army's Possible Change of Location

Army authorities are awaiting an official copy of the report of Fire Commissioner Edward F. McLaughlin, submitted yesterday to Mayor Curley, in which the commissioner declared that the four buildings used by the Army and National Guard aviation outfits at the Boston Airport are obsolete and unfit for the purposes intended and should be removed or replaced by modern structures. The hazard from fire, he said, is severe, where the exposure hazard in these buildings is great. The commissioner said in his report:

Col John A. Hughes, chief of staff of the 1st Corps Area, said last night that if we are going to unload on the city officials of these properties, there must be a letup on public agreements, that is necessary to get a reasonable and equitable attitude. It is time to stop public improvements, which has been going on, said Mayor Curley, until a reasonable and equitable attitude is displayed by property owners. "Advocates of public improvements," said the Mayor, "in many cases, want to unload on the city unprofitable property at a sum far exceeding the value."

The jury award against the city in the land taking for the fire station on Cambridge st. amounted to $346,637.50, which included interest. The city offered $300,000, which the Mayor thought was an excessive amount in the beginning.

On Dock sq and Faneuil Hall improvements the city awarded to the owners of No. 1 to No. 6 Dock sq $283,200. The owners sued for $450,000 and the jury, according to Mayor Curley, awarded $237,270, which the Mayor today declared is $62,730 more than the Finance Commission's valuation of the properties.

In addition to these, there remain four property awards to be made on Exchange-at-street improvements.

Army Went to Great Expense

However, it is understood that air officers in this vicinity will be greatly disappointed by the report and its recommendations, as the Army authorities went to great expense in moving and remodeling the buildings at the time of the first enlargement movement. It is not known what action will be taken by the authorities, but if Army aviation activities in this vicinity should be moved from the East Boston Airport to another field it would entail considerable hardship to the reserve officers who have put in flying time.

The report to Mayor Curley follows a personal inspection of the airport by the Fire Commissioner and Chief A. Fox, with Chief Henry J. Power, Supt of Maintenance and Chief E. Williamson, Supt of Fire Alarm George L. Pickett. There are 10 buildings at the airport, two occupied by the National Guard, two by the Army, one by the city as an administration building, and the others by commercial flying enterprises. The Commissioner reported that with the exception of the National Guard buildings the exposure hazard from fire, considering the nature of the contents, is normal.

More Water and Apparatus

The report is lengthy and contains many recommendations, among them being the provision of a more adequate water supply to the port by connecting the present 8-inch main system with nearby and larger systems, and also the installation of the approved sprinkler systems in the commercial buildings which are present without such systems.

In the cases of the commercial buildings where the air suction system is connected with the hot air heating system the commissioner recommends that the location of these suction systems be changed so that the systems lead to an external wall or outer wall so as to avoid the possibility of air, so as to avoid the possibility of air suction system being used.

Recommendation that the three public fire alarm boxes in service at the airport be supplemented so that each building would be covered by a box which would eliminate loss of time in sending out an alarm, is also contained in the report.

Because of the fact that the nearest piece of fire apparatus to the airport is located at Orleans and Summer st. the commissioner recommended the establishment of a fire apparatus unit at the port.

Suggests Better Approach

Referring to the approach to the airport Commissioner McLaughlin said: "Having in mind the future development of the airport and the fact that the approach is very much limited and roundabout for fire apparatus or other vehicles, I would suggest that Porter street be extended as far as flying field, andshould bring fire apparatus or other vehicles direct to west side of field, thereby eliminating loss of time and congestion." The commissioner also suggested that two emergency boxes be located at the airport for use in accidents, where planes fall into the water. He stated that one should be located at the bulwark east of the flying field and the other at or near the landing raft south of the airport.

The City Council made a grave error in judgment yesterday in refusing to support Mr. Norton's motion to offer a reward of $500 for the arrest of Oliver Garrett. The argument that it is a State, not a city, matter hardly holds water. Garrett was attached to the Boston police department, which is, to be sure, under State control. But the city pays the bills and misconduct of policemen, if any, reflects on the municipality.

However, it is understood that Garrett's nature of life to this gossip liotv v p r.
Council Turns Down Garrett Reward Offer

Mulhern-Foley Feud Seen as Basis for Refusing District Attorney's Request for Providing $500—Rejected by 10 to 6 Vote

The political feud between Dist.-Atty. William J. Foley and Sen. Joseph J. Mulhern, which had its roots in the Garrett case, is seen as the basis for the city council's refusal to approve the district attorney's request for the posting of a $500 reward for the fugitive patrolman.

REJECTED 10-6

The request for the reward, the approval of which had been considered a foregone conclusion, was rejected by a vote of 10 to 6. Bitter disputes which hinged on the Mulhern-Foley contest for the district attorney's post marked the debate, while two South Boston councilmen failed to rally to Foley's support, despite the fact that he is a resident of their district.

The order for the $500 reward, the highest amount legally possible, was introduced by Councilman Norton of Hyde Park. An early test of strength revealed a line-up of 12 to 5 against the measure.

NO EMERGENCY SEEN

Previously, Corporation Counsel Silverman had advised the council that a $500 reward offer could be made, but added that Gov. Allen and his council should be asked by the district attorney to take the initial step. Such a move was advised against only recently by Atty.-Gen. Warner on the ground that no public emergency existed.

The rebuff from the council was greatly heightened by the refusal of William G. Lynch, president and a South Boston councilman, to support the reward project.

Those attached to Mr. Foley's office expressed astonished at the attitude of the council. The moral effect of the offering of the reward, through which the desire to bring about Garrett's arrest and trial, was the principal reason for the district attorney's request, it was said.

SKEPTICAL OF RESULTS

Following the rejection of the measure by the council, those in close touch with the situation were frank in stating that belief that the reward would do little good was a powerful factor in its rejection. It was said that many councilmen believed that, since the Boston police department had been put on the trail of Garrett, the $500 reward, they could prove equally ineffective with one.

Councilmen who favored the order were Rush, Fitzgerald, Gleason, Norton, Power and Ruby. Those against it were Cox, Curtis, Engleb, Green, Kelly, Lynch, Mahoney, McGrath, Murray and Wilson. Absentees, many of whom evaded roll call, were Arnold, Donovan, Dowd, Fish, Gallagher and Hein.

TACTICS REBUKE

The political issue of the Foley-Mulhern feud was injected into the debate which followed the order's introduction by Councilman Kelly of Dorchester, who frankly stated that his opposition to the concept was for the simple reason that it was a political move.

His tactics brought on mild rebukes and was answered by the pro-Foley attitude of Councilman Green of Charlestown.

During the argument which started in executive session, President Lynch, who had refused to introduce the order, which Norton sponsored, declared that another councilman had made a like decision.

Opponents of the reward, seeking to conceal political bias, argued that it was the duty of the Governor to reward detectors of Garrett, and that men and women should not be converted into "informers" in the course of the search. Councilman Norton explored the injection of politics into the issue and upheld Garrett as one who had made all law and order.

WILSON REBUKE

A rebuke for mixing politics with the issue was also voiced by Councilman Wilson, who stated that the basis for his negative vote was the fact that if he was not elected they could not be converted into "informers" in the course of the search. Councilman Norton explored the injection of politics into the issue and upheld Garrett as one who had made all law and order.

PLATE PRINTERS OPEN 38TH ANNUAL MEETING

The International Plate Printers, Die Stampers and Engravers Union of North America, which includes workers who make currency, postage and revenue stamps and other official paper money for the United States and a number of other governments, assembled yesterday at the Hotel Statler in its 38th annual convention, to continue all this week.

F. A. Mullen, spokesman for Mayor Curley, welcomed the 80 delegates. Peter A. Foley, president of Local No. 3, Boston, opened the meeting and introduced the mayor's representative. After the latter's address, Herman Neisser, international president and a member of the Philadelphia local, took the chair and the business session began.

The session was addressed by Charles T. Smith, former international organizer of Washington, D.C., and by Charles T. Smith, former international organizer of Washington, D.C., and by William A. Doherty, mayor Curley's chairman of the convention committee of the Boston local, who outlined the program for the week.

The afternoon was occupied with receiving reports of officers and the evening with committee meetings. The business sessions will be held mornings and afternoons.
City Council and Garrett

The Boston City Council refuses to offer a $500 reward for the capture of Oliver B. Garrett, whose alleged reign of graft and corruption brought the Boston Police Department into public scandal and whose flight from trial and continued freedom have cast a cloud of suspicion over the entire force.

It is not necessary to restate the common suspicion that his continued freedom is an asset to substantial politicians who otherwise might be exposed in the ramifications of corruption which trickled through and out of the Department.

Nor is the political ambition of District Attorney Foley or of Senator Mulhern an issue for Council to debate or to permit to interfere with the transaction of its proper functions.

It is unfortunate that the Council could not anticipate the applause its membership would have received from the public had the $500 proposal been unanimously adopted, with no need for debate. And the addition of a statement of regret that the Council was limited to that amount by the terms of the proposal would have been a ten-strike!

The Council is the agency through which the overwhelming will of the people could have been expressed in this notorious and smelly Garrett matter. The reward is important, not in its amount, but in that it typifies the desire of the public to revive decency in their civic affairs and not to see common justice arrogantly flaunted by those who were sworn to maintain it with absolute impartiality. The Boston Evening American will be happy to pay its offered reward of $500 in the Garrett case. Presumably, the missing ex-raider is flattered by this amount on his head, even though he for years dealt in big figures himself. So the amount that Council may add is in itself not so important.

In arguing against the injection of politics in the matter, the Council now has placed itself in the unenviable light of itself playing politics.

We do not like to see the Council, representing as it does a city with brilliant traditions running back through many generations, place a smudge permanently upon its record. In the light of its fuller judgment the Council can be expected to adjust this matter when it meets again.

I did what I thought was my duty," said Foley today. "I felt that the offer of an additional reward would be of some help in getting clues that might lead to Garrett's arrest.

"I suppose the members of the city council feel they were doing their duty but I certainly disagree with them.

"Reward or no reward, I am going to continue the search with every means at my command."

Because of mounting city expenses, Mayor Curley felt compelled yesterday to reject a request for $30,500 for the Garrett hunt in the county budget, but he allowed $20,500.

"I did what I thought was my duty," said Foley today. "I felt that the offer of an additional reward would be of some help in getting clues that might lead to Garrett's arrest."
Council Refuses Garrett Reward

An official request from District Attorney Foley that the City Council assist his office in the search for Oliver B. Garrett by offering a reward was denied in yesterday's session by a vote of 10 to 6.

It was Councilor Norton of Hyde Park who had offered an order for a reward of $500, the highest reward legally possible, though Corporation Counsel Silverman had advised that Governor Allen and the Executive Council should be requested by Mr. Foley to take the initiative.

Councilors who favored the reward were Bush of Roxbury, Fitzgerald of the West End, Gleason of Roxbury, Norton of Hyde Park, Power of Roxbury, Ruby of Dorchester.

Against were Councilors Cox, Curtis, Englert, Green, Kelly, Lynch, Mahoney, McGrath, Murray and Wilson.

The absentees, several of whom evaded the rollcall, were Councilors Arnold, Donovan, Dowd, Fish, Gallagher and Hehn.

Recommendation of Chief Justice Bolster of the Municipal Court for a salary increase from $5600 to $6000 for Chief Probation Officer Albert J. Sargent of the court, was turned down by Mayor Curley.

Rapid Transit extension at Governor sq. got under way yesterday when Mayor James M. Curley and his son, George, turned first ground for underpass, which will emerge in front of Temple Israel. Mayor hopes unemployed vets in distress will benefit by project.

Boston City Band in Debut on Common

The debut of the Boston Municipal Band, an organization of 60 musicians under the direction of Walter Smith, occurred at noon today at the Tribune on Boston Common. More than 1000 persons attended.

The concerts, of which today's was the first of six, have been arranged by the Tercentenary Committee. John O'Shea, chairman. Future concerts are to be given at the Strandway and in the Boston Garden.
State Bank Officials Open Convention Here

Atty Gen Warner Extends Welcome For Gov Allen—Delegates Go on Sightseeing Trip

Eighty representatives of the banking interests of the United States, including many bank commissioners and supervisors of credit unions, met at the Holiday Plaza Hotel this morning for the 29th annual convention of the National Association of Supervisors of State Banks. They will be in session in this city through Thursday, with morning discussions of current issues in banking, and afternoon spent in sightseeing and recreation.

In addition to Roy A. Hovey, Bank Commissioner of Massachusetts, the local Federal Reserve Bank is acting as host to the convention, and representatives of the credit unions are taking a prominent part in it. Approximately 30 bank commissioners are attending the convention, representing as many States and territories, one of them, Henry A. Aebi, coming from Honolulu, where he is deputy bank commissioner of Hawaii. Seven Federal Reserve districts also are represented.

Atty Gen Warner represented Gov Allen this morning, in opening the convention with formal welcome to the convention. Commissioner Hovey also welcomed the delegates, and addresses to these representatives were made by R. E. Reichert, Bank Commissioner of Michigan. The president of the Executive Council, Mr. E. B. Bristow, Commissioner of Insurance and Banking in Virginia, then delivered his annual address.

Not Solution of Problems

Largely devoted to more technical aspects of banking, this address expressed the opinion that branch and chain banking systems are not the Ideal solution for present-day problems. Discussing bank failures, Mr. Bristow declared that “in most cases, failure banks should never have started. Failures have been mostly small, under-manned, under-capitalized, country banks, with other causes in defection and mismanagement.

"Branch and chain systems are not the proper solution. The solution is in better selection of places and men, better supervision, better management. Moderate branch banking has enabled me to merge banks into the hands of receivers occasionally, but whether it is a permanent contribution to the evolution of the banking system, remains to be seen.”

The welcome of Mayor Curley to the convention was expressed this morning through Charles F. Fox, Budget Commissioner of the city, at a luncheon attended by the representatives of the credit unions. Mayor Curley was particularly interested in attending this convention and sent his regret that he was unable to do so, inasmuch as he was on his own volition in 1915, he organized the Boston Municipal Employees’ Credit Union, which now has a membership of 2100 members.

Membership of 17,000

Charles F. Donahoe, of the Telephone Workers’ Credit Union, made honorary chairman of the luncheon this noon, in recognition of the fact that this credit union, organized as long ago as 1899, is the largest known in the world. With a membership of 17,000 men and women. He was introduced by Bank Commissioner Hovey, and in turn introduced Budget Commissioner Fox.

Another speaker this noon was James Jackson Walsh, chairman of the Massachusetts Bay Tercentenary Council, who described the celebration going on in this State this Summer. This afternoon, as the guests of the Boston banks, the delegates will visit Boston and suburbs, Cambridge, Harvard University, and Concord, and the Wayland Inn in South Sudbury, where dinner will be served. Tomorrow morning will be spent in the reading of papers, with another historical sight-seeing tour in the afternoon, furnished by the Boston Federal Reserve Bank, ending with dinner in the evening at the New Ocean House in Swampscott.

Special Tercentenary Menu

In recognition of the tercentenary, a special historical menu was prepared for the luncheon this noon. Printed in old-fashioned type, to imitate a colonial manuscript, this menu points out that “it is particularly happy circumstance which enables us to extend a hearty welcome to guests of the Boston banks, the delegates will visit Boston and suburbs, Cambridge, Harvard University, and Concord, and the Wayland Inn in South Sudbury, where dinner will be served. Tomorrow morning will be spent in the reading of papers, with another historical sight-seeing tour in the afternoon, furnished by the Boston Federal Reserve Bank, ending with dinner in the evening at the New Ocean House in Swampscott.

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Tercentenary Events as City Hall Proclaims Them in Advance

Everybody Stops to Read Mayor Curley's Bulletin Board

Everybody Stops to Read Mayor Curley's Bulletin Board. (Transcript Photo by Frank E. Colby)

Inscriptions of Both City and State Will Be Announced Month by Month Within the Gates at the School Street Entrance to City Hall, the Plan Served as an Official Welcome to Strangers Who as Well as Others, Are Invited to Visit the Tercentenary Headquarters on the Four Floor of City Hall If They Desire Further Tercentenary Information Orally or Through the Medium of Many Booklets Which Have Been Prepared.
ITALIAN NIGHT AT TRIBUNE

12,000 Enjoy Music, Choruses and Solos

Before an audience estimated at 12,000 persons, Italian Night, another of the 32 entertainments arranged by Mayor Curley's tercentenary committee, of which Miss Eva Whiting is the chairman, was presented last night at the Tribune on the Common.

CHORUSES IN COSTUME

An unusually fine programme of classical, operatic and choral music was presented with vocal and instrumental artists of note contributing. Judge Frank Leveroni of the Municipal Court and a member of the tercentenary committee was the speaker.

Combined choruses of the East Boston School Centre and the Michaelangelo School of the North, and garbed in period native dress, lent a splash of flamboyant color to the occasion, and assisted the programme materially with their almost flawless singing of difficult classical numbers.

Demand Encores

The Martino Concert Orchestra under the direction of Salvane Martino were on hand in several concert numbers and accompanied the vocal artists. Iride Filò, sopranos; Eridine Maddock contralto; Samuel Sawtelli, tenor and Giuseppe Gozzi, baritones. A chorus from the Italian Opera Club was directed by Emilia Ippolito. The large audience showed it was appreciative of the excellent rendition of the prolonged applause and insistent encores.

The programme opened with the Triumphal March from Verdi's "Aida," by the orchestra. Giuseppe Gozzi sang the Prologue from Pagliacci which was followed by an orchestral selection, Intermezzo from "L'Amico Fritz."

Judge Leveroni's Talk

Judge Leveroni in a brief talk extolled the part the Italian people had taken in the formation of the United States. He showed how the foundations of the educational system were based on the Latin language. Judge Leveroni then pointed out how all of the nations which have contributed to the growth and present greatness of the United States all work together as a whole, under the common bond of American citizenship.

Orchestral numbers and vocal selections by the quartet brought the programme to a close. At the end, the "Marcia Reale," Italian national anthem and "The Star Spangled Banner" were played and the audience stood and sang the words while Conductor Martino directed.

The next in the series of entertainments, arranged by Miss Doris M. Colley of the Community Service, Inc., will be at Parish Hall. The First Corps Cadet Band will play.

Figures Prove Need of New City Golf Course

That the city of Boston is in immediate need of another golf course is apparent to every lover of the game, now obliged to load along the course at Franklin Park if he desires to play a few holes any day.

To give an idea of the number that have registered this year up to date for play, and to show that it has been no drain on the city's treasury, we print the following figures from the record of Park Commissioner William P. Long.

Number of annual permits granted, 1913, at $10 each, $19,130.

Number of daily permits, 5400, at $1 each, $5400.

Number of daily permits, Saturday, Sunday and holidays, 230, at $3 each, $690.

Total permits, 7543. Total amount received $25,220.

Of the 7543 permits issued for play that have benefitted the city treasury to the extent of $25,220, 475 have been issued to women.

GIVE LAST OF RACIAL FESTIVALS

Ukrainian Night Ends Symphony Hall Series

Ukrainian Night, the closing night of the series of celebrations under the auspices of the Massachusetts Bay tercentenary committee on racial groups, brought out the largest and most enthusiastic audience to Symphony Hall last night. Mrs. William Lowell Putnam, the sponsor and chairman of the festivities, was presented with an old-fashioned bouquet of flowers by Mayor Curley, in appreciation of her work.

RULED BY FOUR NATIONS

Ukrainian song, ballet, and folklore, as presented in the colorful programme, explained to those in the audience not familiar with Ukrainian culture and ethnology the ancient background of this racial group. But to the many of Ukrainian and allied races in the audience, the rich and beautiful music of a creative people struck not only sympathetic but nostalgic note of their old fatherland which their national poet, Taras Shevchenko described as "Our land but not belonging to us."

Ukrainians are a nation of 40,000,000, but are ruled today by four nations. But their culture, as the programme manifested, rose back to the days when they served as Europe's shield against Asiatic barbarism of the Huns and the Tartars.

Have Love of Music

Though they fought for centuries as defenders of their nation, the creative love of music, poetry, dance, and song expressed itself in their folklore. All their music carried the feeling of patriotism, emotion, and certain wistful quality of an idealistic people.

The entire programme was given in the Ukrainian language which for centuries Ukraine's oppressors prohibited the use in schools, in books, and in the press. But in spite of this, their culture spread. The Ukrainian ballet developed and their folk dances were adapted by other groups. This note of familiarity was evident in many of the primitive Ukrainian folk dances that featured their programme.
Fire Engines and Traffic Lights

As it may appear, the fire department approves of the plan to stop all apparatus at red traffic lights, even when the department is responding to alarms.

Fire Commissioner McLaughlin and Chief Fox explained the reasons in detail to the Boston Traveler. The commissioner said:

"The purpose of the fire department is to save life and property and prevent fires. We should not kill several persons in order to reach a fire, even if lives are to be saved at the fire."

The commissioner then explained that civilian drivers in side streets, seeing a green light, would naturally drive out and possibly be hit by fire apparatus running by a red signal. Even if the red light is set against the engine, a policeman may take charge of traffic and direct the apparatus to proceed. The driver of the engine, if he is certain no vehicle is approaching, may run by a red light. In other words, he must use his own judgment. The rule is not inflexible.

Aside from all this, about 85 per cent. of all fires are extinguished by one piece of apparatus, and at least one will get to the fire quickly. And finally, the department has made tests and finds that under the light system, and obeying all the signals, its apparatus gets through traffic much faster than it ever did under the old system.

When both Commissioner McLaughlin and Chief Fox are heartily in favor of the order, it must have merit. In fact, on April 26, 1929, the then fire commissioner, Mr. Hultman, issued an almost identical general order. About the only difference is that the present one applies to the new traffic light system.

FIRE TRUCKS AND SAFETY

It is, of course, desirable for fire apparatus answering an alarm to proceed with such caution that they will avoid collision with other vehicles and arrive at the scene of the fire well prepared to save life and property. And it is true that former Fire Commissioner Hultman's order of April 26, 1929, restricting their speed to 20 miles an hour in downtown Boston was necessitated by a lamentable series of accidents. But would it endanger the safety of the public or the efficiency of the apparatus if Commissioner McLaughlin should permit his drivers to proceed cautiously across intersections where a red light is showing instead of requiring them to stop and wait for the light to turn green?

A state regulation orders motorists to give the right of way to fire apparatus on all occasions, and the splendid noise-making equipment of the trucks should be ample to give warning of this obligation.

After all, it is a small question of public policy and one on whose solution the fate of the city of Boston is not likely to depend. But many citizens will question the wisdom of making a rule which in an emergency, and practically every fire is an emergency—will be broken.
DEEP JOKE TICKLES ORIENTAL READERS

The first Chinese directory ever published in New England, a large volume with advertisements and reading matter both in English and the 10,000 characters of China, and plentiful illustrations came from the bindery yesterday and was mailed to 2500 Chinese subscribers by Wong C. Poy, its compiler.

There was much excitement along the upper end of Harrison avenue later in the day as the Chinese population received the volume from back to front and from up to down, admired pictures of Gov. Allen and Mayor Curley under Chinese characters, and snickered at a 10,000 characters.

This proved to be a little deep for popular occidental consumption. It seems that five men wanted to cross a river and didn't have any boat, so they got five planks and walked across. Four men and five planks, a river and no boat. You get it, don't you? Neither do I, despite Wong Poy's patient explanation.

LAUNDRIES LISTED

The directory part of the directory comprises a list of the 1111 Chinese laundries and the 245 Chinese restaurants in New England. Figuring three to a laundry and eight to a restaurant, this pretty nearly accounts for the entire Chinese population. The balance of 6000 Chinese residents are mainly in the importing business.

The scope of the book is large and Wong Poy and his associates in the Chinese United Association which embraces 5000 of the New England Chinese planned it as the first of a series of quartals, Postoffice square, Church

CURLEY SEPARATES ORGANIZATIONS

Among the illustrations are pictures of Dr. Sun Yat-Sen, founder of the Chinese republic, and of Gen. Chiang Kai-Shek, his present President. Also a photograph of a strange rock formation more than 100 feet high which stands at Kiang-Sue, China.

The characters on the front cover, which are 10,000 characters, were drawn by Lee Tan Sun who is considered the best penman in New England. The printing was done by Hon Yuen & Co. with the aid of a monotype machine with nearly 10,000 characters.

Wong Poy, who handles the Chinese business for the Shawmut Bank, said that he had received 200 requests for copies of the directory from non-Chinese. He had 2000 more on his mailing list with 2500 copies left and it looks as if the edition would be speedily exhausted.

The book is being distributed free.

It carries a large amount of advertising, much of which Wong Poy translated from English into Chinese. Compilation and printing of the book required nearly a year. It is not the first book of its kind for the New York Chinese compiled a directory three years ago.

Prefaced Directory

ORDERS DOUBLE SHIFTS ON SUBWAY WORK

Curley Also Abolishes Overtime on Big Project

Definite announcement that work on the Governor square subway extension will be carried on for 16 hours daily and that the practice of allowing overtime pay in the public work department will be replaced by the plan of giving overtime workers time off, was made by Mayor Curley yesterday.

The lack of two shifts of workers in the subway project will not only shorten by more than a year the estimated three years necessary to finish the works but will permit of the employment of twice the number of laborers anticipated.

Commissioner of Public Works Rourke told the mayor that the abolition of overtime payments will allow him to add at least 20 men to the department force without any addition to payrolls.

WILL ERECT ARCH IN FANEUIL HALL SQ.

Curley Selects Decorations for Big Conventions

Mayor Curley yesterday selected Faneuil Hall square as the location of the massive decorative arch which will be erected for the tercentenary and the conventions of the American Legion and Knights of Columbus.

Because the narrowness of Boston streets precludes the erection of any decorations which would encroach on the sidewalks on the main streets will be located in side squares.

The historical importance of Faneuil Hall and the realization that the great majority of strangers to Boston visit the building influenced Mayor Curley to select a site close to the statue of Samuel Adams for the Arch, a site which will be close to 50 of them.

The American Legion committee on street decoration plans to turn Tremont street into "the avenue of states" and whatever decorations are accepted by the tercentenary committee will conform to the scheme of the legion.

BANS SACCO MEET AT PARKMAN STAND

"Hire a Hall," Curley Tells International Labor Defence

"Hire a hall" was the answer of Mayor Curley yesterday to the petition of International Labor Defence for the use of the Parkman bandstand on the evening of Aug. 22 to recognize the third anniversary of the electrocution of Sacco and Vanzetti.

This answer was deemed by the mayor as an amplification of his decision. "It is the decision in the courts of the commonwealth in accordance with all legal requirements. As far as the state and the city are concerned, it ended three years ago, and there will be no use of the Parkman stand permitted to discuss the case.

If any one desires to do so, there are halls which can be hired for the purpose.

His negative decision on this petition was not duplicated on two others. The communist party was allowed the use of the bandstand between 6 and 7 o'clock in the evening of Aug. 1 to discuss the danger of imperialistic war. The committee on agitation and propaganda asked for the permit, and the mayor announced that the agitation will not be interfered with.

The mayor also granted permission for the use of the bandstand to the Workers International Relief and was scheduled for meeting in behalf of the Yorke, Ireland, textile strikers.
A-1-A RATING
FOR HUB PORT LIKELY

By GEORGE HAMBLIN

With dredging activities scheduled to start within two weeks, Boston's chances of obtaining an A-1-A rating for its airport seem possible to be realized in the near future. Airport Superintendent Albert L. Edson stated today that the final work on the lease to be obtained by the city from the state for 40 acres on the eastern end of the present area, is being completed. This will have to settle for a rather long period and that dredging can start.

The present west take-off, bringing the ships right over East Boston, considered extremely dangerous if a motor fails, will be entirely done away with by construction of a runway on the new-filled area. Take-offs to the west will be out over the harbor, and if a motor quits, the worst that can happen will be a wetting.

Take-offs to the north will be from the hangars, and northeast southwest hops will continue to be over the water.

"With the improvements planned for the present," said Edson, "Boston will not only have an A-1-A rating, the highest awarded by the federal government, but will have some of the finest features in the world. This will make it one of the few airports in the country near the center of a large city boasting such features."

PORT OF BOSTON

By CARL MORRISON

At the recent conference luncheon which Mayor Curley held for various shipping men at the suggestion of John T. Scully of the industrial and publicity bureau, some comments were made that "more piers were needed."

This comment was advanced because of frequent crowded conditions at Commonwealth Pier in South Boston, occasionally forcing ships which regularly berth there, to dock elsewhere. It has been suggested, is for the state to restrict this pier to ships which regularly berth there. The shipping industry generally preferred that the Commonwealth operated such a "half-grown" little dock.

If Boston needs more piers, then why can't the state develop the pier to a full length to match the others adjoining? The various companies which have difficulties at the larger Commonwealth Pier might well find value in a longer East Boston No. 1 dock.

The original purpose of the pier was to be used by the state to give its attention to the earthquake area. At the recent conference luncheon, Mayor Curley said: "I have been unable to reach Governor Allen, but I will have some words of encouragement to the state to give its attention to this earthquake area.

"I think it is an excellent idea to keep the organization together," the mayor said.


COURT REFUSES TO HALT TUBE

Louis L. J. Marshall of Boston talked at length in the Supreme Judicial Court yesterday about his scheme for handling traffic at Governor Square, with authority to actually disclose his method, but finally his petition directed against Col. Thompson H. Sullivan, chairman of the Boston Transit Commission, and Joseph A. Connolly, traffic commissioner, to compel them to allow him to demonstrate his method was dismissed by Judge William C. Wait. No opposition to the motion was heard.

He sought to prevent the starting or the completion of the proposed extension of the Boylston Street subway until he has a chance to show how he could handle the traffic without stopping a single automobile and without crossing the Elevated tracks at grade.

He told Judge Wait that he had been unable to reach Governor Allen, Police Commissioner Sullivan, R. P. of Police Crowley and Colonel Sullivan. He claimed he could save the taxpayers of Boston a lot of money.

ALLEN, CURLEY OFFER AID TO ITALIANS

Cable to Rome in Behalf of the Committee Formed at State House Meeting

With Governor Allen and Mayor Curley as honorary chairmen, a committee was formed today in the Governor's office at the State House to work in cooperation with the American Red Cross in disseminating information on the earthquake disaster in southern Italy.

The committee will hold itself ready for any calls that may be made upon it.

The original purpose of the meeting was to start a relief fund, but Plno M. Margott, Italian consul-general in Boston, received information from his embassy in Washington that the Italian Government, though grateful for the offer, did not desire material outside assistance.

HELD TOGETHER

Governor Allen suggested that the committee be dissolved but stand ready to relieve the mental distress of persons here who are anxious about relatives in the earthquake area.

"I think it is an excellent idea to keep the organization together," the mayor said.

James J. Phelan agreed with this and said he had cabled Edward M. Hearst, an American citizen, living in Rome, for information, asking also if the Knights of Malta could be of any assistance.

Mr. Phelan then suggested that a sub-committee be formed, and this was approved.

MESSAGE TO ROME

At his suggestion also, it was decided to send a cable message to the Italian Government, signed by the Governor and the mayor, stating that a committee has been formed to act in any way agreeable to the American Red Cross and that his organization stood ready to help.

TRAFFIC TOWERS TO BE REMOVED
Manually Operated Devices No Longer Needed With Automatic Lights

A special meeting of the Boston Traffic Commission was held this morning and it was unanimously voted to instruct Chief Engineer John F. Hurley to proceed immediately with the removal of the traffic towers at Washington and Summer sts, Boylston and Tremont sts and Boylston and Arlington sts.

The lights on these towers are manually operated, but with the proven success of the automatic signal-light system on the board, composed of Commissioners Joseph A. Conry and Associate Commissioners Eugene C. Hultman, Joseph A. Rourke and William P. Coyle, had no hesitation in ordering their removal.

Mr Hurley, within an hour after the vote was formally passed, notified the Edison Company to remove its meters and wire connections and ordered the department contractor to start work tonight and have the streets clear before the heavy business traffic starts tomorrow morning.

It is believed by the engineers of the commission that the taking out of the tower at Summer st and the post at Boylston and Tremont sts will allow an increase in traffic movement from 30 to 50 percent.

It was reported at noon today that with hours of experience obtained by the policemen in the traffic light controlled area, the movement of traffic is faster and better. The number of taxicabs on the streets appeared to be fewer, but those that were "cruising" delayed traffic a number of minutes.

WILL ERECT HISTORICAL ARCH IN FANEULL HALL SQ

Mayor Curley with Legion and Tercentenary officials decided at a conference yesterday that the principal street decoration for the Tercentenary, American Legion and Knights of Columbus conventions will be a historical arch in Faneull Hall sq.

The arch will be so designed that the principal figures will be changeable to conform to the character of the different public celebrations.

In addition there will be 40 monumental columns in various squares in the downtown section of the city. Tremont st will be converted into an "Avenue of States" and Tercentenary decorations must conform with the plans of the American Legion.

DENIED MANDAMUS WRIT IN SUBWAY EXTENSION

Though he was allowed to explain the scheme for eliminating grade crossings in Governor sq and rendering the subway extension unnecessary, Louis L. J. Marshall, who has sought a writ of mandamus in favor of his plans, was yesterday denied the writ by Judge Walt of the Supreme Judicial Court.

Marshall claimed that he was unable to secure the attention of Col Thomas Sullivan, chairman of the Transit Commission and Traffic Commissioner Joseph A. Conry and that his scheme would save the taxpayers of Boston several millions of dollars. The court dismissed his petition with a statement that nothing could be done for him by the court.

Traffic Commissioner Joseph A. Conry, as a part of the educational campaign he is to start for teaching motorists and pedestrians what is expected of them to make the traffic signal system a success, had compiled yesterday the reports of the accidents which occurred during the month of June. He stated that 497 accidents were reported by the Boston Police Department, with 315 of these involving pedestrians who walked on the roadways in front of motor vehicles.

He said the only safe time for a person to leave the sidewalks in the light-controlled area is when they see the red and yellow light combination showing.

General conditions in the controlled zones were good yesterday. The Fire Department had two runs into the northern sector, both of which were made without delay and in much better time than was possible last week when the streets were jammed with vehicles.

The apparatus left the different stations with the drivers closely following the order of Commissioner Edward P. McLaughlin to stop at a red light unless given a clear road signal by a police officer. Deputy Chief John J. Kelley left his quarters at Fort Hill sq and had green lights all along Washington st, until Haymarket sq, where he discovered the signal of a police officer giving him a clear road, although the red light flashed against him.

Last night, on a run to Dock sq, the department made exceptional time, with but one company reporting a delay; Engine 4 being held 40 seconds, as no policeman was stationed near a light near Bowdoin sq which flashed red.

Under the light system small numbers of vehicles are moved at one time. Before the lights went into commission it was the policy of the police to move everything in sight in order to get it out of the way. With the small "run" not enough traffic is moved at a time to create any sizable jam.

JUNE ACCIDENTS TO PEDESTRIANS 315

Conry Gives Out Figures to Warn Public

Fire Apparatus Makes Better Time With Lights, Only One Delay

Closing a unique feature of the Tercentenary celebration, the Ukrainian group last night gave the final entertainment in the racial group series of the Massachusetts Bay Tercentenary, Inc. Symphony Hall was thronged.

Mrs William Lowell Putnam, chairman of the racial groups committee, was the guest of honor. At the close she was presented a bouquet in behalf of the city of Boston.

During the 10 successive days of the series the cultural and characteristics of 10 different countries were presented in various forms of entertainment. Mayor Curley, who worked with Mrs Putnam during the series, and other officials of city and State were among those who attended.

The Ukrainian Dramatic Music Chorus, Rev J. Zolotyshky conductor, gave "Memories from the Highlands," a sketch of peasant life in song, old-time folk dancing and Easter ceremonies from the pagan era.

Cossack dancing scenes were presented by the artist-ballet master, Vasile Yemetz, perhaps the foremost interpreter of the Ukrainian kobzabandoura.
Gov. Allen Appoints Phelan Chairman—Aid to Be Ready If Italy Asks It

At the conference this afternoon at the State House, called by Governor Allen and attended by Mayor James M. Curley and thirty-two citizens, it was decided to form a committee of prominent Italian citizens to “stand by” to render aid, financial or otherwise, to sufferers in the Italian earthquake. This action was taken although the Italian Government gratefully declines offers of assistance from abroad at present.

At the opening of the conference Pio Maria Margotti, royal Italian consul general at Boston, told Governor Allen that he had communicated with the Italian Embassy at Washington which, in turn, communicated with their Government, the result being that the Government expressed gratitude but stated that it had the situation in hand. Governor Allen, however, designated James J. Phelan as temporary chairman to organize this committee.

James Jackson, former State treasurer, representing the American Red Cross, told the conference that his organization already had cabled Rome with an offer of assistance and that any reply had been received. Mr. Jackson pointed out that two years ago the Government declined an offer of assistance. He said he was prepared to co-operate with the governor’s committee. Mayor Curley suggested that the Red Cross, through the State Department, might be able to obtain information as to the welfare of relatives and friends of people in this country much quicker than the governor’s committee. Mr. Jackson replied that this could be done.

The committee organized with the governor as honorary chairman, and Mayor Curley honorary vice chairman. Mr. Phelan was made chairman and Saverio Il Romano, vice chairman, Thomas Lattile, secretary, and Albert Robuschi, of the Banca Commerciale Italiana Trust Company, treasurer. These officers will select an executive committee of seven and will announce the names later.

Cardinal O’Connell in a special letter that will be read in all the churches of the Catholic diocese next Sunday morning is urging the people to come to the speedy aid of the stricken Italian people. The Cardinal has set aside Sunday, Aug. 3, as the date on which this special collection will be taken up in the nearly three hundred churches composing the diocese. The Cardinal has also sent a message of condolence to the Holy Father.

Among those attending the conference were:


The exceptions related to the refusal of Judge Slack of the Superior Court to admit certain evidence, and to his refusal to instruct the jury as to the effect that the takings had as to the remaining land of the petitioner.

Judge Sanderson, who wrote the opinion of the court, says: “We have examined all exceptions argued, and are unable to find reversible error in any of them.”

EXCEPTIONS IN LAND CASE OVERRULED

Rapid Transit Line Damages at Issue

The full bench of the Supreme Judicial Court today overruled the exceptions of the petitioner in cases brought by the Meisel Press Manufacturing Company against the city of Boston, for the assessment of damages for the taking on Dec. 8, 1924, and June 11, 1925, of various parcels of land for the extension of rapid transit facilities from Andrews to Ashmont.

The company brought seven petitions, but it was agreed that if a verdict were returned for the petitioner in one case, verdicts of $1 each should be rendered in each of the other six. The jury found for the company in the sum of $22,112.17.
Governor Allen and Mayor Curley with Group of Boston Bankers and Prominent Italian-Americans, Who Called at the State House today in Connection with the Raising of Funds to Be Used For Relief of Sufferers. At the Right, Next to Governor Allen, Are James J. Phelan and James Jackson.

Allen and Curley Extend Sympathy

The following cablegram was sent today to His Majesty the King of Italy and Premier Mussolini, il Duce, by Governor Allen and Mayor Curley:

"The Commonwealth of Massachusetts and the capital, the city of Boston, are distressed to learn of the catastrophe which has overtaken your country and hasten to extend to you the profound sympathy of our people. A representative committee composed of Italian Americans and other prominent citizens of Massachusetts has today been organized as a temporary body and stands ready to extend every assistance possible to the afflicted people within the area affected by the earthquake."
Sacco Sympathizers Will Defy Curley

Turned down by Mayor Curley on their application for a permit to hold a meeting at the Packard Bandstand on the Common Sunday afternoon, for discussion of the Sacco-Vanzetti case and other labor issues, members of Industrial Workers of the World, Labor Defense, with headquarters at 115 Dudley street, today announced through a circular that the organization would institute legal proceedings to protest these persecutions and, on Boston Common and other meeting places, to pay tribute to its martyred dead.

Mayor Curley, informed this afternoon that the meeting was planned to be held without his sanction, said merely that it was a matter for the concern of the police, inasmuch as any attempt to hold such a gathering after permission had been denied constituted a breach of law.

Second Underpass Urged for Station

General sentiment in favor of the construction of a new Elevated station for the Cambridge subway at Charles and Cambridge streets was expressed yesterday afternoon at a hearing on the proposed plans for the station before the State Department of Public Utilities. Need of a connecting station between Charles and Cambridge streets, with the underpass from the street to the station, was emphasized during the hearing as an additional suggestion.

Under the plans presented to the department for approval, provision is made for the construction of an underpass from the Massachusetts General Hospital and the underpass for the opposite direction was advanced as a means of protection from heavy traffic for Elevated patrons.

Opposition to the general plan was presented by L. H. Kombrardt, who contended that the erection of the station above the circle at the street intersection would tend to obstruct the proper handling of traffic in the future. He submitted a substitute plan for the consideration of the commission.

Mayor Curley directed Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, to inform the State board that he was ready to start the work at once. Both the Elevated directors and public trustees reported their approval of the project, and representatives of the Massachusetts General Hospital, the Charles river bridge and other institutions on the Charlesbank urged immediate service for the people now forced to walk across the bridge.

However, questions as to the legality of charging against the station project the cost of building a pedestrian underpass from the proposed station to the sidewalk and also the widening of the Longfellow Bridge approach up to the Elevated, forced the commission to wait until local opinions can be obtained from Attorney General Joseph E. Warren, with whom requests for opinions will be filed at once.

The station at Charles and Cambridge streets, with the underpass from the station to the sidewalk, will be the first, according to plans drawn up by the Elevated engineers in cooperation with the staff of the Boston transit department. It is another feature of the plan to connect the station with the sidewalk.

Mayor Urges Action on Subway Station

"This Not the Time for Quibbling," He Informs Transit Department

Mayor Curley today in a letter to Colonel Thomas F. Sullivan, chairman of the city transit department, urged immediate action in the construction of a station on the Elevated within the circle to be created at Charles and Cambridge streets, and declared that the present time, when the city is making the circle improvement, is the best time for the station to be built. The mayor's letter said:

"At the hearing held by the Public Utilities Commission on Thursday, July 24 the press reported that the Boston Elevated trustees and the board of directors of the Boston Elevated Street Railroad System are favorable to the location of an Elevated station within the circle to be created at Charles and Cambridge streets, and that the circle enlargement will be 400 feet in diameter. The widened Charles street from Cambridge street to Leverett street will have a width of 120 feet, and if this improvement, so necessary to the convenience and safety of many thousands of people who apply daily for treatment at the Massachusetts General Hospital and the Massachusetts Eye & Ear Infirmary is ever to be installed at a minimum cost, the time is now low time for quibbling. The cost will be in an expenditure of $20,000 for an underpass when the city is committed to an expenditure in excess of one million dollars for the rapid transit extension and the improvement of Charles street.

"This particular project was advocated by me in 1924 and at that time objection was raised on the score of cost. The cost at the present time, due to the improvement the city is making in this particular section, represents a tremendous reduction over the estimated necessary in 1924. The public have waited a sufficient length of time and there is no justification for further delay and I would appreciate your conferring with the other parties at interest and urge them to join with the city in demanding that this improvement be made now."

RELIEF COMMITTEE IS ORGANIZED HERE

Phelan Is Named Chairman at State House Meeting

Seeking to give every possible aid for the residents of the stricken earthquake area in Southern Italy, Gov. Frank G. Allen, in cooperation with Mayor Curley, called a conference at the State House yesterday, at which the Governor, Mayor James F. Curley and 34 others formed a committee on aid and information, with James J. Phelan as chairman.

The important feature of this committee's early work will be supplying information regarding names and details of those who were victims or even injured. Inquiries may be made of the committee at the local headquarters of the American Red Cross, 374 Commonwealth av.

Because of the declination of the Italian Government of offers of outside assistance, it was decided to appoint a committee which might be ready to serve in case the Italian Government changed its mind and funds were needed from this country.

A suggestion of Judge Leveroni and others that Mr Phelan be chosen permanent chairman caused Mr Phelan to say that he felt the chairman should be a citizen of Boston of Italian descent, upon insistence he accepted, with Saverio R. Romano, vice chairman; Thomas Nutile, secretary; and Albert Roboschi, treasurer.

Among those present at the conference were Mrs William Lowell Putnam, Asst Atty Gen Stephen A. Baccalupo, Representative Marcella, Felix Forta of Somerville, Paul J. Stella of Chelsea; Anthony; Alfred E. Cenedella of Milford; Samuel J. Tomasso, Dorchester; Benjamin Grasso, Boston; Harry J. Stabile, Boston; Vincent V. Taro, Boston; Luigi Fasolo, Boston; Judge Joseph L. Zettolo, Judge A. K. Meisel, Judge Frank P. Garafola, P. E. Petrolei, Boston; C. L. Donnaruma, Boston; Dr R. Dentamaro, Boston; Representative Joseph J. Borgatti, Paul and John Cifrino, Dorchester; Felix Vorenberg and Thomas Nutile, Boston.

Price City Paid for Land Urban by Court

The full bench of the Supreme Court decided yesterday that a verdict of $22,132.17 voted by a jury for land taken by the city from the Meisel Press Manufacturing Co. in the rapid transit extension to Ashmont was enough, and overruled exceptions taken by the company.
SECOND UNDERPASS FOR STATION URGED
State Board Hears Plea on Tunnel Project
Cambridge and Charles Sts Plan Is Threshed Out

The only suggested change in the plans for the proposed Cambridge tunnel - Elevated station at Cambridge and Charles sts, submitted for approval to the Public Utilities Commission yesterday afternoon, was the need of an underpass leading from the station to a point between Charles at and Embankment road.

Provision already has been made for an underpass from the station to the Massachusetts General Hospital. Speakers at yesterday's hearing were of the opinion that if a similar underpass was not constructed on the opposite side of the station the lives of pedestrians would be endangered.

They believed, they said, that if there were no underpass the public would insist on being taken over the road and would be endangered.

Mr. Attwill answered: "I guess it's the only course to take, and an underpass will be made on the other side of the street."

The plan was prepared by the engineers of the road who worked in conjunction with the Boston Transit Department, Mr. Bothwell said. It is estimated the underpass would cost $15,000 and $30,000. The plan was approved in order that the station may be constructed without any further delays.

URGE SECOND UNDERPASS

Bernard J. Rothwell of the board of directors of the Elevated company also felt that a second underpass should be constructed. An underpass to a point between Charles at and Embankment road would be helpful in promoting safety of the people, Mr. Rothwell said. He described the underpass as "very satisfactory."

Chairman Thomas F. Sullivan of the Boston Transit Department, representing Mayor Curley, declared that he had been instructed by the Mayor to appear in favor of the underpass. The Mayor feels, Col Sullivan asserted, that an underpass should be constructed to a point near the Boston University.

Such an underpass, he believed, would cost between $15,000 and $30,000. Mr. Attwill stated, could be made on the sidewalk, but believed it would be better located on the adjoining property.

Chairman Henry C. Attwill of the commission said that the board is ready to construct the station and has no objection to make any changes in the highways.

Attorney Barnum said that unless the public has the right of passage over the land there will be no underpass constructed.

Mr. Attwill answered: "I guess it's the only course to take, and an underpass will be made on the other side of the street."

The commission concluded that the project will proceed.

Decision to remove the towers was taken at a special meeting of the traffic commission attended by Commissioner Curley, Police Commissioner C. Hultman, Joseph A. Rouke and William P. Long.

After this meeting Chief Engineer John F. Harley notified the Board of Electricity that the towers could be undertaken. The towers could be undertaken to the number of cruising taxicabs and that pedestrians showed a willingness to "cross the lights."
GOV ALLEN AND MAYOR CURLEY HOLD MEETING WITH QUAKE RELIEF GROUP

MAYOR CURLEY’S BOYS LEFT ITALY SHORTLY BEFORE QUAKE

Mayor Curley’s boys, James Jr, Paul and Leo, on tour in Europe, quit Italy a week ago, and so are far from the quake region. Mr Curley had a letter from them only yesterday, and when this was written they were heading toward Bremen, Ger, after having sailed through the Rhine country.

TRAFFIC TOWERS ORDERED REMOVED

Clear Way on Washington and Boylston Sts Today

Another proof of the success of the new traffic lights was the unanimous vote yesterday of the Boston Traffic Commission to have manually operated traffic towers at Washington and Summer sts, Boylston and Tremont sts, and Boylston and Arlington sts removed.

Chief Engineer John F. Hurley was instructed to take away the towers at once, and he notified the Edison Company to remove meters and wire connections and instructed the department contractor to have the streets cleared before the start of heavy business traffic this morning.

The Traffic Commission, comprising Commissioners Josiah A. Connolly and Associate Commissioners Eugene C. Hullman, Joseph A. Rourke and William P. Long, had no hesitation in ordering the towers removed. It is believed that traffic at the three points will be increased 30 to 50 percent with a clear route.

Favorable reports concerning the working of the new traffic system continue to be made and improvements are being made daily.

TRANSCRIPT 7/25/30

Two-Platform Plan Proposed by Curley

Suggests Its Adoption on Post Office Construction to Aid Employment

As a means of relieving unemployment, Mayor Curley today suggested to Merritt, Chapman & Scott, contractors on the new Post Office Building, that the two-platoon system be adopted in that work, as has been done in the construction of the Governor Square extension. His letter follows:

"In connection with the construction of the Post Office Building at Boston I beg you will consider the advisability, as a means of relieving unemployment, of adopting the construction of the new Post Office Building on a two-platoon system."

"We have adopted this method in connection with the construction of our Governor Square rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected, and, in addition, twice the number of persons placed at work."

"There is every indication that the industrial depression that has been one of the distressing problems of America during the past year is approaching solution and that it will cease to be a problem before winter sets in. We can all aid in a speedy solution if we adopt a double-up policy on construction work and sincerely trust that the proposition to do so will appeal to your best interests."
CONRY GIVES ADVICE ON NEW TRAFFIC SIGNALS

Says Cars Should Move Rapidly When Green Shows —Red and Yellow For Pedestrians

Traffic Commissioner Joseph A. Conry, at the request of the Globe, has prepared the following instructions for the observance of the new traffic light signals.

**By JOSEPH A. CONRY**

Traffic Commissioner

Green light showing: Orders vehicles to move, and they are expected to keep step, moving rapidly, not loitering. One of the purposes of a signal system is movement in harmony.

Never try to cross the street in the middle of a block. When a person on foot approaches a corner curbing he should watch for the signal light. While the green light is still showing, the yellow appears as a warning to vehicles that the red is on its way. Then both green and yellow disappear. Then the red light appears, all traffic facing the red light stops. When red and yellow jointly show, people may cross in safety. Please watch the light and step lively.

**TWO TRAFFIC TOWERS RAZED, ONE REMAINS**

The traffic towers at Washington and Summer sts and at Boylston and Tremont sts were removed today. The one at Atkinson and Boylston sts will remain for a time as the Traffic Commission does not intend to remove it until experiments at that corner have been completed. The dismantled towers have been removed to the repair shop on Athanas st, until the commission decides what disposition to make of them.
MAYOR APPEALS TO CONTRACTORS

Asks Two Shifts Be Used on New Postoffice

To aid employment at this time and to speed up the construction of the Boston Postoffice, Mayor Curley today wrote to the contractors on the new Postoffice, asking that a two-platoon system be employed.

The Mayor also stated that the construction of the Postoffice building at Boston, 1110, would be delayed. The building will be completed in one year.

"We have adopted this method in connection with the building of our Governor's rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected, and, in addition, twice the number of persons placed at work.

"In connection with the construction of the Postoffice building at Boston, I beg you will consider the advisability of relieving unemployment, of conducting the construction of the new Postoffice building on a two-platoon system.

"We have adopted this method in connection with the building of our Governor's rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected, and, in addition, twice the number of persons placed at work.

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HUB 'REDS' TO DEFY MAYOR AND MEET ON COMMON AUGUST 1

CURLEY PUTS ISSUE UP TO POLICE

Canter Says a Demonstration Against War Will Be Held, Permit or No Permit

A mass demonstration against war, planned by the Communist party for next Friday at 6 p. m. on Boston Common, will be held, permit or no permit, Harry J. Canter, the party's candidate for governor, declared today.

August 1, the organization points out, is the anniversary of the outbreak of the last World War. Simultaneous with the Boston demonstration, meetings are scheduled for Lawrence, Worcester, Fitchburg, Gardner, Providence, New Bedford, Fall River and Manchester, N. H.

"We will hold these demonstrations whether we get permits or not," Canter said. "The workers have the right to protest against war, unemployment, wage cuts and speed-up. They are going to fight for this right. They can only get it if they show determination to go through with the demonstration under all circumstances."

Mayor Curley, when informed of the defy, said:

"It is now a matter for the police; not for me."

ACTION MAY TERMINATE LEASE

Declares Present Conduct of Place May Work Injury to Boston Shipping Interests

Mayor Curley today directed the Boston Board of Port Authority to make an immediate investigation of alleged mismanagement of the Army Base terminal to the detriment of the port of Boston.

"The present conduct of the Army Base is such as to work great injury to shipping interests of Boston," the mayor said in a letter to Louis E. Kirstein, chairman of the port board.

"The importance of providing the best possible facilities at a minimum cost justifies immediate action by your board, which I trust it will take."

In reply the mayor told that a prompt and thorough probe would be made.

John T. Scully of the Boston industrial and publicity bureau recommended to the mayor that a special investigation should be made becaus"e of complaints received by the bureau.

The Bay State Shipping Company, operated by a group which includes Timothy W. Murphy, city assessor, had the property under a conditional lease from the U. S. Shipping Board.

The lease may be terminated on six months' notice without cause or may be terminated at any time if sufficient cause is deemed to exist.

According to Scully, determination should set in when the Army authority should recommend to the shipping board that the lease be revoked.

SET TO START STATION WORK

Question Over Pay Alone Holds Up Building

Questions as to who should pay for some portions of the work in the way of the immediate construction of the proposed Charles street station of the Cambridge subway, it was developed at the end of the public hearing held late yesterday at the State House for the purpose of obtaining the approval of the Public Utilities Commission of the engineering plans.

Mayor Curley directed Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, to inform the State board that he was ready to start the work at a minute's notice. Both the Elevated directors and public trustees reported their approval of the project. And representatives of the Massachusetts General Hospital, the Charles street Jail and other institutions on the Charlesbank urged immediate service for the people now forced to walk or hire taxicabs.

But questions as to the legality of charging against the station project the cost of building a pedestrian underpass from the proposed station to the jail sidewalk, and also the widening of the Longfellow bridge approach up to the Elevated, forced the commission to wait until legal opinions can be obtained from Attorney-General Joseph E. Warner, with whom requests for opinions will be filed at once.

The station at Charles and Cambridge streets, with the underpass from the station to the jail sidewalk, will cost $35,000, according to plans drawn up by the Elevated engineers in cooperation with the staff of the Boston transit department.

And if another underpass is contemplated to connect the station with the sidewalk in front of the nurses' home at Charles street and Embankment
RELIEF COMMITTEE FOR ITALIAN DISASTER

SIGNAL TOWERS BEING REMOVED

Traffic Directors Obsolete As Lights Prove to Be Efficient

With the new automatic traffic signal system in the downtown area pronounced by officials as highly successful, work was started last night on the removal of the traffic towers at Washington and Summer streets, Boylston and Tremont streets, and Arlington and Boylston streets.

With the dismantling of the towers, the movement of traffic at these intersections is expected to be speeded up from 50 to 50 per cent.

Decision to remove the towers was taken at a special meeting of the traffic commission attended by Commissioners Joseph A. Conry, Police Commissioner Eugene C. Hultman, Joseph A. Rourke and William P. Long. After the session Chief Engineer John P. Hurley notified the Edison Electric and Illuminating Company to disconnect wires and remove the meters so that the work of removing the towers could proceed at once. Mr. Hurley expects that the towers will be out of the way this morning and making it possible for traffic to proceed without slowing down at these intersections.

The tower at Washington and Summer streets was a gift to the city from Louis E. Kuehne and that at Arlington and Boylston was presented the city by William L. Shearer.

Traffic moved at a normal rate for the first time yesterday since the installation of the new automatic system and officers reported that there was a noticeable decrease in the number of cruising taxicabs. The public, too, it was said, has accepted the innovation and is willing to let the lights guide them in crossing the street intersections.

JAY WALKERS BEGIN TO OBEY NEW RULES

SENTIMENT FAVORS NEW EL STATION

Hearing Held on Plans for Charles and Cambridge Sts.

Overwhelming sentiment in favor of the construction of a new Elevated station for the Cambridge subway at Charles and Cambridge streets was registered yesterday at a hearing on the proposed plans before the state department of public utilities. Construction of an underpass at a point between Charles street and Embankment road was a suggested change advanced by several participants in the hearing.

Under the plans presented to the department for approval provision is made for the construction of an underpass to the Massachusetts General Hospital and the underpass for the opposite direction was suggested as a means for protection from heavy traffic for Elevated patrons.

Henry C. Attwill, chairman of the public utilities commission, expressed some concern over the authority of his board to order the construction of the underpass in view of the provisions contained in the legislative act providing for the station.

The plans and the history of the project were explained in detail by H. Ware Barnum, counsel for the Elevated trustees. He estimated the cost of the improvement at $355,000.
Donahue and Fitzgerald in “Harmony” Tilt

Two Views on Question of Naming State Ticket at Worcester Conference

By William F. Furbush

That the Democratic harmony conference in Hotel Bancroft, Worcester, next Monday will decide upon former Mayor John F. Fitzgerald and Marcus A. Coolidge of Fitchburg to head the party’s ticket for governor and United States senator, respectively, is the confident prediction being made today. The forecast is based on Mayor Curley’s declaration that he believes Fitzgerald to be the strongest candidate the Democrats can put in the gubernatorial race. Fitzgerald agrees with him and consequently puts an end to the talk that he would withdraw from the contest to run for the Senate.

By his declaration, Mr. Curley, in the opinion of many, continues the master strategist and is looking two years ahead to the time when he expects to lock horns with William S. Youngman, present Republican incumbent governor and already laying the groundwork for his party’s gubernatorial candidate in 1928.

Not Surprised by Curley Stand

No surprise was expressed by commentators over the Curley stand in support of Fitzgerald. They contend that, by an understanding between the two men, Fitzgerald could eliminate himself two years hence, if successful at the polls in November, or, by his defeat in November, would leave the way clear for Curley to be the Democratic gubernatorial candidate. They told this to be a reasonable deduction in the light of the fact that, by the elimination of Peters and Judge Edward L. Logan, who has become manager of the George K. White Fund, Curley would not have them to contend against two years from now. In other words, there is strong belief among certain Democratic leaders that either Peters or Logan would be more likely to defeat Governor Allen and, being in office two years from now, neither would yield to Curley as a candidate.

Aroused Donahue’s Ire

Fitzgerald’s announcement of the Curley support and a statement that the conference should not go on record as to candidates has aroused the ire of Chairman Frank J. Donahue of the

Democrat State Committee, who issued a statement today that he was “in total disagreement with Fitzgerald.” He said: “I do not think the conference should arrive at a decision upon the strongest ticket that can be presented and then go and work for that ticket. It is up to the members of the conference to Fitzgerald to say, as he is now quoted as saying, that such a conference should be confined to a discussion of ways and means of strengthening the party platform and to me utterly absurd. To call busy men from all parts of the Commonwealth to listen to a lot of ‘blah’ would be to insult them. The members invited expect to talk upon questions of candidacies and I believe they will.”

When this statement was called to the attention of Mr. Fitzgerald the latter said: “Donahue and I are all right. We’re going to the Lowell Democratic Club this afternoon together.”

When asked specifically if he would abide by the conference ticket he said: “I don’t think I would permit myself to be voted for. I can’t imagine that the conference will do that particular thing. The law permits that there shall be no party conventions and there would be none in Massachusetts at least for a time unless there is some radical change in developments between now and Monday.”

The Coolidge senatorial campaign has gained such headway of late that it is expected the conference will decide upon him, not only because of his personal strength but also because of the tie he would bring to the ticket.”

The Curley declarer and Fitzgerald’s agreement with it leaves the way clear for Coolidge in his senatorial aspirations. However, the other senatorial aspirants will go before the conference with strong support and with the present avowed intention of remaining in the race. Joseph P. O’Connell and Thomas C. O’Brien of Boston and Roland D. Sawyer of Wamsutta. The indications are, consequently, that the Democratic party will have a conference-designated candidate and others to pass upon at the primaries.

The situation as pertains to the gubernatorial contest will also be a confusing one for the conference to adjust. For Joseph B. Ely of Westfield has come out fairly as a candidate for the nomination for governor. It is his first definite step to win party recognition for nomination and puts an end to the possibility that he would be among a candidate for lieutenant governor.

Barry and Cummings In Race

In addition to the Ely candidacy for the gubernatorial nomination there are those of Edward P. Barry, former lieutenant governor, and Philip F. Cummings who had his nomination papers signed Certified yesterday at the office of the election commissioners in City Hall. He expects to file in the primary shortly. Their names will go before the conference and there is a possibility that they might decide to remain in the race even though the ticket will be fixed by the conference that Fitzgerald is the candidate.

Attorney John D. O’Connor of Chicopee, Democratic nominee for Congress against the late Congressman J. Raynor, Republican, in 1928, has entered the race for nomination for lieutenant governor, in opposition to Charles S. Murphy of Worcester and John F. Mally of Holyoke and possibly Strabo Claggatt, twice a candidate for state auditor.

There is a movement underway among the 400 or 500 scheduled to attend the conference to prevent if possible any actual vote on candidates in the assembly. Some of these leaders express the fear that bitterness will result from a ballot on candidates. They feel that it would be more in the interest of party harmony if the conference would be held to limit the possibilities to a discussion of the general situation and avoid voting.

That may be the advice of Senator David J. Walsh who will attend the meeting but who will limit his expressions to a plea for party harmony and the necessity of placing the strongest possible candidates in the field for the election in November.

By his declaration, Mr. Curley, in the opinion of many, continues the master strategist and is looking two years ahead to the time when he expects to lock horns with William S. Youngman, present Republican incumbent governor and already laying the groundwork for his party’s gubernatorial candidate in 1928.

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Fitzgerald To Run for Governor

Makes Decision After Urging by Curley at Conference

CONSIDERED PARTY'S STRONGEST CANDIDATE

Ely Decides to Run Regardless of Monday's Meeting

Mayor Thinks Fitzgerald Strongest for Governor

Following an hour's conference with Mayor Curley on the political situation, last night announced his determination to lead the party to victory at the polls in the State election this fall as the Democratic candidate for Governor.

Former Mayor John F. Fitzgerald, following an hour's conference with Mayor Curley on the political situation, last night announced his determination to lead the party to victory at the polls in the State election this fall as the Democratic candidate for Governor.

To clear up the rumors that he would turn to the senatorial berth on the ticket, the former Mayor insisted that the opinion of Mayor Curley and Boston democracy, he was the best selection for the gubernatorial nomination and that he, Id conduct his fight with the full support of the party.

At the same time, Attorney Joseph B. Ely of Westfield issued a formal statement offering to follow the desire of the party leaders. But he openly stated that he was a candidate for the Democratic nomination for Governor and would be in the race on primary day, regardless of the decision of the harmony conference at Worcester next Monday.

Fitzgerald's Position

"My position remains the same," said the former Mayor, "Mayor Curley proposed me for Governor a year ago entirely on his own initiative. He has done so repeatedly since, going so far as to tell President Henry E. Lawlor of the Democratic city committee that was the strongest man the party could run for Governor and to tell the party workers so.

Personally I have done nothing to secure the nomination, feeling that Boston was entitled to one of the two places at the head of the ticket and that the upstate democracy would accord Boston its rights."

"Mayor Curley told me today," said Mayor Fitzgerald, "he still holds the same opinion of my availability for the nomination for Governor and everywhere I go I hear a very strong sentiment that I should make the run. I believe that at the conference Monday the Boston Democracy will get the recognition that its overwhelmingly majority entitles it to."

The real purpose of our conference is to promote harmony. The selection of candidates will take care of itself through the incidents that will be made at the conference, said Mayor Fitzgerald.

There appears to be wide interest in the gathering and I look for a representative assembly of Democrats. I am willing to have the determination of the opinion that the conference should give careful consideration to all the factors that may assist the success of the State ticket and express the considered opinion as to which candidates are most likely to bring party success in November.

Ely's Statement

In addressing his formal statement to the several thousand friends who have signed his nomination papers, Ely declared: "Even if I am, it is the sentiment and associations that have indicated a different course. I may say that my desire..."
CURLEY BACKING FOR FITZGERALD

"With Him to the Finish" in Race for Nomination for Governor

John F. Fitzgerald, after a conference yesterday with Mayor Curley, announced that his candidacy for the Democratic nomination for Governor will have the complete and uncompromising support of Curley at Monday's harmony conference in Worcester.

Joseph B. Ely of Westfield became an active candidate for the Democratic nomination for Governor by making a formal announcement of his intentions. It was his first definite movement toward making a militant effort to win recognition from his party in the current primary campaign.

Representative Leo M. Birmingham of Brighton, spokesman for the Democrats in the House of Representatives, abandoned his tentative plan for an assembly of legislators in Worcester prior to Monday's scheduled general conference of Democrats.

These were the highest developments in the primary campaign, which has been more than a month to keep up with the rising mercury.

Fitzgerald's action in renouncing any claim on his party's nomination for the Senate and Ely's unexpected entrance into the campaign added more confusion to the scramble for places on the Democratic ticket. Curley's support of Fitzgerald is taken to indicate that the place at the head of the ticket is certain to be given to a Yankee Democrat at the Worcester conference.

In discussing his interview with the mayor, Fitzgerald said: "Mayor Curley authorized me to say that he is in the party's finish in any contest that might develop for the nomination for Governor. He urged me to carry on my campaign and assured me of his wholehearted support.

"I realize that the fight against Gov. Allen will be the hardest one on the ticket but I see no good reason why I should shift my plans which have been progressing more for than a year. The mayor told me that he could not accept Mr. Peters as the party candidate for Governor, not because of his attitude toward the police strike in 1919, when he was mayor, would make him a weak candidate.

"Mayor Curley agrees with me that I cannot defeat Gov. Allen and that, therefore, the only candidate we can do so. I wish that Joe Ely could be persuaded to see the light because he is in a position to give the party some valuable assistance this year.

"In announcing his candidacy for Governor, Ely issued an extensive state- ment in which he outlined the platform on which he will seek the nomination and election. It was in the form of a constructive policy for old age pensions. Ely's approval of the harmony conference is taken to indicate that he anticipated considerable support from the participants in the scheduled assembly of party leaders. He deprec-ated the report that his supporters from Springfield would walk out on the conference in any event that he is ignored in the deliberations.

Fitzgerald's emphatic declaration for Governor and his renunciation of his reported yearning for the senatorial toga completely disrupted the balance of the slates which were being prepared in the Worcester campaign. His efforts on the behalf of Ely and Peters and the announcement of Curley's support precludes any possibility of Gov. Logan's participation in spite of the knowledge of his availability.

The strength which has been generated during the week by Marcus A. Goodridge for preference for the senatorial place may have been influenced by a laudable ambition of those of Fitzgerald's friends who wanted him to make the fight for the Senate. Fitzgerald's open declaration for Governor undoubtedly weakens the positions of Joseph G. O'Connell and Thomas C. O'Brien in the senatorial scramble, but they are well prepared for it by their previous announcements that they have no intention of seeking anything but the conference's declaration of any of the candidates and for the Senate. Fitzgerald's open declaration for Governor and the fight for the Senate.

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Fitzgerald's open declaration for Governor and the fight for the Senate.
Arson

One of the lowest forms of animal life is the firebug. For a price he will set a fire. Others of his breed set fires in the hope that in the confusion that follows they can enter houses and burgle them before firemen reach the scene. Then there is the creature who sets fires for insurance.

Mayor Curley, Police Commissioner Hultman and Fire Commissioner McLaughlin are thoroughly familiar with the situation and intend to meet it. They have formed an arson squad. The Boston Chamber of Commerce endorses the plan as "one of the most important steps ever taken by the city to reduce fire losses" and one that should result in "vigorous, resourceful and unremitting action to stamp out arson."

A few long terms in prison would frighten the firebug. To produce good results there must be complete co-operation between city and state departments.

ORDERS PROBE OF ARMY BASE

Curley Declares Conduct of Piers Works Injury To Shipping

PORT AUTHORITY WILL INVESTIGATE

Investigation of conditions at the Bay State Shipping Company piers at the army base was yesterday ordered by Mayor Curley in a letter to Louis E. Kirstein, chairman of the port authority.

Conduct of the piers is such, the mayor said, to work great injury to the shipping interests of the city. The investigation is justified by the importance of providing the best possible facilities at a minimum of cost, said the mayor, who believes the facilities for shipping should be improved.

Mayor Curley asked Chairman Kirstein to make the investigation because of advice given him by John T. Scully, director of the industries bureau of the city. The investigation, of course, does not involve the army or federal officials at the South Boston army base.

THE MAYOR'S LETTER

In his letter to Chairman Kirstein, Mayor Curley said:

My attention has been directed by Mr. John T. Scully, director of the industries bureau of the city of Boston, to the fact that the present base facilities are such as to work great injury to shipping interests of Boston. In the opinion of Mr. Scully, who appears conversant with the facts in the case, there is sufficient ground for an immediate investigation by the board of port authority.

The importance of providing the best possible facilities at a minimum of cost justifies immediate action by your board, which I trust will take. I would appreciate a report from your board when this investigation has been concluded.

To this Secretary Richard Parkhurst of the Boston Port Authority answered:

Dear Mayor Curley: Your letter of the 23rd, addressing Mr. Louis Kirstein, chairman, on the subject of the management of the army base has been received here and I assure you that this board shall promptly and thoroughly investigate the matter and advise you of its findings.

OFFICIALS SURPRISED

Asked what the conditions were that had been the subject of complaint, the mayor referred his questioners to Mr. Scully. The latter refused to make any explanation, other than to say that he anticipated a hearing at which he would give full expression to the facts at his disposal.

At the office of the United States shipping board, in the custom house, it was said that no complaints as to the conduct of the army base shipping terminal have been received by that office, to which such complaints would come officially. An inspection of the base, made recently by the shipping board, showed it to be in first class physical condition, it was said, and the equipment to be in a state of efficiency.

At the office of Rogers & Webb, representing three-fourths of the local agents of the lines that berth at the base, it was said that they were surprised at the request for an investigation, as they have received no complaints whatever as to the conduct of the terminal.

Capt. Charles H. Hurley, Jr., president of the Bay State Shipping Company, which operates the base terminals, had little to say about the investigation.

"We have received no correspondence on the matter," he said, "and will wait to see what develops. It is a surprise to us.

When asked to talk about what is behind the move for an investigation, Capt. Hurley said, "This is what we would like to know."

CALLS FOR INQUIRY ON ARMY BASE LESSEE

Scully to Reveal "Facts" of Complaint, He Says

Mayor Seeks Action—Pres Murphy Defends Bay State Company

Commenting on rumors that gross mismanagement of the Bay State Shipping Company is working to the detriment of the port of Boston, John T. Scully, director of the Industrial Bureau of the City of Boston, last night stated that facts in the case warrant an investigation by the Board of Port Authority.

Mr. Scully refused to divulge the "facts" which he has in hand, saying that he did not want to start a controversy before the case comes before the board.

Letters made public yesterday from

ANOTHER COURSE NEEDED

Boston is in serious need of another golf course. Anyone who doubts that is invited to go out to Franklin Park on any morning, fair or foul, and endeavor to get a chance to play a game. Further evidence is found in the registration figures of Park Commissioner Long thus far this year showing the number of permits issued. With annuals to the number of 1913, daily at 5,400, Saturday, Sunday and holidays at 3,800, it is clear that there must be a jam about all the time. These permits, all told, have brought in, up to now, a total of $25,220, which pays for the upkeep of the course, and leaves $10,000 over. And the golf season is young yet.

Boston is behind most large cities in the way of municipal golf courses. She would probably have to buy the land for another one; but it could be had, if the inclination were strong enough, and holders were reasonable. In a matter so important to the health and recreation of her citizens she could easily afford to find room for another course. After the first purchase of land, it has been shown that the expense is not great; the trouble is that owners, as soon as they learn that the city is after their property, jack up the prices tremendously. Mr. Long has more than once had a deal for land for a golf course, only to have it ruined by that same spirit of "soaking the city" to which the Posts referred the other day.
MAYOR EXPRESSES GRIEF AT DEATH OF CUDDIHY

Tribute Also Paid to L-St Swimming Instructor by Supt John J. Donovan

BY MAYOR JAMES M. CURLEY

The death of George L. Cuddihy has called forth expressions of sorrow from the people in all walks of life in Greater Boston. Some of the written tributes follow:

For those who enjoy recreation in God's sunlight and open, the death of George T. Cuddihy, swimming instructor at the L-St baths, is a distinct loss to the city of Boston.

Mr. Cuddihy, who enjoyed a most gracious personality, nearly 30 years ago appreciated how greatly sea-bathing could be developed at the present Strandway.

He gave a long and most industrious life in behalf of those who realize the benefits to be derived from the healthful tonics of sea-bathing. Instructed thousands of persons to learn the art of swimming and saved some 500 lives in his duty as lifeguard.

For a quarter of a century Mr. Cuddihy looked after the boys at the L-St baths, taught them how to swim, ins-

A GOOD IDEA

There is good, practical common-sense in the plan of the Jordan Marsh Company and the Elevated officials to cut an entrance from the lobby of the Cambridge-Dorchester tunnel into the store of the company.

It will naturally take a large number of people out of the dense traffic of the corner of Winter-Summer and Washington streets; they could travel for two city blocks through the store, thus relieving the Washington street crush very materially.

The Jordan Marsh Company offers to stand the entire cost of building the entrance, and guarantees not to reduce the station platform space for passengers. Besides that, it would pay rent to the Elevated for a period of 10 years, thus adding something in these days of need, to the income of the company.

The plan has been passed by the Boston Transit Department and is now under consideration by the State Public Utilities Commission, whose approval we confidently expect. From every point of view it is an admirable idea.
ENGLISH MAYOR'S WIFE'S TRIP PAID

Mrs Robert F. Herrick Donates $500 So She May Come Here From Boston, England

Let financial conditions be what they may, the wife of the Mayor of Boston, Eng, the "good little woman from overseas," must not be denied a trip to Boston, Mass, when her husband comes over in September to take part in the Tercentenary exercises as a guest of this city.

This is the opinion of Mrs Robert F. Herrick of Commonwealth Av, wife of a prominent Boston lawyer. To prove her sincerity, Mrs Herrick has sent a check for $500 to Mayor Curley to help defray the expenses of her visit.

In her communication to Mayor Curley Mrs Herrick stated: "My attention has been called to the visit to Boston of His Worship Reuben Salter, Lord Mayor of Boston, Eng, during the week of Sept 14, 1930.

"It appears that Mrs Salter desires to accompany her husband, but certain obstacles may prevent her coming.

"I assume that the actual reason is financial in its character, and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to include my check in the amount of $500 to aid in defraying the expenses of Mrs Salter's visit.

"It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife and I am very pleased to be included as one of those who can forward a little help to make possible the presence of the wife of the Lord Mayor of Boston."

TRANSJ: 7/26/30

Conry Considering Changes in Signal Light System

Traffic Commissioner Joseph A. Conry interviewed today concerning Boston's new system of traffic control signal lights said that a number of changes are in contemplation, which actual experience has shown ought to be made in the interests of convenience and necessity. One problem to which the traffic commission is giving its close attention is the difficulty of making pedestrians aware of the time allotted them for crossing the highways.

Under present conditions, it was pointed out to Mr. Conry, people standing on the curb, waiting for a chance to cross over, fail to observe the yellow light when it comes on after the red has been flashed to stop vehicular traffic. They do not move until most of their walking time has elapsed; sometimes not until it is all gone and they are obliged to wait a second turn. As a remedy, it was suggested to Mr. Conry that a bell be added to all traffic light standards as auxiliary equipment, which could be sounded simultaneously with the flashing of the red and yellow lights, loud enough for all in the vicinity to hear above the ordinary noise of traffic.

Mr. Conry said that this suggestion was made several days ago by Street Commissioner Joseph A. Rourke, himself a member of the traffic commission, and that it might be adopted as a solution of the matter. He did say, however, that such attendant difficulties as the confusion of such a bell with those sounded by ambulances and police patrol wagons would have to be eliminated.

Regarding the ordinary complaints from both pedestrians and motorists that too little time is being allowed under the present system of timing the lights, Mr. Conry said: "A few weeks' experience may demonstrate that it may be necessary to readjust some of the timers in order that the pedestrian may have a few additional seconds to cross the street. The system, however, undertakes to regulate the flow of all traffic and if it shortens the time for the pedestrian, it shortens the time for the motordist."
Mrs. Herrick Gives $500 to Assure Visit of Mayoress of Boston, England

Mrs. Robert F. Herrick of 25 Commonwealth avenue has, by a gift of $500 to Mayor Curley, assured the presence in Boston during Boston week, Sept. 14, of Mrs. Salter, wife of Reuben Salter, Lord Mayor of Boston, England, who will be the guest of the city during the Tercentenary celebration.

Mrs. Salter had not planned to accompany her husband because the job of mayor of Boston, England, is not comparable with the positions of mayors of large American cities and Mayor Salter frankly confessed that he did not feel financially able to pay the expenses of his wife.

There has been correspondence between Mayor Curley and Mrs. Herrick for the past fortnight and yesterday she agreed to permit him to make public her interest in Mrs. Salter as well as the fact that she had contributed $500 for her expenses.

Mrs. Herrick wrote to Mayor Curley as follows:

It appears that Mrs. Salter desires to accompany her husband, but certain obstacles may prevent her coming. I assume that the actual reason is financial in its character and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to enclose my check in the amount of $500 to aid in defraying the expenses of Mrs. Salter's visit.

It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife, and I am very pleased to be included as one of those who can forward a mite to make possible the presence of the wife of the Lord Mayor.

Why Not Boast a Bit?
We Should Be Proud of Our Industries

In the first six months of this year 183 new industries established themselves in the city of Boston. They are taking up some of the slack of unemployment and for that reason if for no other they are to be wished well on their new careers.

The hope of New England for the future rests largely upon infant enterprises. They bring daring, virility and ambition to our economic life. And despite the lamentations of our modern Jeremials who harp so industriously about the "decadence" of New England when they could be putting their tongues to better use, New England has diversified her industry to a larger extent in the past ten years than any other section of the country.

An Illinois manufacturer said to us recently, "I have come on to buy the radio tubes for my factory from a little town in Massachusetts which few of your people hardly know by name. And as I travel through the State I am impressed by the large number of independent manufacturers which are building equipment for the auto, the radio and the newer industries with which we are familiar. Without singing or boasting you have diversified to the new needs. Why don't you boast a bit?"

WHY NOT?
COMPLAINTS OF STORAGE FOLK FIRST ON LIST

Boston Port Authority Will Investigate Charges of Mismanagement

Investigation of alleged mismanagement of the Army Base Terminal will begin today by the Boston Port Authority, which has been instructed by Mayor Curley to determine if the situation at the base is injurious to Boston shipping.

Two members of the authority board staff have been assigned to start the probe, which is expected to cover several days and possibly weeks.

Two phases of the situation will be opened today or early next week. The first relates to complaints made by the Warehousemen's Association of Massachusetts, composed of owners of storage faciliies who operate in and near Boston.

ASSOCIATION COMPLAINED

This association has complained three or four times to the U. S. Shipping Board, alleging unfair competition on the part of the Army Base Terminal. The warehousemen have been given a hearing at which they called attention to the lease which specifically forbids competition with local warehouse interests.

The warehouse representatives were dissatisfied with the results of the hearing, and are still objecting upon the grounds that they, as citizens and city tax payers, are not being treated fairly. The Port Authority will request copies of the transcript of the hearing evidence.

This warehousing phase of the situation is of deep interest to Mayor Curley.

ATTORNEY CALLED

The second phase of the opening stages of the investigation will center around Harry N. Gutterman, attorney, who has been making an independent investigation upon behalf of several clients. He will be called by the authority board to report his knowledge of alleged conditions.

Says Real Need for New Subway Station

Editor Boston American:

It is greatly to the credit of the Boston Evening American that it has on several occasions agitated on "El" station at the corner of Cambridge and Charles streets. It was championed in a letter two months ago appearing in your paper. There is no valid reason against it except the expense. When years ago the Arlington station was called for, there was great hubbub about it, till the merchants came into the breach and settled it. It has since then justified its existence.

Why is an "El" station needed at Cambridge and Charles streets? First of all to accommodate the masses who have to visit the Massachusetts General Hospital, the Eye and Ear Infirmary and other institutions near by. These calls are made daily. Secondly, the bus does not meet the requirements. Why not give the many visitors to the hospitals some relief from their anxious thoughts as they go upon these errands of mercy to the afflicted and dying? Why harrass them with inconveniences of transportation?

Did Gov. Allen really understand conditions in getting these hospitals when some time ago he opposed this measure? Will he try to keep the bus for argument sake? Has he never thought that those who come from far in this state and have difficulty in reaching that locality. Why should not the common people be considered in this movement?

HENRY T. JOSLING.

WOULD HAVE CREDIT PAY FOR UNDERPASS

Chairman Atwill Questions Legality of Laying Costs to State

Questions by Chairman Henry C. Atwill of the public utilities commission as to the legality of connecting the construction of a $20,000 underpass with the cost of the proposed $150,000 station on the Cambridge Tunnel route at Cambridge and Charles streets led Mayor Curley yesterday, to instruct Col. Thomas F. Sullivan of the transit commission to urge a speedy settlement of any legal issue.

Chairman Atwill questioned the right to charge the cost of the underpass to improvements which the commonwealth will finance and he has expressed the opinion that it may be ruled that the city should assume the cost of the underpass for foot traffic.

Mayor Curley compared the $20,000 problem with the improvement of Charles street which will cost the city at least $1,000,000 and by asserting that after years of waiting, the time is at hand for the establishment of the elevated station, without the injection of any inconsequential controversy.

CURLEY THINKS POLICE CAN HOLD BANDSTAND

Has No Fear of 'Seizure' by Sacco Enthusiasts

Mayor Curley expressed confidence yesterday in the ability of the police to prevent the International Labor Defense from seizing the Parkman bandstand on the evening of Aug. 22, for the Sacco-Vanzetti memorial meeting, which is planned in defiance of the mayor's refusal to permit the use of the stand.

Officials of the defense declared the mayor's refusal to grant the permit to be in accord with the policy of the ruling class to suppress labor's protest, and that they would hold the meeting regardless. Upon reading the statement the mayor said: "I think that the police department can be relied upon to care for such a situation."

UKRAINIAN SHOW REPEATED ON MALL

Societies Perform for Gathering of 8000 on Common

Before an audience of approximately 8000 on the Common, the united Ukrainian societies of Boston last night at the tribute on the Charles street mall repeated the performance of orchestral selections and native folk dances previously presented in Symphony Hall under the sponsorship of the racial group committee, of which Mr. William Lowell Putnam is chairman, of the Massachusetts Bay Colony Tercentenary.

The second presentation was made at the request of Mayor Curley. The Rev. Joseph Zelechiwsky was in charge.

Outstanding was the dancing of Wesley Avramento, leading native Ukranian dancer now visiting the United States.
'HARMONY' AT WORCESTER UNLIKELY

By BERNARD J. DOHERTY.

With former Mayor John F. Fitzgerald determined to run for the nomination for Governor, backed by Mayor Curley, plans for the harmony conference at Worcester next Monday received a decided setback today.

In view of the original suggestion of Fitzgerald for calling the conference, many of the leaders saw in the announcement of Fitzgerald, who had been flirting with the senatorial toga, a change of front.

The belief expressed by Mayor Curley that "John F." is the strongest candidate for Governor is no news to the rank and file of the party workers. The opinion had been widespread among Democrats for some months that Fitzgerald could win the nomination for either of the two major places on the ticket.

WALSH BIG FACTOR

The position taken by Senator David I. Walsh on the danger of the primary system through any attempt at slate picking was seen today as the big factor in the changed position on the Worcester get-together.

Up to the time that Walsh's views became known, Fitzgerald was backing Chairman Frank J. Donahue's attempts to eliminate many Boston candidates, who were jumping in with little support. The resultant agitation brought about a crystallization of sentiment for Fitzgerald for senator, and it was believed that the former mayor would bow gracefully to the apparent wishes of the party.

Several days ago, however, rumors began trickling into Democratic state committee headquarters that Fitzgerald had begun "hedges" for senator, and it was again turning his attention to the gubernatorial nomination.

COOLIDGE FOR SENATOR

At the same time, supporters of Joseph B. Ely of Westfield became active. His papers were put in circulation, a move that was followed today with the formal announcement of Ely himself that he would be a candidate for governor.

By CARL MORRISON

Now that Mayor Curley has ordered the Boston Port Authority to make an official investigation into alleged mismanagement of the Army Base Terminal, the mayor's personal position may be revealed.

A few days ago the writer discussed the case with the mayor, who at that time had the matter under advisement. The mayor was disturbed by the continual reports, in the press and by word of mouth, about affairs at the base as being detrimental to the good of the port.

The mayor wants the port authority to make a careful but impartial investigation. If conditions are found to be entirely as they should be, the Port Authority will be asked by Mayor Curley to announce that the current reports do not have to the men operating the lease. If the allegations of mismanagement are sustained, then the mayor probably will ask the U. S. Shipping Board to cancel the present conditional lease, which is so worded that it may be broken at once.

The whole case was discussed at the recent conference of shipping men. When one speaker expressed doubt of being able to secure an investigation by the Shipping Board itself, the mayor had a suggestion.

"If the Shipping Board should persist in ignoring any official communication from the City of Boston," said the mayor, "an investigation by Congress is always possible."

When asked by the writer for a comment upon the investigation, the mayor replied:

"It has my hearty approval."

Mayor Curley’s Stand

Puzzles This Reader

Editor Boston American:

Curley Sees “John F.” as the Strongest Gubernatorial Choice

Mayor Curley’s defense of President Hoover has brought him commendation from some of Boston’s blue-bloods who rejoice that the mayor has asked the people to uphold Hoover’s policies.

In the same speech Curley also behind the successful movement to destroy the American navy.

Upholds Curley’s Stand

With President

Editor Boston American:

In reply to a reader who signed himself as "One Not Deluded," I wish to say that I heartily congratulate Mayor Curley on his policy of stand by the President. That is a sensible and far-sighted policy. Mayor Curley realizes that this is no time for criticism but rather action to the fullest cooperation.

When "One Not Deluded" has arrived at the conclusion that Mayor Curley and Calvin Coolidge are wrong by supporting the President, and that the President is responsible for any stock market crashes that have occurred in the past, then I firmly believe that the conclusion drawn is one which needs more basic weight—in fact, the conclusion is a complete fallacy.

No single individual in this country is responsible for crashes. They are due to the great herd of men who control the stock market.

"One Not Deluded" must also remember that President Hoover is responsible for the great flight he put up in having the flexible provision, which makes the tariff not as bad as it seems. We must remember that after the stock market crash, President Hoover took the advice of the Hearst newspapers and called for a conference of business leaders. One of the direct results was the continuous work that has been taking place among the public works throughout the country.

To Mayor Curley is due unlimited credit for his statesmanlike attitude in supporting President Hoover in these times.

That is why Mayor Curley and President Hoover are such broad-minded men—men who are leaders because they stick to the end no matter how hard the sailing is.

J. L.
JOE ROURKE, commissioner of public works for the city of Boston, is a very capable gentleman. It would be exaggerating a bit to say he is a diplomat. In fact, Commissioner Rourke has a directness and frankness that are refreshing or disconcerting according to the point of view.

But he does know his job. Frequently he does things that prompt words of praise such as these. For example, he has re-established Mayor Curley's old system of doing away with overtime pay in the public works department. Now if a man works overtime, he gets no pay but an equitable amount of time off. This prevents a man from working beyond the fatigue point and also makes work for some other man.

The Typographical Union, one of the most intelligently conducted of all such organizations, has used a somewhat similar system for years. It prevents a few men from hogging all the work at other men's expense.

**Mrs. Herrick Assures Visit of English Mayor's Wife**

There is now no question of the presence in Boston for "Boston Week," Sept. 14-20, of Mrs. Salter, wife of Reuben Salter, lord mayor of Boston, Eng. Two weeks ago Mayor Curley received word that the visiting mayor could not afford to bring his wife. Immediately, Mrs. Robert F. Herrick, of 25 Commonwealth avenue indicated her desire to defray the woman's expenses, and she has now sent her check for $500.

Mrs. Herrick wrote to Mayor Curley as follows:

"It appears that Mrs. Salter desires to accompany her husband, but certain obstacles may prevent her coming. I assume that the actual reason is financial in her character and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to enclose my check in the amount of $500 to aid in defraying the expenses of Mrs. Salter's visit.

"It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife, and I am very pleased to be included as one of those who can forward a mite to make possible the presence of the wife of the lord mayor."

**Byrd Thanks Boston for "Welcome" Wire**

In a letter to the Transcript from his summer home in Dublin, N. H., Rear Admiral Byrd thanks those 5000 citizens of Boston who joined in a telegram of "Welcome home," which reached him on the day the South Pole expedition returned to the United States. His letter is as follows:

**Editor Boston Transcript, Boston, Mass.**

Dear Sir—Among the hundreds of telegrams that were received on the day our expedition returned to the United States, none was more touching than the one from Mayor James M. Curley, in which more than five thousand citizens of Boston joined in extending a "Welcome home."

In making acknowledgment of these greetings to Mayor Curley, I asked if he could suggest a way in which I might personally thank each one who signed the telegram.

Mayor Curley has suggested that I write to the editors of the Boston papers. In carrying out the mayor's suggestion, I earnestly request that you publish in your columns this letter thanking the citizens of Boston for their cordial greetings.

At the same time I want to take this opportunity to publicly thank the people for the warm reception given to my companions and myself when we visited Boston on June 27 as guests of the city and the Commonwealth.

With kind regards,

Sincerely yours,

R. E. Byrd
MAYOR DEFINES PEACE PATRIOTS

Tells Camp Devens Soldiers There Is Need for Finer Service in Upbuilding of Country

MAYOR CURLEY AT CAMP DEVENS

The Mayor of Boston shown as he presented a medal to Student Soldier Russell Fidler of Dorchester in C. M. T. C. exercises at Camp Devens yesterday.

CAMP DEVENS, July 26—Mayor James M. Curley of Boston told the three Massachusetts Guard units and the students of the Citizens' Military Training Camp here today that the patriotism of peace is a real virtue, and by their training to better serve their country should a crisis arrive they are making possible the perpetuation of the government under which we live.

Patriots of Peace

The patriot of peace has the harder task, said the Mayor, because his work is less spectacular than the work of war, yet only in this steady work of the days of restoration, in the hum-drum days, are work and wages made possible and the land prepared for the dread days of conflict.

Deplores "Fire Traps"

"To us in these days of peace, when men seek to forget the hazards and the horrors of yesterday and ignore that the memory of the dead and the labors of the living, there is need for a finer, a more disinterested patriotism; a patriotism written in service and cemented in blood."

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PAN-AMERICAN CHIEF HERE COLUMBUS DAY

Curley Invites Dr. Rowe—Italian Envoy Guest Orator

Dr. Leo S. Rowe, director-general of the Pan-American Union at Washington, has been invited by Mayor Curley to be one of the speakers at the exercises in observance of Columbus day, Oct. 12 and 13. Giacomo de Martino, Italian ambassador, will be the principal guest orator.

Dr. Rowe is an Iowan, a graduate of the University of Pennsylvania, holder of degrees from many South American colleges, and is a lawyer and economist and the author of "Codes of Government" by which the island of Porto Rico is now ruled. He has a world-wide acquaintance and among his books are several dealing with the federal systems of the Argentine republic and the effects of the world war in South American countries. It is Mayor Curley's idea to coupled the observance of Columbus day with Pan-American ceremonies.
MAYOR CURLEY WATCHES REVIEW AT CAMP DEVENS


...going we would have a terrible conflagration. Yet we ask the flower of our commonwealth to live in them and risk their lives when it is absolutely unnecessary.

There shouldn't be any difficulty in a nation as prosperous as America to provide suitable accommodations for our militia and our citizens who put in their time in training in order that they may be ready should the call come. The trouble with many is that they are too busy with their own affairs to worry about public matters. Some individuals are so busy making money for themselves that they care nothing for the public safety of those on whom they would have to depend if war broke out.

What provision has been made up here for safeguarding the men who are serving their country? Certainly, not much when they are housed in these old shacks.

I have no sympathy with these pacifists who, for the sake of their theories, would leave our country defenseless and who issue propaganda against providing adequately for our military forces. We have no means of determining how long our nation will follow the path of peace. Yet back in Boston, along our waterfront, two-thirds of the buildings owned by the government are abandoned. Why, our standing army contains fewer men than there are bootleggers in Illinois and New York.

Neither have I any sympathy with the religious organizations opposed to military camps for our youths. Many lives might have been preserved in the last war if we had been better prepared.

We certainly are not encouraging those youths who come to these camps to serve their country when we compel them to sleep in barracks that are distinct fire hazards. Our duty is to promote the highest conceivable character among these boys and to safeguard their lives as well.

I have nothing but contempt for those leaders in industrial life who haggle over letting their employees attend the militia and citizens' training camps.

President Hoover is coming to Boston during the American Legion convention. I don't know whether or not it will be possible to bring him to Camp Devens. But Secretary of War Hurley is also coming, and I will place my car at his disposal and also make every effort to have him come up here and see conditions for himself.

I can think of nothing more appropriate to describe Camp Devens than Goldsmith's "Deserted Village." If one of these buildings up here filled with men was destroyed in a conflagration it would be the greatest stigma ever placed on our commonwealth.

To us in these days of peace, when men seek to forget the hazards and horrors of yesterday and ignore the memory of the dead and the labors of the living, there is need for a deeper, a more disinterested patriotism; one that connotes duty and service for the public good, the upbuilding of the country and the healing of its wounds; a patriotism willing to confront greed and graft, to face clamor and misunderstanding, a patriotism that receives no other reward than battle criticism and distortion of motive. This is a day for the patriot of peace, who knows the past and remembers the present, who can face contumely with courage and do his duty through the stars fall. The name of the patriot of peace is legion: he will stand up to be counted; and in the days to come we will see that the sacrifices of the soldier of yesterday will not have been made in vain.

The patriot-of peace is the supplement of the soldier of war; the country needs the patriotism of both to preserve its honor and safety. It is a patriotism written in service and cemented in blood.

MET BY ESCORT

Mayor Curley was met at the entrance to the camp by Col. Dana T. Gallup of the 110th Regiment, Col. G. Knabenbush of the 110th Cavalry other officers and the 110th Cavalry band.

He first addressed the members of the national guard at their quarters. He was introduced by Col. Daniel Needham of the 101st Field Artillery. Later the mayor went to the C. M. T. C. parade grounds, awarded medals to the winners of the regimental swimming meet, reviewed the citizen soldiers and then addressed them. He highly praised the youths for their splendid performance and said that the parents of the boys would certainly feel proud if they could see their sons after two weeks at the camp.
Curtis

parliamentarian, repeating the stereotyped charges of conspiracy by Republicans. He reviewed former Governor Fuller's story of the devices alleged to have been operated on School Street during the "rotten Nichols administration" and told of the cleanliness of the current Curley administration with examples of how graft has been eliminated.

Mr. Nichols was not able to reply last night, as he is recovering from a recent operation.

Claggett acclaimed Fitzgerald as the next Governor and praised the conference as the only constructive means of fortifying the party ticket with its strongest elements. He insisted that it must be diversified racially and religiously if success is to crown the election for the Democrats.

CALLS FOR LOYALTY

"We must have candidates," said Claggett, "who will appeal, not to distinct groups, but to the great masses of the voters. Anyone who defines the electorate is not sincerely loyal to the party and should be dropped out. For my part, I am amiable to be your candidate for lieutenant-governor but I am prepared to abide by the conference decision whether or not I am one of the chosen few. I am ready to help as a candidate for any office on the ticket and I also am ready to give loyal support as a private in the ranks."

Candidate Murphy confessed his lack of confidence in the honesty of the conference and declared that he is not a candidate to the finish regardless of its actions. He enumerated his platform of 10 planks, which include all the popular issues advocated in general by his party.

As did O'Brien, Murphy insisted that refusal to abide by the conference decision was not an indication of disloyalty.

At the outset of his speech O'Brien said, "You all know the ticket that is prepared for you at Worcester. There is no necessity for me to go into detail in describing its iniquities to you."

At that point a heckler shouted, "You're wrong, and I challenge you to name the ticket."

CHARGES FRAME-UP

With that deft, O'Brien said, "It's a frame-up for two members of the millionaires club—Coolidge and Fitzgerald. They have schemed in secret by influencing the chairman of the numerous town and city committees to deliver the nomination for the Senate to Coolidge and for Governor to Fitzgerald. Regarding the remaining offices I confess that I am in ignorance."

"It is the duty that we cannot agree to abide by decisions so reached. I deny that my action is an indication of disloyalty. The circumstances, on the contrary, call for candidates of courage who are willing to expose themselves to the fury of the self-appointed leaders if they are to succeed in delivering the members of the party from the machine."

"It grieves me to say that every heel and chisel, in the Democratic march

CURLEY ATTACKS CAMP DEVENS AS 'OLD FIRE TRAP'

Scores 13-Year-Old Barrels in Talk to C. M. T. C. And National Guard

BLAMES PACIFISTS FOR BAD CONDITIONS

Says There Are More Bootleggers in N. Y. and III.

Thyn Men in Army

BY A STAFF CORRESPONDENT

CAMP DEVENS, July 26—Vigorously attacking what he termed the snags and policy of "frame-up" which is the old fire traps that have been here for 13 years," Mayor Curley addressed about 1300 members of the national guard and the Citizens' Military Training Camp here today.

The mayor's denunciation of the barracks housing the youths of the C. M. T. C. and the command of the National Guard followed a brief inspection of the camp. He departed from his prepared speech and minced no words in his attack on the quarters here and promised to bring Secretary of War Hurley to Camp Devens and have him see conditions for himself when the latter visits Boston during the American Legion convention in October.

Mayor Curley said:

There is much unrest in the country today and industrial depression. Not only is this apparent in America, but throughout the world. At this time our country is a fruitful field for the exploitation by pacifists and internationalists, but fortunately most of us still believe that America is the best country in the world.

HITS PACIFISTS

We have these pacifists, internationalists, these misguided persons, some of whom love another country more than the United States, setting up a hue and cry for pacifism which would leave America defenseless in time of war. Perhaps they don't recall every great evil that has been inflicted on our nation may be traced to unpreparedness.

Looking around here today I see the same old fire traps are still doing duty that were here 13 years ago. Some of these shackles are dignifiedly insensible, and if they are
CO) lid to men - osem city councils. Truthfully speaking the party has little hope of accomplishing anything in those offices.

Frederic W. Cook will continue to be secretary of state regardless of the opposition. Tom Donahue was the last Democrat to challenge him for that office and he was victorious before the war when the Republican party was split under the Progressives. Many strong candidates have been explored since by the Democrats for those places and they invariably have been as unsuccessful as the candidates for Governor. It is difficult to understand the optimism of those who spend so much time and money in such hopeless quests.

The selections for the minor positions will be so much window dressing. The candidates will be selected in the hope that they will attract to the head of the ticket votes from racial and local groups nominally Republican.

BUTLER AND DRAPER

The ferocity of the campaign for the Republican nomination for United States senator broke through the surface during the week. For some time the developments have been threatening. Any hope that the duel between Eisen S. Draper and William M. Butler would be fought out on academic discussions of the chief issues filed with the outburst at Essex Friday afternoon. Save for that single contest the Republicans are in excellent condition.

The only other contests are for treasurer and auditor, and neither yet has progressed to a point where they have commanded front page attention. It is becoming apparent that several of the Republican congressmen are going to face contests for renomination, and in each of these conflicts the issue of prohibition seems to be dominant.

Chief among them, of course, is the fight that the drys will wage against Col. A. Platt Andrew of Gloucester. His opponent is Representative Martha N. Brookes, who was drafted for the drys when they were unsuccessful in their quest for a strong masculine candidate to carry the banner.Andrew is in a peculiar position. Mrs. Brookes frankly admitted Friday that had he remained silent on the issue of prohibition he would have encountered no opposition, accordingly he denounced his courage in inviting opposition by taking a courageous stand on the most controversial issue of the times.

Drivers are being made by the vet forces against Congressmen Robert Luce, Frederick W. Dallinger, Edith Nourse Rogers, Frank H. Foss and Richard Wigginsworth. Thus far only Foss has opposition with his party and that comes from former Mayor Bernard W. Doyle of Leominster.

Luce, Dallinger, Mrs. Rogers and Wigginsworth have ignored the threats of opposition and indications now are that Wigginsworth will not be unopposed for renomination with the wets prepared to throw their support to Edward O. Morris of Quincy, who is conceded the Democratic nomination.

There has been considerable discussion in Newton of grooming former Mayor Edwin O. Childs to run against Luce, but nothing has come of the drive thus far. Mrs. Rogers has been bombarded with telegrams from the Liberty League. They even lured her to the American Legion convention at Winthrop.

Gov. Allen may be expected to file his nomination papers this week and one of the surprises in store for the opposition is the number of certified signatures his supporters have obtained for him in Democratic Boston. Even Democratic-bound South Boston was invaded, and sufficient signed signatures were obtained from that district to qualify him from Suffolk.

Following of these South Boston names will reveal some prominent Democrat support for the highly popular Republican executive.

NOMINATIONS BOUGHT. SAYS EX-PROSECUTOR

Claims Meeting Called to Deliver to Coolidge and Fitzgerald

OTHERS REPUDIATE WORCESTER SESSION

Foss Alleges Attempt to Evade Primary Law—O'Connell Defiant

By W. E. MULLINS

The Democratic harmony conference at Worcester tomorrow afternoon is a deliberate frame-up designed by self-appointed leaders “to deliver the party nominations for United States senator and Governor to two members of the millionaires’ club—Marcus A. Coolidge and John F. Fitzgerald.” This was the charge made by former Dist. Attorney Thomas C. O’Brien, one of the five candidates for his party’s nomination to the Senate, at an outing of the Lowell Democratic Club at Strawberry Hill Manor in Concord yesterday.

His direct accusation of duplicity and intrigue came as a complete surprise. His identification of Coolidge and Fitzgerald was stimulated by some heckling in his audience as an unidentified interrupter challenged him to become more explicit when he made his first reference to the alleged pre-arrangement of the party assembly.

With the announcement of his decision to seek the Republican nomination for the Worcester conference as far as it relates to his candidacy, “The story of the buying of nominations,” he continued, “is not restricted to the Republican party and after Monday I promise you that I shall have something more to say on that phase of the campaign.”

FOSS HITS CONFERENCE

The scheduled conference likewise was sharply criticized and even ridiculed by former Gov. Eugene Noble Foss, who characterized it as an arrogant attempt to evade the direct primary law. He advocated a free-for-all scramble for all the places as a means of putting up to the party members the duty of selecting their ablest representatives.

“No true Democrat,” Foss insisted, “would attend a harmony conference. The word ‘harmony’ is not in the vocabulary of a real Democrat. Don’t discourage a good fight. Such struggles for supremacy are signs of healthy organization and as such should be encouraged. From experience I know it to be true. It is a cheap political trick to force Senator Walsh to participate in a ‘rump parliament’ to make it appear that he is a dictator.”

The scheduled conference also was given short shrift by Joseph P. O’Connell, another senatorial candidate, and Charles S. Murphy of Worcester, who would be the nominee for Lieutenant-Governor. To the contrary it was warmly defended by Strabo V. Caggett, candidate for Lieutenant-Governor; Fitzgerald, candidate for Governor; and Edward J. Tierney of Lowell, the presiding officer.

CUMMINGS OPPOSED

With such an unfriendly demonstration coming so shortly prior to the assembly, fears were openly expressed for success. Although not in attendance at the Concord outing, John A. Cummings, another of the candidates for Governor, declared that he will be at Worcester to protest vigorously against any attempt to put over a framed slate.

Fitzgerald delivered one of his characteristically aggressive speeches in which “wise cracks” and criticism of all things Republican were the keynote. He alleged that thousands of Republican dollars were being poured into Democratic channels. When Malcolm E. Nichols was elected mayor of Boston.

"The coffers of the Republican millionaires again have been tapped," he declared, "to divide our forces as they were divided in 1925 when they gave the city of Boston the most corrupt administration in its history. They are pouring the dollars into Democratic channels, but as the program progresses we shall be able to put the finger on the traitors and dere..."
DEMOCRATS FACE HERCULEAN JOB IN PRODUCING IDEAL SATE AT HARMONY FEAST TOMORROW

By W. E. MULLINS

Most absorbing of all the political topics of the moment is the widely-exploited congress of Massachusetts Democrats scheduled for tomorrow afternoon at Worcester. Heralded far and wide as a harmony conference, the conference of which is to unite the party’s full strength on the best available ticket, there are well-founded fears that its climax will be a wide division of the ranks of beleaguered faction leaders ultimately to disaster.

The sole hope of persuading the numerous ambitious candidates to submerge their personal desires for the welfare of the party rests in the oratorical ability of Senator David I. Walsh to make so powerful a plea as is the outset for peace and concord that the contenders will throw themselves on the ruthless mercies of the several hundred participants, many of whom admitted will be shocked by commitments.

The purpose of the general assembly of party pooh-bahs is to select from the ranks individual candidates for the offices of senator, governor, lieutenant governor, secretary of state, treasurer, auditor and attorney-general who, in the opinion of the multitude, are best equipped to defeat their Republican rivals in the November election.

The nebulous ticket must possess racial and geographical balance without sacrificing individual strength. Briefly, the idea is to select a fool-proof slate. Lacking such magnetic personalities as Walsh, Gov. Smith or Mayor Curley, the herculean task which confronts the optimistic participants will be regarded as a Sisyphean labor holding forth similar prospects of success.

The dominating question naturally relates to the composition of that ticket. Who will be the favored ones? All sorts of combinations have been drawn up. Numerous secret conferences have been held. It is the greatest guessing contest of the moment. None can foretell the outcome, but a reasonably good speculation is that Marcus A. Coolidge, Joseph F. O’Connell, Representative Roland D. Sawyer, Thomas C. O’Brien and Peter Joyce. From various sources have come mention of the availability of such conspicuous figures as Sherman Whipple, William G. Thompson, Judge Frederick H. Chase and Eugene Noble Posse, John F. Fitzgerald and Joseph B. Ely have had their supporters.

For governor formal announcements have been forthcoming from Fitzgerald, Ely, Edward P. Barry and John J. Cunnings. The availability of Gen. Logan, Mayor Cole, Andrew J. Peters, Mayor Russell of Cambridge, Mayor O’Neill of Everett, Frank J. Donahue, Congressman Granfield, Mayor Ashley of New Bedford, Senator Joseph J. Mulhern and Mayor Curley has been discussed.

The most militant campaign for lieutenant-governor has been prosecuted by Charles S. Murphy of Worcester, while Strabo V. Claggett has indicated that he is like the failed Barkis, Fitzgerald wants Ely to seek the minor office. Mayor Winters of Springfield has been advanced as a compromise candidate for the western section of the State, while John F. Malley is not unsensitized to the handicap of his 1938 defeat in this year’s governorship campaign. Chairmen Donahue was perceiving accurately into the future last January when he ventured the prediction that the primary campaign would see the greatest outpouring of candidates seeking places on the ticket that politics ever has produced. The above lineup reflects the accuracy of his prediction.

CAN ELIMINATE MANY

Many of those names may be speedily eliminated. Curley rejected the suggestion that he assume the task of trying to beat Gov. Allen. It is reasonably certain that Logan, Peters, Whipple, Chase, Thompson and some others will not gamble on the uncertainty of a devastating primary conflict. Sawyer frankly admits that he lacks the financial resources to make an independent statewide campaign.

Another difficulty is the attitude of the majority of the candidates. O’Connell and Martin M. Lomasney O’Brien’s chief backer, have already declared openly that they have no intention of aiding by the decisions of the conference in the event they are not favored.

Without entering into any discussion of the Coolidge and factions you have a brief outline of the existing situation. If harmony can be brewed out of that admixture of circumstances, then the millennium is at hand. Personally we are nothing but hopelessly lurking in the background and slender hope of any tangible beneficial result.

It is a matter of record that the Democrats four years ago aligned their forces behind Ely against Harry Dooley in the contest for Lieutenant-Governor. The peaceful outcome of that pre-primary conference even produced a withdrawal by Dooley and yet the voters nominated him over Ely in the primary. It is impossible to overlook that instance.

The likelihood of the Coolidge-Fitzgerald combination at the top of the ticket is foreseen in the strength which the Fitchburg contender will enter the conference and the admitted strength of Fitzgerald in the Boston district, coupled with the fact that it will provide the foundation for the racial and geographical balance which is the dominating motif.

WALSH’S DELICATE POSITION

Senator Walsh finds himself in a delicate position. He has emphasized the fact that he will take no part in any proceedings to establish a dictatorship. His participation will be somewhat detached. He is anxious to aid in producing harmony, but he will advancing the claim or availability of no candidate. The most powerful figure in the entire assembly, he voluntarily will make himself the most important participant as far as aiding individuals is concerned.

Walsh exerts a tremendous influence among the members. His attitude toward prohibition undoubtedly has been a factor in dictating the platforms of two of the announced candidates. Taking a cue from his frank recognition of the futility of obtaining repeal of the 18th amendment, Coolidge and Ely, in their announced platforms, declared that their efforts would be devoted toward modification, although being favorable to repeal.

There is no questioning the party’s attitude toward prohibition. Save for Poss, who is a remote possibility, the candidates are unanimously wet. The situation thus is added to the extent that the controversial subject of booze will have no part in the polities.

Naturally the most difficult problem will come in the selections for the three minor offices. Taking a cue from his frank recognition of the futility of obtaining repeal of the 18th amendment, Coolidge and Ely, in their announced platforms, declared that their efforts would be devoted toward modification, although being favorable to repeal.
BOSTON STARTS WORK ON A NEW SUBWAY EXTENSION:

MAYOR JAMES A. CURLEY

and His Son, With Silver Shovels, Turn the First Earth for a $3,000,000 Construction Job to Be Done by Veterans of the World War as the City's Means of Furnishing Them With Employment.

(Times Wide World Photos, Boston Record.)
MANY TO BE GIVEN WORK

Mayor Says Huge Building Project for Boston Will Be Announced Soon----Will Provide Jobs for Hundreds Now Unemployed

Says Boston Will Be Known as Place of Progress

NOT AFRAID TO FORGE AHEAD IN HARD TIMES

Flays "Cheap" Type of Employers as Bad Citizens

It was an indication, he said, that the country was passing rapidly from the period of depression to a period of unprecedented prosperity. In his statement he took occasion to condemn employers who have been replacing high-salaried officials with cheap, inexperienced workers as a measure of false economy, warning them that the public may make reprisals by "boycotting" their concerns.

Employees fearing the loss of their jobs hoard their money, he said, creating the employers for insuring this fear and thus delaying the upward trend of business. The Mayor said a new element is unfortunately manifesting itself in the psychology of fear upon the part of persons now holding positions that unless checked may materially delay the return of the desired prosperity and activity in industry essential to the well being not only of the individual citizen but of the units comprising the United States of America.

"Possibility of Reprisals"

"My attention has been directed within the past week to a growing practice among certain concerns in Boston of discounting the services of capable women and men and replacing them for no other reason than the score of economy with untrained and less competent persons who should deter intelligent leaders in industry from pursuing this policy. The psychological effect upon those still employed and who tremble at their own prospects when they find co-workers losing their opportunity for a community that dares to go ahead which they have given their best during is injurious to every industry in the community.

Bad Citizenship to Use Such Tactics

"The individual who loses his position ceases to be a contributing factor to the restoration of activity in business or confidence because of his inability due to the cutting of his income to make purchases, while the individual who has been permitted to retain his position feels it necessary to husband his resources because of the prospects of meeting sooner or later a similar fate. In time like the present there is no reason to require that the worker alone should bear the burden of industrial depression. The employer should be willing to assume his portion rather than adding to the burden and delaying the arrival of prosperity by discharging help, reducing wages or giving indefinite leave of absence without pay to employees. There is every indication that the American nation is rapidly passing from the period of depression to a period of unprecedented prosperity and activity in industry. I have directed my attention has been directed within the past week to a growing practice among certain concerns in Boston of discounting the services of capable women and men and replacing them for no other reason than the score of economy with untrained and less competent persons who should deter intelligent leaders in industry from pursuing this policy. The psychological effect upon those still employed and who tremble at their own prospects when they find co-workers losing their opportunity for a community that dares to go ahead which they have given their best during is injurious to every industry in the community.

Great Building Plans

"A conference with certain civic leaders held Thursday revealed plans for the immediate future which will not only result directly in opportunities for additional hundreds who are now without work, but through its stimulus to general business should aid greatly in renewed confidence as to the future. The size and scope of the project, the details of which must be withheld for the time being, will draw the eyes of the entire country to Boston as a community that dares to go ahead where others hesitate. It will demonstrate that our city, with its reputation for opportunity and not by debt, is ahead in its recovery."
In Speech at Camp, Boston's Executive Says Buildings Are a Menace

POINTS TO DANGER OF FIRE

U. S. Urged to Safeguard Youth Training for Nation's Defense

Camp Devens, July 26 - Criticism of the federal government, which, he said, does not provide safe and adequate housing for its citizen soldiery, was the keynote of an address made to the C. M. T. C. and National Guard units encamped here by Mayor James M. Curley of Boston today.

The occasion was the acceptance of an invitation by the Boston Mayor to be the guest of the camp for the day.

Mayor Curley said:

"Here today we see the same old fire traps which for 13 years past have been provided as a training adjunct for the patriotic youth of our Commonwealth. A nation that is as wealthy as is the United States is constantly dwindling, that it is smaller now than the army of bootleggers to be found in the states of New York and Illinois. It is not strange that the desirable youth of the country are hesitant about enlisting for training at the behest of a government that does not show more concern for their health and safety.

WE'RE RICH ENOUGH

"This is a rich country. There should be and would be no difficulty in providing the money to replace these camp buildings with others which would at least be a menace in place of a protection."

Predicting another European war, possibly within the next six to ten years, he urged requirements on the part of the individual. "There is no possible way in which this nation can justify an unpreparedness for war and by the same token there is no way in which it can justify its unpreparedness to safely and sanely guard the youth of this Commonwealth which it is training for the emergency of war. If not upon the government upon whom we may rely for the proper establishment of necessary preparedness? Energetic youth is urged to join the defensive forces of the country, but if the character of these surroundings is any indication, that service is not appraised at its true value nor in a manner that tends to encourage patriotic service.

GUARDING OF YOUTH

"The highest, the noblest, the most ideal recognition of the equality of obligation is that which is represented in the service of the attendant at the Citizens Military Training Camp and of the National Guard. I have no sympathy for or with a policy which neglects its own duty while expecting a rigid adherence to re-
The conference with certain civic leaders held upon Thursday, revealed plans for the immediate future which will not only result in redevelopments during the past week. As a result, a good citizen who fails to make the necessary sacrifice and assume his portion of the burden and responsibility, as advertised in the American Legion convention, October 6-9, will show strangers about each hangar, dope and engine rooms, repair shops, operations offices, supply rooms, waiting rooms, meteorological and weather stations, the Army and National Guard headquarters with their parachute rooms and other sections will offer considerable interest.

The ground show will be featured by exhibition of different types of planes. These will be placed in the open spaces between the commercial hangars.

EXHIBITION SHIPS
In most cases, duplicates of the planes on exhibition will be available for long or short hops for any who wish to see what they are like in the air. Manufacturers of planes not based here regularly will be asked to send exhibition ships.

The first lighter-than-air craft to base at Boston Airport are expected to be there during these three days. Two small airships will doubtless attend, and the Los Angeles is being invited.

Smaller airships will be open for inspection while tied to the ground, and will make passenger flights. The presence of these airships will illustrate the need of a mooring mast and dirigible hanger being planned on Governor's Island.

"The three-day program is being planned as an exhibition of equipment, facilities and activities rather than as an air show or air races," said Capt. Albert L. Edison, airport superintendent and chairman of the aviation sub-committee in charge of the program.

THREE-DAY EXHIBITION
"We want to attract as many as possible of those who have never visited the airport and who have not been here recently to acquaint themselves with present facilities in order that they may take advantage of them."

While activities from day to day will offer an extensive program in themselves, we will have continuous flying events in addition. The airport will be shown at its present maximum of civil and service activity and responsibility.

One of the three days will be devoted chiefly to Army and National Guard exhibitions. This will include formation flying, bomb dropping, exhibition of planes, message picking up work, tow target observations, tow target exhibition and photographic work.

"An exhibition of photographic work will be given by the Photo Section, M. N. G.," said Capt. Edison. "This will consist of taking pictures around Boston from the air and of developing them in a photographic trailer to be placed on exhibition for the public.

"This should be of interest to show people how rapidly such pictures can be taken and developed if the occasion arises. There will be a race by Army and National Guard pilots over a three-lap course from Boston to Squantum, Boston Light and back.

"This event will show the capacity of aviation during the past 20 years. In 1910 the first flight to Squantum was made by Claude Graham-White. It was then a remarkable feat.

"At the close of each day's program there will be parachute jumps by service men from Army, Navy or National Guard planes.

These will be the first parachute jumps ever made at Boston airport.

In the afternoon of September 9 it is proposed to dedicate a tablet in the administration building to commemorate the first man-in-the-world flight by the Army in 1912. This is the anniversary of the first official landing of this flight in the United States at Boston airport.

Mayor Curley will dedicate this tablet and at the same time present prizes. A prize is to be offered for the concern putting on the best ground show all around ground exhibit. Prizes of $300 will be awarded for the best exhibition of formation flying among the Army, Navy and Guard.

The evening of Sept. 7, the National Guard will put on an exhibition of night flying with three planes and the cooperation of the 21st Anti-Aircraft Co. of the First Combat Cadets. These fighter outfits will set up a powerful searchlight on Boston Common to illuminate the formation above.
GOVERNOR AND MAYOR ‘DAYS’ AT HORSE MEET

Metropolitan Driving Club to Present a Free Meet and Horse Show This Week

Everything is in readiness for the free race meet and horse show to be presented next Tuesday, Wednesday and Thursday at the Brighton Speedway by the Metropolitan Driving Club as host to the other member organizations of the League of Amateur Driving Clubs.

The Newark club, known as the Road Horse Association of New Jersey, has shipped two carloads of horses to Brighton, the Old Colony Driving Club has more than a dozen good entries and the home club has two barns filled with horses.

One of the important races on the extensive program is the 2:15 trot for the coveted League cup. There is also a 2:15 special trot and from the 22 entries received in this class there will be a night-before selection of those which compete for the League trophy on Tuesday, the opening day.

There are free-for-all events for trotters and pacers and two stake events for trotting colts, in which rich money prizes will be awarded. The track is in first class condition with a surface of clay and the caliber of many of the horses entered makes it appear that the track record of 2:09% will be lowered before the meet ends.

JUNIOR HORSE SHOW

In addition to the racing there will be a junior horse show on the last two evenings, judging to begin immediately at the close of the racing and to continue until darkness falls.

There are 11 classes for each night and about 50 mounts, including many ponies, have been entered. This show is unique in that it has been arranged entirely by the children of the district, who are familiar figures in local horse shows.

Miss Sally Scudder is chairman, her sister, Betty, is secretary and other committee members are: Virginia Toltman, Marjorie Danforth, Jane Baneroff, Virginia Heathcote, Glorla Murphy, Eleanor Ward, Jack Lewis, F. Harold Tolman, Jr., Jack Tolman, George S. West, Jr., Alexander Pratt, John Goode, Richard Broderick, Allan J. Wilson, Jr. and George Wilson.

The young men have secured sterling silver trophies as prizes in each class. There will be a special award for the best pony in the show and it is expected that Josiah P. Wescott will judge this event while Miss Evelyn Brison will judge the horsemanship classes.

The horses to be shown will be quartered in the Harvard R. O. T. C. stables near the Stadium and will be saddled or hitched in a tent near the show ring.

SEATS FOR 2000

The city of Newton has loaned to the Metropolitan Club a portable grandstand which will seat about 2000 and which adds greatly to the seating arrangements at the track. Tuesday has been designated Governor’s day, when his excellency, Governor Frank G. Allen, will be met at the Lars Anderson bridge by Samuel Shaw driving a four-in-hand coach, in which the chief executive of the Commonwealth will ride to the track, escorted by motorcycle police.

There he will be greeted by the ladies of the auxiliary in Puritan and other early American costumes.

On Wednesday it will be the turn of Mayor James M. Curley of Boston to ride on the coach and be greeted by the ladies, while on Thursday members of the metropolitan district commission will be the special guests.

Charles B. Stuckey of Nashua, N. H., has been secured as starting judge for the harness events. In the summary first places will count four points, second horse will be awarded two points and third horse one. There is a valuable cup for the club which scores the greatest number of points.

CURLY SCORES DISCHARGE OF OLD EMPLOYEES

"Possibility of reprisal by public should deter firms," says mayor

Project also is expected to stimulate confidence in the future

Revelation of a plan by Boston civic leaders to relieve unemployment and stimulate confidence for the future was made yesterday by Mayor Curley in severely criticizing employers who are discharging old and faithful employees.

While the mayor did not disclose details of the plan, he declared that it was agreed upon in a conference with the civic leaders on Thursday.

He asserted also that:

"The size and scope of the project, the details of which must be withheld for the time being, will draw the eyes of the entire country to Boston as a community that dares to go ahead when others hesitate."

The Mayor said in his statement:

"My attention has been directed within the past week to a growing practice among certain concerns in Boston of discontinuing the services of competent persons, should deter anything from which they have given their best during a lifetime is injurious to every industry in the community."

"The psychological effect upon those still employed and who tremble at their own prospects when they find co-workers losing their opportunity for a livelihood in some line of activity to which they have given their best during a lifetime is injurious to every industry in the community."

"The individual"
CURLEY SCORES INFLAMMABLE BUILDINGS AT CAMP DEVENS

Declares Bootleggers in Two States Outnumber Entire Regular Army—Two-Thirds of Coastal Fortifications Abandoned

Special Dispatch to the Globe

CAMP DEVENS, July 26—Addressing 1500 National Guard and C. M. T. C. soldiers here this afternoon Mayor James M. Curley of Boston evoked a roar of laughter and vociferous applause by declaring that the present strength of the Regular Army, something over 100,000, is “smaller than the total number of bootleggers in the States of New York and Illinois!”

“And the scores of inflammable old wooden shacks, firetraps, in which you young men are forced to sleep at night reminds me of another thing. Two-thirds of all our coastal fortifications are now practically abandoned by the War Department, unmanned!”

“When President Hoover comes to Boston this Fall as our guest I hope he can be induced as Commander-in-Chief to spare the time to inspect this cantonment. My automobile will be at his disposal,” Mr. Curley said. “And I am confident that Secretary of War Patrick J. Hurley, a great patriot for whom I have profound admiration, will come.

Raps Sun-Dried Shacks

“Is there any valid reason why these sun-dried, inflammable old shacks are still forced to do duty after 13 years? Certainly a Nation like ours should find no difficulty in the way of providing adequate accommodations for splendid youth like you, upon whom it must rely in time of crisis. I tell you there is no way to justify this failure to build proper sleeping quarters. Even paint is a stranger to them!

“Pacifists, internationalists and others with misguided ideas are largely responsible for this state of affairs. To be sure, there is much justifiable unrest among the people, traceable in large measure to the industrial depression which we, in common with the Nations the world over, are experiencing. But the pacifists and internationalists, of whom there are far too many among us, are addressing their arguments to the people with more and more force, taking advantage of this unrest. They find fruitful fields in the ranks of able-bodied men and women who, though ready and eager to work for a living wages, are denied the opportunity.

Favors Leave With Pay

“I have nothing but contempt for these leaders of industry who haggle with their employees and refuse to grant them leave with pay to attend these citizen’s military training camps. Upon whom are we to rely in time of war? Fathers and mothers ought to be granted the opportunity to visit this military training camp oftener and in larger numbers, and many of them would change their minds about the necessity for training our young men to defend the Nation in time of peril.

“War, like death, comes unannounced, and both are as certain in the lives of Nations and individuals as are day and night. We have no means of knowing whether we are to continue to follow the paths of peace.”

Received at the cantonment entrance by Col. F. G. Knabenshue and paraded behind a mounted cavalry band, the new where he reviewed the youthful soldiers, Mr. Curley was given a flattering introduction to them by Col. Daniel Needham. After the review, the Mayor presented to a score of the boys gold and silver medals won in yesterday’s athletic meet on the cantonment.

Tells Lowell Democrats Men Already Named

CONCORD, Mass, July 26—The annual rally of the Tammany Club of Lowell was held here this afternoon at Strawberry Hill Manor.

Ex-Dist Atty Thomas C. O’Brien, candidate for Senator, declared that the Worcester parish candidates were already hand-picked, with John F. Fitzgerald for Governor and Marcus A. Coolidge for Senator. He warned of the wild orgy of spending money that is going on among the candidates.

Senate candidate Joseph F. O’Connell attacked Republican claims of prosperity.

Ex-Mayor Fitzgerald warned the Democrats to beware of the huge sums of money being spent by the Republican party to make trouble in the Democratic ranks.

Ex-Gov Eugene N. Foss declared that he is not a candidate this year, but he said he would accept the invitation to enter the Senatorial race on condition that he would be the 15th. He said that there is no such word as “harmony” in the Democratic vocabulary, and that Democrats must fight and fight hard to win, and by so doing cannot fail.

Peter F. Tague brought greetings of Mayor James M. Curley and Charles S. Murphy of Worcester, candidate for Lieutenant Governor, also spoke.

John J. Gilbride, president of the club, presided.

ROURKE SUGGESTS TIME-OFF PLAN

Money Saved to Give Idle Folk City Work

Public Works Commissioner Joseph A. Rourke today notified Mayor Curley that in order to help the unemployment situation it is suggested that time off be granted to as many employees of the Public Works Department as practicable and utilize the money saving for the employment of temporary workers, without additional expense. Employment for at least 30 men would be made possible, according to Commissioner Rourke.

MAYOR APPROVES 22 TEMPORARY APPOINTMENTS

Mayor Curley today approved the temporary appointments of 12 women for the Public Works Department, having been recommended by Commissioner Rourke.
Biggest of Office Buildings for Hub

The largest building project in Boston's history, including a monumental 40-story skyscraper covering an entire city block and larger than any office building in the world, and a 20-story Professional Arts Building, at an expenditure of $30,000,000, was announced last night.

Boston financial interests, headed by England Building, will have a huge W. J. McDonald, developer of union bus terminal, which will link Park Square district, made the announcement. The general contract for the construction of both buildings goes to the H. K. Ferguson Co. of Boston, Cleveland and New York.

UTO PARKING AREAS

The announcement gives a tremendous impetus to the allied building trades, and will provide employment for many thousand local workers.

The 40-story structure will be known as the New England Building and will cover the entire block bounded by Stuart and James st., and in the rear of theople-Plaza Hotel, bounded by artemus and Stuart st., and Trinity pl.

Basement and sub-basement parking area for cars will serve patrons of both buildings.

Installation of a bell in advance of a detailed announcement of the project because of my gratitude for the ready and substantial response which will come from my fellow citizens to my plea for a release of needed construction enterprises.

Installation must assure safety

"The pedestrian is the one with money in his pockets who visits our stores and buys. He is the one who patronizes our cafés. He attends the theatre and other places of amusement. He must always be made welcome on the streets of Boston and his safety must be assured," he said.

The traffic commissioner also took advantage of the occasion to call upon the automobilists to keep moving. "The automobile must not be allowed to stand at the sidewalks. The automobilist must not stop on the streets. He must always be on the alert to move on.

AID PEDESTRIANS

Outstanding among the proposed changes is the readjustment of the timing at several traffic lights in the area. As a result of the study by the lights, so as to give the pedestrian on foot more time in crossing the streets at busy intersections. The complaints were received from pedestrians saying that the time allotted them to get across the street, especially in the downtown section, was inadequate.

Changes in Lights Expected

More Time for the Pedestrian Is Desired

As Boston's new traffic lights blinked away through the last few hours of their first week of service, Traffic Commissioner Joseph A. Conry and the engineers of the traffic commission were giving serious consideration to proposed changes in the system to favor the pedestrian.

Installation of a bell at congested corners to inform the waiting pedestrian that it is his turn to go ahead is another matter which is being considered by the Traffic Commission. The establishment of such a bell was suggested to the commission by a Boston newspaper and also to the commissioner by Joseph A. Rouse, of Public Works.

In his statement, announcing the possible adoption of these changes, Commissioner Conry enlarged on the right of the pedestrian to every consideration.

Must Assume Safety

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By JAMES T. SULLIVAN

Boston has started its first system of through traffic lights. It is too soon to predict the outcome, but the generally accepted verdict is that the lights will function successfully as people get used to them.

To expect that they will bring about the millennium in traffic is out of the question. Making comparisons between this city and systems about the millennium in traffic is not of the question. Making comparisons between this city and systems in other places can not be done with any great degree of success.

Take New York and Chicago as examples: In those two cities one finds 5th and Michigan boulevard very wide thoroughfares, with city blocks spaced equally distant. In Chicago the boulevard is divided so traffic is moving in opposite directions. It is a lengthy stretch, comparatively, to Bromfield st. and also Franklin.st. Milk and School sts. are reasonable distances, but Western to State st. and then to Adams sq. are short.

Tremont st. to Boston Common on one side, conditions of dead-end streets are not so serious. But there is a blocking of an outlet to the west. And two-way traffic there has its limits.

With these streets failing to connect it means traffic has to make zig-zag circles trying to leave Washington st. For example, from Franklin to Bromfield at a driver must make a 90 turn.

It is the same story at Boylston to Essex and from School to Water st. Added to these factors is the most serious of all-the narrowness of Washington st. Property is so valuable that it would cost enormous sums to widen the street. If the sidewalks could be widened in the shopping district it would be a help.

With the signals in operation now the big traffic tower at Summer and Winter st. will be removed. As a matter of fact it has been a sort of safety island, that has saved many persons from serious injury or death as they fluttered beside it a split second before a motor vehicle might have hit them.

When the holiday season arrives the lights will get their real test. With four months operation some progress will have been made in educating the public.

Last December motor traffic was restricted to a couple of lanes on Washington st. in that section. It may have to be diverted or the signals slowed down this year.

Enormous Task

It is going to be an enormous job to educate people to obey the lights. For some to say that pedestrians will grasp their meaning quickly and stay where they belong is akin to saying the moon and stars might be made not to shine on a clear night.

Boston has had a traffic tower at Winter and Washington and Summer st. for a long time. Conditions are much better today than when it was installed. With a great blare of trumpets the New York Police Commissioner announced recently that he was going to hold into court pedestrians that did not obey traffic lights.

A few weeks ago the writer spent some time watching conditions on 42d st. where intersections are made with 5th and 6th avs. Madison and Lexington avs. near the Grand Central Station. Between 3 and 6 o'clock the jams were on.

Did pedestrians obey the lights? They did not. Instead they marched into the middle of the streets between vehicles, and suggested things that motor vehicles and street cars were blocked when they had the right of way.

Asking a policeman about the arrest crusade, he laughed and pointed to the light. "How many of you would be needed just to try to grab that group?"

Question of Arrests

There has been some talk about arresting the first person that the light arrests. Globe tells us years, the writer recalls when such a thing was suggested to the Legislature. A bill had been drafted providing that people should cross only at marked spots, and at the direction of the uniformed officer. Some question came up regarding the right of any city to pass ordinances governing traffic through a street commission or other body.

The late Police Commissioner O'Meara appeared at the hearing. He stated that he was not there to oppose anything the Legislature saw fit to do. But he gave the example of what would happen in Boston most any time, especially in the holiday season.

Asking the committee that the police would carry out the law and arrests would be made, the legislators were asked if they would think on being called to Boston evenings to get out.

CLEVELAND, HAS ITS TROUBLES

It is going to be an enormous job to educate people to obey the lights. For some to say that pedestrians will grasp their meaning quickly and stay where they belong is akin to saying the moon and stars might be made not to shine on a clear night.

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EAST BOSTON TUNNEL
LAND DAMAGE OFFER

Many Owners Agree to Sum Not Exceeding 10 Percent More Than Assessed Valuation

An offer to accept land damages not exceeding 10 percent more than the assessed valuation was made to Mayor Curley today by many owners of property at the approach to the Boston end of the East Boston tunnel. The owners at the conference in the office of the Mayor represented valuations in excess of $1,300,000.

The offer was made to dispose of their holdings if the tunnel project is put through. Several of those present did not take part in the agreement, stating that consultation with coowners would first be necessary. Another meeting will be held at 10 o'clock next Wednesday morning.

Mayor Curley recently announced that the city would not go ahead with improvements until he arrives at some understanding in the nature of a "gentleman's agreement" or what the property owner would be willing to take. The proposed East Boston traffic tunnel will cost $15,000,000, of which $4,000,000 is allowed for land takings.

CONRY FAVORS TRAFFIC BELL

Would Put It on Roads Leading to Schools

"The audible signal has its advantages; a bell at congested street corners may be tried with advantage, and, with the opening of the school season bells might be installed on the streets leading to all schoolhouses," says Hon Joseph A. Conry, Traffic Commissioner, in a statement to the press this afternoon in which he points out that while the motorist has adapted himself as a rule to the new traffic signals, the pedestrian problem stills needs attention. His statement follows:

"The public still is keenly interested in the operation of the traffic signal system. Motorists as a rule have adapted themselves to the turn of the light. The pedestrian, greater in numbers and always individual, still needs attention. Under the manual system, when the officer stood aloft in his tower, he was regarded as a delightful addition to the social life. A pleasant smile of greeting to all and if the belated individual found himself in the middle of the street he was politely ushered by the officer to the distant curb."

"With a mechanical system the personal treatment has vanished. The resolute face of the red light warns all to stop. When the soft yellow appears with the red it is a signal for the pedestrian to walk. He must move promptly. There is no kindly officer to yield to the laggard. It is now brought home to the pedestrian that he is part of the great business of the city and he must keep step with the movement of progress. The audible signal has its advantages; a bell at congested corners may be tried with advantage."

"With the opening of the school season, bells might be installed on streets leading to all schoolhouses. If the people learn to walk by the bell in childhood the habit would remain through life. The city thrives by action."

PLAN HISTORICAL ARCH, FANEUIL SQ

For Tercentenary, A. L. and K. of C. Decoration

At a conference of tercentenary and Legion officials with Mayor Curley today it was decided that the principal street decoration for the tercentenary, American Legion and Knights of Columbus conventions would be a great historical arch in Faneuil Hall sq. Mayor Curley would not approve suggestions for smaller arches in various sections of the city, believing that one great arch in front of Faneuil Hall would be best. In addition there will be 40 ornamental columns in various squares in the downtown section of the city, among them Adams and Post office sqs, Church Green, Boylston and Tremont sts and at the intersection of Arlington and Stuart sts and Columbus av.

The arch will be so designed that the principal figures will be changeable to conform to the character of the different public celebrations. Tremont st will be converted into an "Avenue of States" and tercentenary decorations must conform with the plans of the American Legion.

CONRY TO ADOPT AMERICAN'S BELL IDEA

Audible Traffic Signals Favored for the School Areas and Congested Crossings

The Boston Evening American's suggestion for a warning bell attachment to the traffic light signals will be put into effect in schoolhouse districts and at congested corners, Traffic Commissioner Joseph A. Conry indicated today.

Commenting upon the proposal, he said:

"The audible signal has its advantages. A bell at congested corners may be tried to advantage. With the opening of the school season, bells might be installed at streets leading to all schoolhouses."

PEDESTRIAN NEEDS CARE

Of the psychological effect of the bell signal, he said:

"If the people learned caution by the bell in childhood the habit would remain through life."

In a general discussion of the light system, Commr. Conry declared:

"The public is keenly interested in the operation of the traffic signal system. Motorists, as a rule, have adapted themselves to the turn of the light. The pedestrian, greater in numbers and always individual, still needs attention."

LIGHTS IMPERSONAL

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Democrats, On Harmony Bent, Face Discord

Factions for and Against Naming State Ticket at Worcester Meeting

Favors “Fitzy”

Belief Prevails He Will Be Selected to Run for Governor or Senator

By William F. Furbush

Democratic leaders of the State, meeting today in Hotel Bancroft, Worcester, for a harmony conference, frankly were prepared for a program of discord and it was anybody’s guess just what the conference, totaling about six hundred, would work out to solve the many complications which have developed. The big question before the assembly was whether a State ticket should be selected by balloting or whether only names should be canvassed and the decision as to candidates be left to the voters at the primaries.

Opposition to the selection of a State ticket has unexpectedly been registered by former Mayor John F. Fitzgerald, original sponsor of a conference to bring about a racial and geographically balanced ticket. He declares that he, for one, “will certainly oppose any attempt to go back to the old convention system.”

Fitzgerald’s stand disturbed Chairman Frank J. Donahue of the Democratic State Committee, who took the position that, while the meeting was a conference only and not a convention, the conference at least could suggest a ticket which in their judgment would be most likely to be successful if nominated.

In other words, the conferences faced two warring factions, with Donahue insisting on a conference-designated preference of candidates and Fitzgerald persisting that, as declared by Mayor Curley of Boston, he is the strongest candidate the Democrats can put up for governor, and that there should be no balloting today.

To support his position, Fitzgerald stated that he had received a letter from Senator David J. Walsh, who was to address the conference later in the day in the interest of harmony, indicating that the senator is taking a “positive stand against nomination of candidates at the meeting.”

Plans for the conference have been attacked by former Governor Eugene N. Foss, who tacitly stated that the word “harmony” does not appear in the Democratic lexicon and favors allowing all candidates who aspire to any office to go before the electorate on the primary ballot.

Thomas C. O’Brien, one of the candidates for the United States Senate nomination has declared that he is in the race to the finish and will not abide by what he considers would be a plot to pick Fitzgerald for the governorship and Marcus A. Coolidge for the senatorship. Joseph F. O’Connell, another of the senatorial aspirants, also says he will refuse to abide by a conference ticket. Representative Roland D. Sawyer, also in the Donahue leadership, and Indicate a ticket preference, Fitzgerald would come out as the choice of the gathering, either for governor or senator. Previously, he had announced that he would not withdraw from the governorship contest if Fitzgerald is recommended for the senatorial nomination, is taking the position of watching developments.

As the conferences assembled, a strong movement was under way in the interest of former Mayor Andrew J. Peters as a gubernatorial candidate, and equal activity was being demonstrated in behalf of Joseph R. Ely of Westfield, who on Saturday came out flatly as a gubernatorial aspirant. Still another candidate for the nomination for governor is John J. Cummings of Boston, who does not look favorably on a conference-designated ticket.

Former Lieutenant Governor Edward P. Barry of Boston, who took out nomination papers for governor about a week ago, has withdrawn his candidacy, explaining that his action was on the advice of physicians.

Opinion Favors Fitzgerald

As the hour for the meeting approached there was an almost general opinion that, if the conference decided to follow the example of the delegates at the convention, Peters will be the choice of the gathering, either for governor or senator. Previously, he had announced that he would not withdraw from the governorship contest if Fitzgerald is recommended for the senatorial nomination.

This, it is understood, was the position of Walter J. Schibetta, chairman of the committee to favor Peters as the strongest candidate to carry the banner for the Democrats against Governor Allen.

As neither Peters nor Ely cares to run for the Senate, there is expectation that they both will drop their gubernatorial aspirations if Fitzgerald is recommended as the man to pit his strength against Governor Allen. It also was the opinion of many of the conferences that both Mayor Curley and Fitzgerald would refer Ely if they are obliged to choose between him and Peters for the governorship.

In the event that Fitzgerald comes out as the Senatorial preference there is one question, however, that Coolidge, though Chairman Donahue indicated Saturday that Coolidge presumably would abide by the opinion of the conferences. O’Brien and O’Connell, however, insist that their names will be on the primary ballot and with such pre-registered antagonism to the selecting of a ticket, the leaders are frankly worried over the outcome of the meeting.

How much discord will come out of harmony, is the question many of them are asking.

Offered for Takings in Tunnel Work

Willing to Accept Damages

Few Property Owners Agree to City Terms

The task of obtaining agreements with owners of property to be taken for the construction of the East Boston tunnel was taken up by Mayor Curley today and in accordance with his decision last week, no major improvements were to be undertaken during his administration which would damage the city. The question of the reaction of Coolidge and Fitzgerald persisting that, of many of the conferees that both warring factions, with Donahue insisting there should be no balloting today, governorship.

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Friends Put Logan in Governor Race Again

By BERNARD J. DOHERTY.

Worcester, July 28—A new bombshell was thrown into the Democratic “harmony” meeting today when a committee from South Boston once more injected Gen. Edward L. Logan into the fight as a candidate for Governor. Logan, some time ago, had dropped out of the fight. As soon as he heard of the new move, ex-Mayor John F. Fitzgerald telephoned Mayor Curley in Boston, but was assured again of Curley’s support.

Worcester, July 28—Whether Ex-Mayor John F. Fitzgerald of Boston likes it or not he must abide by the sentiment of the day. The conference, Chairman Frank J. Donahue of the State Committee asserted today as the parley got under way.

Chairman Donahue asserted that the conference to decide on “best” candidate for Senator and Governor was Fitzgerald’s own suggestion and “there wouldn’t have been any conference at all if it hadn’t been for Fitzgerald.”

“I would be satisfied,” said Donahue, “if a resolution were adopted that so-and-so would be the best candidate for Senator or Governor. I want to make it clear that there should be an expression of opinion.

“Fitzgerald must abide by the decision of the conference. He has got to accept his own child.

CANDIDATES ARE BUSY.

Just before the conference opened a series of “camp meetings” were held by various factions in an attempt to trade on candidates.

Most active were the supporters of Joseph F. Ely of Westfield whose conference-campaign offices were opened in a suite at the Hotel Bancroft.

The supporters were lined up with the Worcester delegation on Ely for Governor and Marcus Coolidge of Fitchburg for senator.

Congressman William Granfield was to present Ely’s name on the floor of the conference and it was to be seconded by John C. Mahoney of Worcester.

Chairman Donahue, before the conference, named the following committee on credentials:

J. Frank Farcy, Cambridge, chairman; State Committee Treasurer; Charles F. Riordan, Sharon; Representative Thomas Smith, Fitchburg; campaign manager for Coolidge; Charles E. Scott of Worcester; Arthur Goulart of New Bedford; former State Committee Chairman Charles R. McGee of Cambridge, and Cornelius F. Connolly of Lowell.

FIGHT ON TWO POINTS.

Two distinct rows presented themselves as the conference opened. One was an indicated attempt to displace Donahue as permanent chairman of the conference and the second was a determination on the part of Fitzgerald followers to prevent a vote on the candidates.

The remainder of the delegates was swinging to Marcus A. Coolidge of Fitchburg manufacturer and ex-mayor, for the senatorship.

Chairman Donahue-f Fitzgerald deadlock. The Senate, however, was still in the air, with booms on for Sherman L. Whipple, prominent Boston attorney; former Mayor Andrew J. Peters, and ex-Mayor John F. Fitzgerald.

DONAHUE TO FIGHT.

The retirement of former Lieut.-Gov. Edward F. Barry from the governorship race was expected to be followed by a similar announcement from Roland E. Varney, candidate for senator.

Chairman Donahue was prepared to put up a vigorous fight for Barry from the conference called for the purpose of expressing preference on the candidates would be nothing but a lot of “blab.”

But despite Donahue’s position many of the delegates were of the opinion that a vote would be avoided and that some expression other than a formal tally would be substituted.

“I do not deviate from my position that to have busy men and women come from all over the state for any other purpose than what the conference was called for would be a violation of their intelligence,” said Donahue.

“They are here to select the strongest ticket for the party and I feel that is what they will do.

PLEA FOR HARMONY

Donahue then took up the first business of the conference, that of naming a committee on credentials. No chances of a packed conference were being taken by the chairman. With the exception of the newspapermen, only those entitled to seats being admitted.

A second committee to be appointed, that on rules, Donahue turned over to the conference itself.

One of the features of the early happenings was the arrival of Rep. Thomas Smith, candidate for mayor of Fall River, who came cross-country from the American Legion convention at Williamstown to Worcester by airplane.

Senator David I. Walsh, the keynote of the gathering, was expected to take up the Donahue-Fitzgerald deadlock. The Senator was scheduled to discuss the issues of the campaign, with emphasis on the national situation, followed by a plea for harmony in the ranks.

Partisans of both Donahue and Fitzgerald were figuratively at each other’s throats. The Donahue adherents openly charging that Fitzgerald, after proposing the conference, had “run out” on the chairman.

BARRY TO QUIT

The Fitzgerald forces met this accusation by saying that the “Little General” never intended at any time to put over a State ticket would be a violation of the direct primary law.

Two Shifts Planned on Postoffice Job

Word was received by Mayor Curley today, in reply to his request upon the Merritt-Chapman and Scott organization, that the maximum number of men should be used on the construction of the new Post Office building foundation, to the effect that the concern will co-operate with the city in the relief of unemployment.

The first major operation in the construction of the foundation for the new building will be the driving of sheet piling, which will be conducted on a two-shift basis. This will be followed by excavation, which, on account of the traffic congestion, will be handled on a two-shift basis at night. The placing of concrete probably will be carried on twenty-four hours a day, so that altogether the program, according to J. E. Middleton, assistant to the president, should utilize the maximum number of men.
SESSION MARKED BY UNCERTAINTY

Walsh's Speech Expected to Be Big Factor

BY JOHN D. MERRILL

WORCESTER, July 28—The Democratic leaders were slow in gathering for their conference to be held here this afternoon, but a. the hour set for the session arrived the crowd increased rapidly.

The question still is whether the conference shall select a State ticket and recommend it to the voters or shall merely discuss the men who want to run for office. Frank J. Donahue, chairman of the State committee, insists that the former course shall be taken. Others equally prominent are on the other side. Numerous consultations have been held in hotel rooms and elsewhere during the morning hours, but no one yet is certain about what will happen this afternoon.

Ex-Mayor John F. Fitzgerald of Boston, candidate for Governor, was one of the late arrivals. Senator David I. Walsh did not appear until the conference began, but there is reason for believing that these and other prominent Democrats had been discussing the situation in secret.

Walsh Address Big Factor

Joseph B. Ely of Westfield, candidate for Governor, and Marcus A. Coolidge, candidate for Senator, spent the morning greeting their friends and talking over the situation, but they were as uncertain as the general public about what will take place this afternoon, at least, they said they were. Much will depend on the address which Senator Walsh makes this afternoon.

One of the interesting persons here today is George F. Willett of Norwood. Gov. Allen's brother-in-law, Mr. Willett used to be a Republican, but a dozen years or so ago he became a Democrat, and now he is a candidate for the Democratic nomination for the State Senate from the district now represented by Senator Wragg. The Republican majority in the district is very large, but Mr. Willett expects at least to reduce it and hopes to overcome it.

Ex-Mayor Edward W. Quinn of Cambridge, the Massachusetts member of the Democratic national committee, took part in many conference, public and private, but even he expressed doubt as to what would happen in this afternoon's meeting.

Fitzgerald Still Opposed

There has been no change overnight in the situation. Ex-Mayor Fitzgerald, who originated the plan for a conference, is still of the opinion that it would be almost suicidal for the conference to pick a slate. His original scheme was for a meeting of a few leaders and the various candidates, but he believes the gathering now contemplated too closely resembles a State convention without authority from the Democratic voters.

Ex-Mayor Walsh of Boston, once the Democratic nominee for Governor, was the first of the former candidates to that office who appeared on the scene. He expects to take part in the afternoon discussion.

Mayor Curley of Boston is not expected. Unless the leaders agree on a course of action, a hot fight is expected as soon as the conference opens. In case the members decide not to select a ticket, the later proceedings will be of little consequence, but if they determine to pick a slate the candidates and their friends will have another contest on the floor of the conference.

Cummings May Attend

Ex-Dist. Atty. Thomas O'Brien and Ex-Congressman Joseph F. O'Connell, both of Boston and both candidates for the Senate, are not here and are not expected. They have several times stated they would not be bound by the action of the conference.

John Cummings of Boston, a candidate for Governor, has not arrived. At last accounts he was uncertain whether he would be here. He is not entitled to a seat in the conference but will be permitted to address it if he comes to do so.

Other candidates will have the same privilege, but most of them will rely on their friends. John F. Fitzgerald, however, will conduct his own case if there is need to do so.

60 RESIDENTS PROTEST TO STREETS BOARD

Rep. Finnegan, Councillor Fish and Others Battle to Protect the Tenean Beach District

Vigorous protest by more than 60 Dorchester residents, half of them women, was registered before the street commissioners at City Hall today against the petition of Max Lipson of 40 Broad St, for permit to store 20,000 gallons of gasoline at 77 Tenean st., Dorchester.

The site is 50 yards from Tenean Beach and because of this fact, objectors declared the gasoline tanks would be a menace to children and others frequenting the beach.

City Councillor Albert L. Fish, representing that district, led the protest, asserting that the gasoline would constitute a fire and explosion hazard.

No storage tanks for gasoline, he pointed out, are allowed along the South Boston beaches and they should not be allowed near Tenean.

Rep. Joseph Finnegan of the district placed himself on record as an opponent and said he was authorized by former Mayor John F. Fitzgerald and Cong. John McCormack, both residents of Dorchester, to place them on record likewise.

Patrick J. Connolly, president of the Dorchester Board of Trade, objected both for himself and his organization.

The petitioner, Lipson, declared that the tanks would not be a menace, as they would be constructed underground under supervision of the Boston fire department.

He said there would be no retail business and only one truck a day would visit the place to take on gasoline.

The commissioners took the petition under advisement.
MEANS GREAT BOOM
FOR HUB WORKMEN

Jobs for Thousands
Is Promise of Promoters

Work will actually be started by Aug. 12 on a $30,000,000 building project in the Park square district, to consist of a 40-story office building, said to be the largest office building in the world, and a 20-story professional arts building to be devoted to medical and dental offices and clinics, according to announcement yesterday by a group of Boston interests, headed by W. J. McDonald, well-known real estate developer.

This project, referred to by Mayor Curley in a public statement, printed in the Post yesterday, will provide employment for thousands of Boston men, particularly those in the allied building trades and is expected to be a stimulant to further business development in and about Boston.

The larger building, which will tower 500 feet, is a remodeling and replanning of the New England building announced in 1932 by local financial interests, and will bear that name. According to Mr. McDonald, work will start on this structure by Sept. 15 at the latest, and the breaking of ground for the Professional Arts building in the rear of the Copley-Plaza Hotel, will be begun almost immediately and in no event later than the middle of August.

In a few days the H. G. Ferguson Company of Cleveland, general contractors in charge of the work, will open a local headquarters and swing into the preparatory work. According to R. E. J. Summers, vice-president of the Ferguson Company, it will be the policy of the contractors "to secure all possible labor and material for our operations in the immediate vicinity of the work."

To Occupy 130,000 Square Feet

This will mean, according to the promoters, that most of the labor will be recruited in Boston and Greater Boston, and the construction of the buildings will act as the greatest boon to the city at a critical time.

The New England building, with statistics and details that exceed anything ever heard of in this section before, will occupy 15,000 square feet of ground space in the area bounded by St. James avenue, Stuart street and Berkeley street, with the Maine Furniture Company building as the eastern boundary line. The Professional Art building will be situated on a site in the rear of the Copley-Plaza Hotel, bounded by Stuart street, Dartmouth street and Trinity place.

Great progress on Plans

Mayor Curley paid a tribute to the initiative and vision of the promoters, and the announcement of the start of work on the project was extremely gratifying to the Mayor. It was pointed out by the Mayor and by the construction firm that the effects of such a project in construction are broader than those of an equal expenditure in any other field. Materials and services are supplied by hundreds of firms, who in turn must buy and work out raw materials before they can deliver their finished products.

According to the architects, plans have reached a stage where invitations to bid for sub-contracts can be let within a day or two on the Professional Arts building, and within a month on the New England building.

J.F. FITZGERALD
GIVES UP IDEA OF DRAFTING SLATE

Says He Will Resist Any Attempt to Ballot on Candidates Today

NOT A CONVENTION, BUT A CONFERENCE

Edward P. Barry Withdraws from Race for Governorship

By W. E. MULLINS

One of the eve of the Democratic harry once today at Worcester, John P. Fitzgerald abandoned his original idea of calling together all the party leaders of the state to produce a balanced ticket for the November election.

He retreated before the criticism of Thomas C. O'Brien, Joseph F. O'Connell, Eugene Noble Foss and others who charged that the conference was framed in advance and that its actions would be a direct evasion of the primary law.

Mr. Fitzgerald's first idea was that if Senator Walsh, Mayor Curley and himself could agree on a ticket none could stand, in its way. He was especially anxious to eliminate O'Brien and O'Connell. He obtained the support of Chairman Donahue of the Democratic state committee but failed to win the approval of Walsh and Curley. Walsh sent him a letter expressing vigorous opposition to any conference to name candidates.

On top of these developments, O'Brien charged Saturday at Concord that the real purpose of the conference was to agree on Marcus A. Coolidge of Fitchburg for Senator and Fitzgerald for Governor.

Fitzgerald said last night he would be at Worcester today to resist any attempt to ballot on candidates, while Chairman Donahue is equally determined that the conference approve a slate of candidates. The opposition to the Donahue program appeared sufficient to sustain Mr. Barry tonight who gave no idea of what he would have the conference actually accomplish.

His statement follows:

"I expected to attend a conference at Worcester, not a convention to nominate candidates. In my statement three weeks ago I urged a conference of representative Democrats of the state to talk matters over so that the Democratic slate ticket, when finally selected, would not be top-heavy, particularly from Boston.

"I think the results already accomplished have justified my position, all of which, however, will be nullified if the conference attempts to supplant the
CITY WILL RUN OFF
DELAYED PAGEANTS

Tercentenary Program in
Full Swing This Week

Two Events Scheduled in Franklin
Park, Three on Common

TERCENTENARY EVENTS SCHEDULED FOR TODAY

Boston—Boston Common, at Tercentenary Tribune, 8:30 p.m. Musical program by American Institute of Normal Method, 200 voices. Speedway, Brighton, metropolitan concert, Stewart's, 7:30 p.m. "Arbelia," Gov Winthrop's flagship on exhibition at Charles River Basin, foot of Revere, at 10 a.m. to 10 p.m., admission 25c.

Holden—Old folks' concert, 8 p.m.

Kingston—Mayor John Bradford House, 1814, open 9:30 a.m. to 5:30 p.m., admission 25c.

New Bedford—Historical parade; boxing bouts; cruiser Cincinnati and destroyers Gilmer and Parris making visit through July 29.

Rutland—Reproduction in Town Hall of first town meeting, which was held the last Monday in July, 1722, 8 p.m.

Salem—A Colonial village at Forest Park; reproduced 17th century home an hospitality center, also a Colonial store in operation; Puritan and later Colonial costumes, documents and antiques, at Essex Institute.

Springfield—18th century Colonial village, with reproduced manners and customs; at Exposition Grounds (West Springfield).

After the delay caused last week by the showers, the Tercentenary Pageant program of the Boston Park Commission will get under full swing this week with two programs on Franklin Field Playstead and three on the Boston Common.

The much delayed opening of the Franklin Park series will be held on Tuesday night when Alexander Ira, as chairman, starts the activities at 8:30 in the evening.

Ex-Mayor John P. Fitzgerald will deliver the address at this meeting which in many particulars will be similar to that presented on the Boston Common's "Mayors' Night."

Mrs Eva Whiting, chairman of the Tercentenary Pageant Committee, has chosen for the Liberty Chorus its patriotic selections, and for the 1st Corps Cadets Band to furnish the music.

To Present Tableaux

George H. Beaulieu will present a series of six historical tableaux touching the high lights in the history of this country. For the Speaker, Kenneth Perry will act as interpreter for the them.

The complete program follows—


The Boston Common pageants will open on Monday night with a musical program to be given by the American Institute of Normal Method. Once again Francis Fidlay has brought out a splendid chorus of more than 200 voices which will entertain with a mixed program of new and old songs.

Wednesday night on the Common will be Navy night, and the Charles-town Navy Yard will send a detail of service men along with the Navy Yard Band.

Capt R. R. Wigram, head of the Department of Naval Science and Tactics at Harvard University, will be the speaker at this entertainment and will act as the Navy Yard representative for Admiral Louis Mouton.

A series of tableaux arranged and directed by George Beaulieu of the Community Association of Boston, will be included in the program and about 25 service men will enact the scenes.

Jewish Program Friday

One of the best programs to be presented on the entire schedule will be given on Thursday night at Franklin Park Playstead. At that time an all-Jewish musical program will be offered, with such contributors as Henry Gideon, the noted Jewish conductor; Louise Bernhardt, contralto soloist, and Morton Bower, tenor at the Metropolitan Theatre. The entire program has been arranged by the Jewish Tercentenary Committee, with the assistance of Mrs White.

The entire broadcasting program of WEEL has been enlisted for the Friday night program on the Common, and the orchestra of that station, with Will Dodge directing, as well as the combined radio artists who broadcast over WEEL, will entertain. The Edisor Male Quartet, Frankelette, soprano, and John Herrick, tenor, will be featured in musical numbers in this program.
Democratic Meeting in Worcester
Today Not to Act—Barry Retires From Governorship Race

More than 300 Democratic leaders in this State will meet in the Hotel Bancroft in Worcester this afternoon in the first pre-primary conference ever held by the party to "suggest" a State ticket for the coming primaries. The meeting, which promises, in spite of recent hot shots at it by office-seekers and former office-holders, to be a successful conference, will start at 2 o'clock under the direction of Frank J. Donahue, chairman of the State committee.

Announcement that Senator David I. Walsh would be at the conference, but would decline to indicate his preference in the matter of candidates for Governor and United States Senator, was made last night from Clinton, where Senator Walsh spent the night. In view of his attitude it is not likely the conference will vote any preference.

ATTACKS O'BRIEN

Other important developments were the withdrawal of the candidacy for governor by Edward P. Barry, former Lieutenant-Governor, and a statement by Chairman Donahue in which he took in task former Governor Eugene N. Foss and Thomas C. O'Brien, candidates for the senatorial nomination for their recent statements scoring the conference plan.

Donahue charged that on two occasions Foss repudiated the party ticket and declared that the former Governor "exhibits an ash iron gall when he attempts to advise the Democratic party." Donahue asserted that Foss was hand-picked candidate for Congress in 1919, and that in 1911 and 1912 the entire ticket which he headed was selected by party leaders.

As for O'Brien, who charged the convention was "packed" for Coolidge and Fitzgerald, Donahue explained that O'Brien gave a "thoughtless statement" made when he was unduly excited over being heckled. Whatever the conference produces it is certain that it has aroused a great interest among the members of the party throughout the State. Leaders from Senator Walsh down to Selectmen in the various towns and chairman of committees in the cities, will at tend in an effort to apply some sort of weeding-out process to the heavy sale of candidates for the major offices.

A committee on credentials, to be appointed this morning, will be at the Bancroft Hotel at noon, when the first of the delegates is expected to arrive, and each of the leaders will be checked off as they appear. Chairman Donahue expects the meeting to get underway promptly at 2 o'clock and to be completed in a short time.

In telephone conversations with Democratic leaders, Senator Walsh in Clinton last night made it clear that he was favorable to the conference and did not consider it a substitution for the primary system. He stated that he believed the party convention should settle the problem of a ticket through a direct vote, and not the convention. Senator Walsh has been throughout the day by telephone calls from leaders who sought his guidance at the conference.

Walsh to Urge Unity

Senator Walsh, without taking a stand for one candidate as against another, will urge the unity of the party and point out that under present conditions the Democrats of Massachusetts have the greatest opportunity in their history to get along very well without any advice from ex-Governor Foss. Foss has joined the forces of the few who are trying to make it appear that there was no conference plan.

It is a convention not a convention, and can do no more than suggest that the ticket which in the judgment of the convention is the best ticket will be successful if nominated.

The Democratic party can get along very well without any advice from ex-Governor Foss. Foss has joined the forces of the few who are trying to make it appear that there was no conference plan.

To Ascertain Sentiment

"Governor Foss repudiated Senator Walsh then as he did Governor Smith in 1925. The Democratic party can get along very well without any advice from ex-Governor Foss. Foss has joined the forces of the few who are trying to make it appear that there was no conference plan.

"Governor Foss pretended solicitude over the position that he is fearful Senator Walsh may be placed in, is amusing. He was solicitous about Senator Walsh in 1913 when, after having been honored by the Democratic party with three terms as Governor, he became an independent and tried to defeat Senator Walsh at the polls."
Boston presents many attractions for the visitor at this season, particularly during the tercentenary observance, but none more beautiful or effective than the floral display at the Public Garden. While the beds of rare plants and flowers, with which the beauty spot abounds, are viewed with admiration by thousands of persons each day, of special interest are the emblematic beds which have been laid out by the city of Boston as a tribute to the organizations which are to hold conventions here during this Summer.

The latest and one of the most effective of these, completed within the past few days, is that containing a replica of the Knights of Columbus emblem as an attraction to the thousands of members of the order and its friends who will flock to Boston during its 48th annual convention, to be held at the Hotel Statler, Aug 18, 19 and 21. This magnificent display is located on the Beacon-st side of the Garden near the corner of Arlington st, in close proximity to the George Robert White memorial. The bed is on an incline, 19 feet deep by 17 wide, and is attracting much attention. Just below the emblem the word "Welcome" stands out boldly. In the fashioning of this beautiful display the gardeners of the Park Department have used many rare and distinctive plants, including alternanthera, echinacea, haworthia, lobelia, pachyphytum, pilea and sedum.

Mayor Curley, who has been largely instrumental in bringing many of the conventions to Boston, has taken a particular interest in the success of the coming meeting of the Knights of Columbus, as he is a member of Shawmut Council, and the honorary vice chairman of the executive committee.

He has written the following greeting and invitation to the members of the order and their friends to visit Boston during the week of the convention:

"New England hospitality is as proverbial as the latchstring which adored the log cabin doors of Boston's early settlers, through whose penetrating vision and dauntless courage this great country was wrested from the wilderness. The latchstring is still the symbol of a hearty welcome to all who visit Boston, and it hangs within the reach of all who come our way, as it did 300 years ago.

"New England hospitality is more than a formal greeting and a smile of recognition; more than a cordial handclasp and an expression of friendly interest, more than a desire to display the social amenities due the passing visitor. It is something that comes from the heart.

"New England hospitality is a reflection of the sunshine that fills our souls; it is an overflowing of the emotions that rule the hearts of men and women who have pride in themselves and in their achievements; it is the longing to share with the stranger within our gates all that we have and all we hold dear. That's New England hospitality.

"Share with us, while you are here, the inspiration that comes from intimate association with the shrines of American independence. Visit the home of Paul Revere, who rode to warn the countryside that the British were coming; the old North Church, from whose steeple flashed the light which sent him on his way; the Old South Meeting House, the site of the Boston Massacre, Bunker Hill, Faneuil Hall, Lexington Green, where the Minutemen engaged the enemy in combat; the old battle ground at Concord, and 100 other places of equal interest.

"Take them away with you, in spirit at least, and enjoy the thrill of possession, for they represent to you a heritage from a noble ancestry."
LARGE LOBBY

Entrances are placed in each of the three surrounding streets and lead to an ample lobby which is furnished with a large lounge for visitors and an information desk with a telephone exchange which is to give day and night service for the tenants of the building, making connection possible with them at all times.

The lounge is furnished in the manner of a hotel lobby and has retiring and smoking rooms in connection therewith. Over this lounge on the second floor is the doctors' lounge which also contains a medical library.

A ramp entrance from Trinity place will serve the upper and lower basements. The lower basement will be used for parking of tenants' cars. Visitors' cars will be cared for by attendants, who will place them in a nearby garage and deliver them at the building entrance when wanted.

The exterior of this building will be of polished granite at its base. Upper walls will be of limestone and brick and the roof of aluminum.

POLISHED GRANITE

The office building proper will lift in set-backs with large open courts on its four sides to the main tower, which starts at the 15th floor area 100 feet by 214 feet. The tower will rise with strong vertical lines and minor set-backs at its top to the 38th floor, where it will be crowned by a domical roof motive of aluminum. The 39th floor will be an observation platform. Set-backs are to be landscaped with shrubbery to provide a pleasant outlook for the occupants of the upper floors.

The base of the building will be of polished granite in black and brown, with upper portions of variegated limestone and gray brick. The lofty vertical spandrels of aluminum and bright steel will be picked out in gold and color.

The tower will be floodlighted with white and colored lights which will make it a feature of interest by night as well as by day. Some idea of the relative magnitude of the building is obtained from the round number estimate that it will house about 15,000 persons each business day.

ARTS BUILDING

The Professional Arts building, which will be for the service of the medical profession and allied interests of Boston and New England, will occupy the site on Stuart street between Dartmouth street and Trinity place. It will contain 20 stories above ground and two below, an overall height of 230 feet. The upper stories of the building will contain a small clinical hospital for minor operations. This will be used exclusively for the service of surgeon-tenants of the building. It will contain up-to-date quarters for patients and nurses, laboratories facilities, operating rooms, solarium and exercise rooms. The doctors' offices will extend down to the second floor and will be ventilated and so designed as to permit of varied subdivisions to suit individual needs. They will be furnished with mechanical equipment to serve all needs. They will be furnished with mechanical equipment to serve all needs of doctors and dentists.

The first two floors will be occupied by drug and medical appliance and supply stores and a restaurant.

“COSTS ARE LOWER”

At his office in the Metropolitan building, W. J. McDonald said:

It is very gratifying to me and to my associates who have been working so long to bring this development to realization to be able to give the word to go ahead. It is fortunate for us, too, that we are able to proceed with actual construction just at this time.

Building costs are lower than they have been for 10 years or more, labor is plentiful, and willing, and financial terms are favorable. Others will do well to make use of the opportunity.

We have given a great deal of thought to the layout and arrangement of these buildings, in an effort to make them the outstanding buildings of their type in this country and also most attractive and convenient for the thousands of persons who will use them daily. Located in the path of Boston's logical growth, they will undoubtedly give added impetus to the continued progress of New England.
A.7

SLEEPER AND JOHN H. JOHNSON.

"Surpassing in size all office buildings here or elsewhere in use, the New England building as planned will contain 20,000,000 cubic feet of space and will lift the famed contours of aluminum roof to a height of 450 feet from the ground. At the top will be an observation platform 300 feet in length. At night the building will be illuminated with white and colored lights. It is estimated that at least 15,000 persons will be able to make it their place of business."

"Plans include separate provisions for parking motor cars in the basements and sub-basements of both buildings, and in the New England building, the largest, uniformly terminal in the Northeast will link all local and long distance bus lines with the Boston sub-way system through direct underground passages to the Arlington street subway station, Hotel Statler, the Paine Furniture Company building and a large basement taxicab station."

"When it is completed the New England building will be the tallest building in the world and will rise to a height of 450 feet above ground. Its cubic contents will be 20,000,000, of the 20,000,000 total, as it occupies the site of the New York hotel in New York, as under the leadership of former Gov. Alfred E. Smith."

"Due to the larger amount of ground surface which it will occupy, the New England building will offer more rentable floor space than the Empire State building. Its floor height and floor-like form will make it an outstanding landmark of the Boston skyline."

"The announcement of the two buildings completes the development of the original Park square district. Coming at a time when the unemployment situation is acute, it will give a tremendous impetus to the allied building trades throughout the nation, and as an outstanding event of the centenary year."

AD TO UNEMPLOYMENT

R. B. SUMMERS, vice-president of the H. K. Ferguson Company, general contractors and consulting engineers for both buildings, and Walter A. Arling, chief of the Ferguson Company's commercial division, handled the negotiations for the contracts with Mr. Summers yesterday that several thousand men will be employed directly on the work."

"Of course," he said, "the effects of such a large expenditure in construction are far broader than those of an equal expenditure in any other field. Materials and services are supplied by hundreds of firms, who in turn must buy and fabricate raw material before they can deliver their finished products."

"It is always the policy of our company," he declared, "to secure all possible labor and material for our operations in the immediate vicinity of the work. We have had a part in bringing about the realization of this great forward step for Boston, at a time when unemployment is common."

"Two escalators and four sets of passenger high speed elevators will be installed, the first three stories of the building are occupied by large spaces, which will be sublet, to furnish facilities for 1000 to 3000 men, who will be employed on the work."

"The basement parking facilities will be a great relief to congestion around the building. This passage way will also connect the basements of the two structures. The first three floors of the building will be occupied by large spaces, which will be sublet, and the lower two basements for parking spaces, which will be sublet to the tenants of the building and furnish facilities for 1000 to 3000 men, who will be employed on the work."

PARKING IN BASEMENT

On the first floor down from the level of the bus terminal will be a garage, with accommodations for 30 or 40 cars at one time, so that tenants and visitors will be able to take a step before stepping out of doors. This will do much to relieve congestion around the building."

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From St. James avenue ramps are provided from the Arlington street station to this station and building. This passage way will also connect directly with the Paine Furniture Company building and the Hotel Statler. From these basements and the lower stories, the building will be a great step in the development of the Park square district. Other ramps will lead up from these basements and the lower stories to the St. James avenue ramps."

CURLEY PLEASED

"Following so closely on the stirring appeal of Mayor Curley to the business leaders of the city and financial leaders of Boston to release needed construction projects, the announcement of this vast program is extremely gratifying to City Hall."

"To quote from a preliminary statement from the Mayor's office yesterday: "It indicates that there is growing up in the minds of business leaders a sense of partnership with the men who work, and a determination to end as soon as possible the distress of those who have been out of work through no fault of their own.""

JAMES F. CLAPP OF BLACKALL, CLAPP, WHITTEMORE AND CLARK, OUTLINED OUT THE FOLLOWING DETAILS CONCERNING THE DESIGN OF THE TWO BUILDINGS.

4 STORIES

The New England building will occupy the open space between St. James avenue and Stuart street on Berkeley street, and will be the first building to start off what is commonly known as the Park square district. The size of this lot permits a building site of 271 feet by 401 feet, with a private street 60 feet wide in its center. The site is reached by the pyramidal envelope which is prescribed by the building ord. nance. This permits a building which will be larger than the city and unusually high for Boston, and which will constitute one of the outstanding landmarks of the city.

The first three stories of the building will occupy the entire site with the main entrance on Stuart street and St. James avenue and the first and second stories of the building will occupy the covered stations provided for the buses of the Boston Elevated and other local and out-of-town bus service. These stations will give directly on the union bus station and as a great relief to congestion around the building. From this direct entrance is had to the lobbies of the building.
to that committee by Mr. Donahue. I know of no position in public life which is more burdensome and commands more sacrifice than the chairman of the State committee. Its shortage of funds persists. The sacrifice of time required is great. Mr. Hoover is not infallible. He may make mistakes. All of us do. But in his heart of hearts he has no desire to win. I am glad to be here. And whenever you nominate, you will find me fighting as ardently as I can.

Great enthusiasm was shown during and at the close of Senator Walsh's address.

Rules Committee et Odis

Then the conference proceeded about its business. John Jackson Walsh, chairman of the committee, reported for that committee the regulations which it proposed. Most important was that no candidate should be recommended to the primary voters unless he had a majority vote of the members of the conference. Mr. Walsh also reported that the members of the committee, Mr. Lawyer and Mrs. MacDonald, dissented from that particular rule. It was finally recognized that we cannot make up our minds to recommend a candidate for Governor two years ago. We do not want to dictate, but merely to express our preferences. Mr. Murphy, acting for the Boston Democracy plainly stirred up some feeling, and the end of his brief speech was drowned in hostile interruptions.

Sawyer Speaks for Primary

Chairman Donahue next recognized Representative Roland D. Sawyer of Ware, one of the candidates for Senator. He was received with loud applause. "This is not a question of courage," Mr. Sawyer said, "but a question of judgment. The Democratic party gave the primary to the State. Shall we now kill what we created? It would be a serious tactical mistake to indent individual candidates and might lead to defeat. The margin is small and we should do nothing to risk it.

Mrs. MacDonald made a conciliatory speech in which she urged observance of the spirit as well as the letter of the primary law. Strabo V. Claggett of Brookline, twice the Democratic nominee for State auditor, spoke forcefully in favor of the nomination of candidates. He boldly took up the question of race and religion. As soon as he began to speak about Catholics and Protestants, Congressman McCormick raised the point of order that Mr. Claggett was not speaking to the question, but the chair moved the point not well taken, and Mr. Claggett proceeded.

He called attention to the creation of racial cleavages in other States and expressed the hope that Massachusetts Democrats would not make such an error. "If you make up a ticket exclusively of one racial group you will go down to defeat. I want it to be known that there is room in the Democratic party for all creeds and races. How can you appeal to the young voters unless you convince them that that is the fact? This is the time to be tolerant."

Claims G. O. P. Represented

Mayor Murphy of Somerville was the next speaker. He said the Democratic party was not intolerant, as the nomination of Col. G. ten and Gen. C. C. Cole for Governor and Lieutenant Governor showed. "I have seen here," Mr. Murphy said, "the paid workers of the Republican party." Here he was interrupted by cries "Name them," "Show them up," "Take it back," etc. You'll find their names easily enough if you will call for the credentials," Mr. Murphy said.

Senator Robert E. Bigley of Boston argued the conference should not endorse candidates merely for the head of the ticket, but should recommend men for every place if it was going to undertake the task at all.

By this time the members of the conference had heard about all the discussion they cared to listen to, and when John H. Backus of New Bedford moved that the debate be closed the motion was carried almost unanimously.

Rising Vote Decided On

The next step was to decide how the vote should be taken. After conference with other members, Chairman Donahue decided that a rising vote should be had and that each member in order to be counted, must show his credential as he stood in his place. Because of the report of the committee and amendments which had been offered, the question was somewhat confusing, but Mr. Donahue finally made it clear.

Most of the members had seats on the floor, but 100 or 200 were in the gallery. The task of the tellers was to count the "ayes" and "noes," see what each delegate displayed his credential when he voted. It was no easy job, but the tellers made their report which showed that the vote stood 253 for striking nominations and 283 against. Then followed the incident in which Mr. Kiley played a prominent part.
Predicts Victory for Party
If Right Candidates Run

By JOHN D. MERRILL

Worcester, July 28—The conference of Democratic leaders held here today decided, after a stormy session of three hours, not to recommend to the party voters a list of candidates for the primary.

That conclusion was reached after the matter had been discussed with such vigor and heat that at times a riot seemed under way.

There was one little fist fight in which Representative Richard D. Gleason of Brookline took part, but on the whole the members of the conference, although a good deal excited, maintained their sense of humor.

Ely Stems Outbreak

There might have been more trouble if Ex-Mayor John F. Ely of Westfield, a candidate for the nomination of Governor, had not made a conciliatory and persuasive address during a rollcall which was taken to determine whether or not the conference should indorse candidates.

Quite a long story must be told in order to lead up to that point in the proceedings. As has been said, there was a long debate on the question of voting for candidates, but at last the discussion was closed, and Chairman Frank J. Donahue, who presided, asked unanimous consent to withdraw the doubt which had been raised after the standing vote. There was no objection and the original vote prevailed, namely, that the conference should not select a ticket.

When Mr Ely's name was called by Representative Hearn of Boston, who was conducting the rollcall, the former asked for unanimous consent to explain his vote. He had a fine répétition and after a minute or two the crowd of 600 or more gave him close attention.

Mr Ely said that his friends had been kind enough to suggest to him that he had come to the conference favoring a vote on candidates. He had become convinced, however, that no vote taken under the prevailing conditions could carry any weight or do any good. It was apparent that sentiment was divided and that feeling ran high.

He thought that the selection of a "slate" under such circumstances would be detrimental to the party and so he had decided to vote, on the rollcall, against a selection of candidates in spite of the fact that he had voted the other way on the standing vote.

Fears End of Harmony

"This is supposed to be a harmony meeting," Mr Ely said, "but I am sure that anything but harmony would result if under the prevailing conditions we attempted to pick out a list of candidates. My vote now is for real harmony and spirit.

"The members of the conference at once recognized the unsuitability of Mr Ely's position. The common opinion had been that the conference might indorse him for Governor, but that he would probably have a small chance of winning the nomination if he went into the primary without the backing of the conference.

"In other words, his address seemed to destroy the only chance he had of getting the nomination.

"The members of the conference, getting their differences, applauded him without stint, and Representative Hearn asked unanimous consent to withdraw the doubt which had been raised after the standing vote.

"There was no objection and the original vote prevailed, namely, that the conference should not select a ticket.

Sentiment Evenly Divided

Thus Mr Ely saved the situation for the Massachusetts Democracy. It was clear that sentiment on the point at issue was about evenly divided and he was glad to see it had come to a head. If he had been asked to perform, since it was to report whether or not the conference should draw up a "slate" and recommend it to the voters at the primary.

Meeting Opens Tardily

At 3 o'clock, just an hour before a time set for the meeting of the conference, Senator David I. Walsh appeared on the platform and the former called the meeting to order. The meeting, and, when the motion had been carried, the chairman appointed Mr Walsh, of Marblehead, and Representative DeWolfe of Westfield, Francis Goodale of Weston and Mrs Colin W. MacDonald of Boston, who, as vice chairman of the State committee, had taken a place with Mr Donahue and Senator Walsh on the platform.

It was generally recognized that this committee had an important function to perform, since it was to report whether or not the conference should draw up a "slate," and recommend it to the voters at the primary.

Walsh Avoids State Row

When this committee had retired to perform its duties, Mr Donahue proposed that the conference should take a recess until 7 p.m.

Fitzgerald Declares

HE IS WELL SATISFIED

Ex-Mayor John F. Fitzgerald last evening issued a statement on the Worcester parole: "I am pleased with the result," he declared. "There were some disturbances, largely created by those who were paid to attend the conference with Representative leaders of the party that only good can result. We have 10 days now to figure the out."

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$100,000 DAMAGES TO PARKS

Vandalism in Garden, Golf Links and the Strandway

Aroused by the destruction of a score of new Japanese cherry trees at the Public Garden and Jamaica Pond, Mayor Curley yesterday demanded police vigilance and ordered the posting of signs in a campaign to stop vandalism at the parks and bathing beaches, which, he said, amounted to $100,000 a year.

TORN OUT OR BROKEN OFF

Chairman William P. Long of the Park Commission appealed to the Mayor when he found that vandals had torn up some of the cherry trees which were recently planted by the Japanese government as a tribute to the relief extended by Boston after the earthquake in Japan a few years ago.

Of the 500 trees newly planted, park officials found that a dozen had been torn out of the Public Garden and eight out of the Jamaica pond reservation opposite the Mayor's home. A few had been broken off about four inches above the earth.

On Beach and Golf Course

The Park Commission chairman reported that two truck loads of broken bottles and glass were raked off the sands of the Strandway yesterday morning, although the beach is cleaned daily. He also found that the stone bench at the seventh tee of the Franklin Park golf course had been smashed.

Deliberate vandalism is responsible not only for the destruction of many of the cherry trees recently contributed to the city by the Japanese but to the breaking of benches, windows and other property of the park department.

There is no way to justify a complacent attitude in a matter of this character and I have instructed the park commissioner to communicate with the police authorities in addition to placing signs in the public parks with a view to minimizing or ending this wholesale, unwarranted and vicious abuse of public property.

CURLEY, FITZGERALD AND ELY MEET TODAY

WORCESTER, July 28—Although the Democratic conference in this city today failed to reach an agreement on candidates, it was learned late tonight that a conference is planned for tomorrow in Boston between Mayor Curley, John F. Fitzgerald and Joseph B. Ely.

When news of this conference became known tonight, the friends of Marcus A. Coolidge, candidate for U.S. Senator, announced they will seek representation at the Boston conference.

CURLEY MAY SETTLE TUNNEL LAND BILLS

Moves to Avoid Litigation in Property Taking for Harbor Tube

Mayor Curley yesterday opened negotiations with owners of land in the area selected for the approach to the new harbor vehicular tunnel to settle claims for property taken without resorting to litigation. He said indications were bright for settling a precedence whereby all litigation in the taking of the property will be obviated and it would be the first time it has been done in Boston in a project of major importance.

At a conference yesterday a member of owners came to an agreement for damages to be awarded by the city for their holdings. The owners, representing property valued at $1,300,000, agreed to accept offers ranging from the assessed value offers ranging per cent. in excess of the figure.
Faster Time During Week, McLaughlin States

Police, Fire and Traffic Heads Discuss Street Conditions

The apparatus of the Boston Fire Department has moved through the streets twice as fast during the past week in much faster time and with fewer delays than was possible before the lights were placed in commission.

This was made known by Fire Commissioner Edward F. McLaughlin during a conference at the office of Police Commissioner Eugene C. Hultman, attended also by Traffic Commissioner Joseph A. Conry, Supt of Police Michael H. Crowley and Asst Chief Henry A. Power of the Fire Department.

The statement made by Commissioner McLaughlin, was based on a record of time kept by officers in charge of the different companies that had occasion to use streets where traffic is controlled by the lights and 22 reports made by chief officers who kept a strict record of the time required to visit different stations on inspection tours.

These tabulations took into account the order under which apparatus is moved, which requires the operator of a fire department machine to bring his machine to a full stop if a red light is against him, unless signaled to keep moving by a policeman at the intersection where the light is located.

Only One Report of Delay

But one report of a stop being made has been received and that was from a company on a fire apparatus which reported a delay of 40 seconds while waiting for a light to turn green.

Commissioner McLaughlin was warmly commended by Commissioners Conry and Hultman as well as Supt Crowley for his stand in ordering the stopping of apparatus on red lights.

The conference was called to examine traffic conditions as related to the Fire Department, and it is said that Mr Hultman directed attention to a letter he had sent, while Fire Commissioner, to Prof Miller McClintock of Harvard, who devised the traffic light system, asking the survey to provide a "fire lane" along one side of Washington st, when the plan was adopted of 설치.

The conference continued more than an hour yesterday afternoon and a number of different plans were discussed, among them one which called for the installing of loud traffic fire sirens horns at various points to warn of the approach of the apparatus.

Commissioner Conry approved of this plan, if the horns are not attached to the light system. Commissioner McLaughlin stated they could be set up on posts which carry fire alarm boxes, and they should be operated by the Fire Department.

Notification for Officer

Commissioner Conry said that when a fire truck passes the police officer on duty at the corner does not know where the apparatus is going. He stated that some system of notifying the policeman of the location of the fire if it is near his post should be put into effect, so that he could direct traffic out of the zone, instead of following it to follow the fire truck, stop near the fire lines and create a jam of traffic that would prevent more apparatus from reaching the fire.

After the conference he said that he will take up with his engineers the question of creating zones in the congested section of the city with numbers which in case of fire can be signalled to policeman.

Commissioners Conry and McLaughlin suggested that Commissioner Hultman start enforcing the parking bills and help wipe out one of the worst handicaps to the Fire Department.

At the conference of Commissioner Conry an order will be issued to the Police Department calling attention of the drivers of the patrol wagons to the traffic light signals and explaining that a patrol wagon shall stop at red lights, unless hurrying to a hospital with a serious accident case.

AD MEN GIVE TO BOOM THE CITY

Free Service for 300th Birthday Party

Free service will be contributed to the Boston tercentenary committee by Boston's leading advertising men in connection with the $50,000 campaign to advertise the city, Mayor Curley announced yesterday upon receiving notification from Tilton C. Bell of the committee.

The customary 15 per cent commission of the advertising agents will be used to finance more advertising to boom Boston and its 300th anniversary birthday party, the Mayor explained, paying tribute in their offer.

Fist Fights at 'Love Feast' of Democrats

Worcester, July 28— Fist fights, confusion and disorder and the entire abandonment of the harmony program marked the Democratic peace conference here today, called to select a slate for the coming State primary.

During a roll-call on a resolution by Cong. William Connery of Lynn, intended to prevent the conference from going on record in favor of any candidates, the meeting got out of control of Chairman Frank J. Donahue, and two of the delegates abandoned the rules in Cushing's manual in favor of Marquis of Queensbury rules.

Their fist fight in the rear of the hall created excitement among the women present, and several policemen finally managed to push their way through the crowd to pry the fighters apart. One was thrown out of the hall.

One was a Springfield and the other a Boston delegate.

To calm the women delegates who were frightened by the quarrel and about to leave the hall John F. Fitzgerald, a storm center as a candidate for the gubernatorial nomination, leaped to his feet and injected the only "harmony" noticed by leading in singing of his famous "Sweet Adeline." It soothed their frazzled nerves.

TWO MORE FIGHTS

Connery's resolution won by a vote of 263 to 235. The vote was doubted but before the roll could be called again Joseph B. Ely of Springfield, a candidate for governor, urged the delegates to defeat any move to vote on candidates. This caused the delegations to withdraw their objection.

Two other fist fights were started in the corridors, but were quickly squelched.

Ex-Mayor Fitzgerald was accused of "insincerity" in an attack upon him by John Jakson Walsh of Boston, chairman of the committee on rules, who said the former had given his word to abide by the decision of the conference in the choice of candidates and then turned about and said he would not be bound by its vote.

Some of the speakers were heckled. Strabo V. Claggett, who said the slate should not be dominated by one race, was frequently interrupted from the floor.

FITZ PHONES CURLEY

The Fitzgerald followers were warned over the revival of the boom for Gen. Edward L. Logan for governor. Fitzgerald telephoned to Mayor Curley at Boston, and is said to have given assurances that the mayor would stand behind him, rather than with Logan.

U. S. Senator David I. Walsh told the Democrats the unemployment situation and the lack of leadership in Washington furnished them with an opportunity to carry the slate.

But he pointed out they must work hard, for "At Smith with all his popularity carried Massachusetts by less than 25,000 votes."
of consideration of this situation," he
said, "calls for a protest to remedy this
condition. Of course, we don't hold Presi-
dent Hoover responsible for the situation,
but at least the administration should ad-
mitt that the semi-industrial situation exists and
should express sympathy with those who
are suffering under it. We are ready to
give protest in November. We must
nominate the very best candidates and on a
platform liberal, broad and soundly
progressive.

We do not think that Massachusetts
is Democratic because of the election of
1928. Governor Smith got the independent,
progressive, the so-called intelligentsia
and the naturalized vote and yet no one
carried the State by less than 25,000 votes. I impress this on you only to show
the necessity of caution and sound judg-
ment.

"Send men to Washington who will say
'we are sick of this policy of indifference.
We want economic freedom for the poor
and the workers.' Our party is not the
enemy of the farmer or the businessman; we
want every one to have a square deal." The
Senator said that the Democratic
leaders in Washington wanted another
Democrat in Massachusetts in the Senate
from this State and that he would give his whole-hearted support to the nominee of the party.

NEW BOSTON

ROSE GARDEN

Fenway to Have Franklin Park Duplicate

Boston's famous rose garden at
Franklin Park which attracts Sunday
crowds of 25,000 people, will be dupli-
cated in the Fenway under plans an-
nounced late yesterday by Mayor Cur-
ley, following a conference with Chair-
manship William F. Long of the Park
Commission.

To carry out the plans the Mayor
sent two appropriation orders totaling
$150,000 to the City Council for approval.
Of this $100,000 will be spent to plant
a rose garden in the Fens near the Evan's
memorial wing of the Museum of Fine Arts, where the lagoon will be enlarged to reflect the beautiful
corner of the park.

To further beautify the Franklin
Park vista the Mayor has approved
plans for a flowering rock garden be-
tween the bird house and the rosegarden. As sketched by Arthur A.
Shurtleff, landscape architect, a stone windmill would be used to pump water into an artificial cascade to a
lagoon in the centre of the rock gar-
den. Flowers would be planted be-
tween and around the rocks

MAYOR BEGINS DRIVE
ON PARK VANDALISM

Orders Long to Request
Police to End Damage

Deliberate destruction of park prop-
erty is costing the city of Boston in
excess of $1,000 a week during the
summer, with the result that Mayor Cur-
ley has instructed Police Com-
der John Long to confer with the Police
Department to put a stop to the vand-
alsim. He also instructed that signs
be placed in the parks "with a view
to impressing the minds of even those
whispering or undermining wholesome,
unwarranted and vicious abuse of park
property.

Many of the cherry trees, a gift of
the Government of Japan to the city of Boston, planted in the Public Garden and along the banks of Jamaica
River, have been destroyed. In addition
windows have been broken, benches damaged. Other destructors is also noted.

This sign, determined upon by
Mayor Curley, will be placed in the parks in the hope that education may help to stop the destruction of park
property.

"The public parks are es-

dablished and maintained for the ben-

efit of the people of Boston who are
obliged to spend the summer season
within the city limits. The parks and
bathing beaches are their vacation re-
sorts. The Tax Department expend

annually more than $6,000,000 for the
establishment, extension and main-
tenance of parks, playgrounds and
bathing beaches.

"There is no way in which any
individual can claim that the destruc-
tion of park property. Your duty as a citizen of Boston requires not only that you refrain from injuring or destroying any portion of the war memorial, but, as
a good citizen, that you do your part to prevent any other individual from
destroying any portion of a system whose usefulness and beauty are so
necessary to the well-being of every

OWNERS IN TUNNEL AREA
MAKE LAND TAKINGS OFFER

At a conference in the office of May-
or Curley yesterday, an offer to accept
land damages was made by the owners of property in the approach to the tunnel.

The offer was made to dispose of
holdings on the condition that the
value of the net profits on the business.
Upon the motion being put by the chair-
man, Alden H. Kenyon, it was
animously carried.

Present plans call for a campaign exclusively in the cities outside
New England, to attract visitors and
to benefit the port of Boston.
Democrats to Hold Further Conferences

Ely and Coolidge Seek Session with Curley in New Harmony Move

Fitzgerald "Happy" 

Holds "Discord" Meeting Proved Boston Can’t "Hog" Ticket

By William F. Furbush

Democratic leaders who fought fruitlessly yesterday for concord at a "harmony" conference in Hotel Bancroft, Worcester, are back where they started in the matter of suggesting a balanced ticket to meet their Republican foes. After a session punctuated by a fist-fight and at times apparently verging on a riot, former Mayor John F. Fitzgerald stands in his battle to prevent any conference selection of primary candidates and the word now is that a few leaders will sit down in private to work out a line-up for governor and senator. It is understood that Mayor Curley’s stand will be a barrier to such a conference.

The Worcester conference was plainly a showdown between forces backing Chairman Frank J. Donahue of the State committee, who wanted an expression of preference by the conference on the matter of primary candidates, and those behind Fitzgerald, who made an about-face by insisting that he would not permit the meeting to be labeled a ticket battle in contradiction to Mayor Curley’s stand. Although the meeting had been suggested as one at which a ticket might be formed, it might also have been called a demand for concord.

The session ended harmoniously when Chairmen spoke harmoniously with plain speeches of promise to enter the primary with redoubled vigor and a determination to select the candidates the voters may choose to run against the Republicans. This change from discord to concord, however, came only when Joseph B. Ely of Westfield, candidate for the gubernatorial nomination, pleaded that the conference turn down his suggestion to suggest a ticket. Before the session started, Ely was strongly in favor of the meeting balloting a preference of candidates.

Senator Walsh Urges Good Nature

The discord developed early in the business session, despite a vigorous appeal by Senator David I. Walsh, who declared that the Democratic party never had such bright prospects as in the "atmosphere of good nature." He added, "Let us differ, but let us do so in good nature; let us not cut each other down."

Senator Walsh, in the conference room a short time after his address, departed to another room in the hotel. Despite the harmonious conclusion of the day’s proceedings, in which Fitzgerald spoke earnestly for party harmony and cooperation, there were expressions of bitterness from several groups and a feeling that anybody who really insisted that a harmony result would be guilty of shame in the eyes of the world, said one of the participants, S. H. Trask of the Battle of Wagram, a ping-pong tournament.

The candidates present as they were, as follows: John F. Fitzgerald, John J. Cummins and Joseph B. Ely for governor; Marcus A. Coolidge, Thomas C. Shattuck, Joseph F. O’Connell and Roland D. Bray, for United States Senators.

Before the session got under way, there was activity in behalf of Judge Edward L. Logan for governor, and the name of Attorney General L. Whipple was brought forward for senator. There aped to be no likelihood that former Mayor John J. Peters would gain any headway, according to Elizabeth to the rumor that private conferences in the offing to work out a ticket, balanced racially and geographically, is apparently given in a report from Worcester that a meeting has been called in the city by Mayor Curley and Fitzgerald. When this report reached the friends of the candidate Coolidge it was stated that they would seek representation at the conference.

Fitzgerald Happy on Outcome

Fitzgerald stated this morning that unquestioned would be private conference with Mayor Curley as the recognized leader of the Democratic party, and that, if Fitzgerald, would not sit in any such gathering. The former mayor declared that he was very happy about the outcome of the conference, in his opinion, it constituted conclusively to the Boston delegation the real temper of the members of the party in the middle and western parts of the State, and it was settled that the ticket to prevent any appearance of indorsement, politically, that would not permit his temper of the other delegates, there could be no such combination as the ticket was formed.

"It was no the Boston members of the meeting that, because of the nomination of the other candidates, there could be no such combination as the ticket was formed. Fitzgerald for governor and either O’Connell or Ely for senator and Fitzgerald for lieutenant governor. With such a ticket, the Committee on rules committee that the meeting take a ballot on the question of a ticket for governor and Senator and that if any candidate who the other office received a majority of the votes he should be recommended to the Democratic primary voters for that nomination.

Harold Williams of Brookline, once a candidate for the Democratic nomination, urged the conference to express its preference for Fitzgerald, in spite of the recommendation of the rules committee that the meeting take a ballot on the question of candidates for governor and Senator and that if any candidate who the other office received a majority of the votes he should be recommended to the Democratic primary voters for that nomination.

Fitzgerald and Coolidge Seek Session with Curley in New Harmony Move.

Gleason-Noonan Mix-up

The first flight developed during the roll-call. As Daniel F. O’Connell, manager for Marcus A. Coolidge, pressed through the crowd in the hall, Representative Richard D. Gleason of Boston, though friendly terms with O’Connell made a remark which John Noonan of Springfield seemed to interpret. Noonan said what he thought was a reflection upon O’Connell’s work. Gleason and Noonan stood against each other in the hall. Police entered and a stone was thrown by a member of the crowd. Police opened fire on the crowd, and Noonan was wounded. The scuffle was ended after this.

As has been previously indicated, the conference was assembled, and not as originally proposed by Fitzgerald, for the purpose of revising the primary possibilities as to the governorship. It was an almost open secret that strenuous efforts would be made to hold together a ticket for governor for Fitzgerald and for senator, in particular. Those who have studied the outcome in the primary will understand that the tickets were not made for the purpose of winning the primary for Fitzgerald, as such tickets would not be considered as a ticket for the governorship, and that it would mean that the Democratic party would be political in the selection of the ticket.

It is known that, however, that influential members of the Democratic party in the commonwealth would not be permitted to have a ticket unless Peters in it for governor or senator and there are some in the

party here who don’t want to concord such a ticket, and it is entirely possible that the realm of possibility.

Whatever is the outcome of private conferences with Mayor Curley, sought by Curley and Coolidge, there appears to be no doubt that Fitzgerald will remain in the field, either in a combination of the ticket for governor and Coolidge for senator, or as the first line-up apparently being the more likely.
Curley-Fitzgerald-Ely Conference Is Mystery

Mayor Says He Knows Nothing About Meeting to Decide on Gubernatorial Candidate, Following Boisterous Worcester Gathering

Interest of Democrats all over the state centered in a reported meeting yesterday of Mayor Curley, ex-Mayor Fitzgerald and Joseph B. Ely to consider the question of preference of the party in respect to a gubernatorial nominee this fall.

That question which signally failed of settlement in yesterday's Worcester conference of more than 500 party delegations has developed in interest overnight as the result of feeling created at Worcester between factions of several candidates.

KNOWS NOTHING OF IT

At the mayor's office nothing had developed in respect to the planned conference, Mayor Curley declaring that he knew nothing of it and that he had not been notified by either Fitzgerald or Ely.

Adherents of Marcus A. Coolidge, one of the strong candidates for the United States Senate, it was reported, also would seek to have representation at the meeting.

Former Mayor Fitzgerald today expressed doubt that he would take part in the meeting, however: "Ely, Congressman William Greenfield who recently carried a western Massachusetts Republican district, and possibly Coolidge were to come to Boston either today or tomorrow, to talk over the situation with Mayor Curley and see what can be done," Fitzgerald said.

FITZGERALD PLEASED

The ex-mayor declared himself as highly pleased with the results of the Worcester gathering. "It satisfied the people of the middle and western part of the state that Boston does not intend to hog the ticket," he stated, "and that a feeling is being created outside Boston as well as here that we are not going to have the best possible list of nominees and one that will sweep the state this fall."

Delegates over the state today were busy getting ready for the line-up of candidates who are expected to file papers before the final day for filing, Aug. 6.

HELPING MAYOR IN ADVERTISING BOSTON

Agencies Giving Services Without Profit

Announcement was made yesterday that Mayor Curley has designated a group of Boston advertising agencies known as the Mayor's Advisory Committee on Advertising to place newspaper and magazine advertising for the city of Boston in the interest of commercial and industrial development of the city as well as for tercentenary activities.

The committee, which has been working closely with the administration for many months, includes: A. H. Kenyon, the Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser & Marks; Franklin P. Shumway Company; A. H. Greenleaf, the Greenleaf Company; Maurice F. O'Keefe, Advertising Agency; George Wiswell, Chambers & Wiswell; Lester Haswell, the Haswell Company; John F. O'Connell, O'Connell Advertising Agency; A. H. Wood, Wood, Putnam & Wood; Tilton S. Bell, J. J. Borgatti and Frank W. Prescott.

Present plans call for a campaign exclusively in newspapers in cities outside New England, to attract visitors and benefit the port of Boston.

DISMANTLED TRAFFIC TOWERS IN STORAGE

Subject to Disposition by Their Donors

Traffic Commissioner Conry in a statement today said that the dismantled traffic towers will be held at the storehouse of the commission awaiting final disposal from their donors, as to what disposition should be made.

"As a matter of courtesy to Messrs. Kuhn, Conklin and Pearsall, the donors, the towers will be held at the storehouse of the Traffic Commission and the best advice as to their disposition. The watering trough for thirsty horses and the traffic watch tower are decorated with the past, while automobiles and airships advance the impatient future."
Conry Comments on Traffic Towers

Traffic Commissioner Joseph A. Conry issued the following statement today on the traffic situation:

Traffic is a daily fact of life in the city. The problem is not new and it is not likely to be solved overnight. But progress is being made. The recent installation of traffic towers has been a step in the right direction. These towers, which are located at key points in the city, provide a means of controlling traffic in a more effective and efficient manner. They are also a symbol of the city's commitment to improving transportation and reducing congestion.

Rose Garden for Fenway Planned

Following a conference with Chairman Long of the Finance Committee, Mayor Curley announced that he would proceed with the plans for establishing a rose garden in the Fenway. This park, which is located near the Museum of Fine Arts, will be transformed into a beautiful and peaceful oasis. The garden will be constructed to the south of the rose garden. As sketched by Arthur A. Shurtleff, landscape architect, the rose garden will be used to pump water over an artificial cascade to a lagoon in the center of the rock garden. To carry out the plans, the city will appropriate $150,000.

Dorchester Fights Gas Storage Tanks

Sixty residents of Dorchester, led by City Councilor Albert L. Fish, went before the City Council today in protest against the petition of Max Lipson for permission to maintain storage tanks on the Dorchester street on which location is about 500 yards from the beach. Objection was based on the argument that such a business would greatly injure the usefulness of the beach, prove a detriment to the enjoyment of thousands of children, and constitute a fire menace. Representative Finnigan placed former Mayor John F. Fitzgerald and Congressman MacCormack on record against the enterprise. Patrick J. Connolly, president of the Dorchester Board of Trade, but that organization on record in opposition.

The only speaker for the petition was Mr. Lipson himself, who said the tanks would be underground, that they would not constitute a fire hazard and that there would be no seepage to affect the beach. He called it a legitimate business enterprise.

The question was taken under advisement.

Boston Thanked for Its Offer of Assistance

Mayor Curley today received from P. Margotti, Italian Consul General, the following communication:

"I am instructed by the Royal Government to express to your honorable city the heartfelt thanks of His Excellency the Chief of Government, Benito Mussolini, for the telegram which you have issued by the Royal Government in expresssy of your sympathy and the sympathy of the City of Boston on the occasion of the recent earth quake."
DONAHUE AND FITZGERALD AGREED

Expect Much Benefit to Party; O'Connell, Absentee, Sees a Victory for Self

By BERNARD J. DOHERTY.

The Worcester conference had accomplished tremendous good for the party, was the practically unanimous opinion of party chieftains today.

State Chairman Frank J. Donahue declared that the gathering was as representative as any held by Democrats in years.

"Nobody controlled it," he pointed out. "It was very clear from the start that the delegates were free and untrammeled and were exercising their own judgment.

"The situation is ironing itself out and an exceptionally strong ticket seems assured. I believe that the conference accomplished a great deal of good for the party."

Ex-Mayor John F. Fitzgerald was impressed with the strength of the demand for representation on the ticket from the districts outside Boston.

"The conference," he said, "the delegates in no 'phony' candidate with Republican money were the conference. I think I showed my experience is going to tell and tell heavily," he said.

NO CONFERENCE TODAY

A report that a conference was on today between Joseph B. Ely of Westfield, candidate for Governor, whose conciliatory speech yesterday produced harmony at the convention where serious bed-wrack threatened, with Mayor Curley and former Mayor Fitzgerald, was without foundation.

None of the men mentioned had heard of any such proposal, they professed.

Within the next week or so, however, conferences will be held among the candidates themselves. It is understood, which is expected to bring about some retirements.

In any event, the politicians now look for a more intelligent vote upon the part of the Democratic electorate in the primary as a direct result of the Worcester conference.

...snit of the Worcester conference.

FREE MEN TO WORK FOR HUB FREE

Free service will be contributed to the Boston tercentenary committee by Boston's leading advertising men in conducting the $50,000 campaign to advertising the city. Mayor Curley announced yesterday upon receiving notification from Tilton S. Bell of the committee.

The customary 15 per cent commission of the advertising agents will be used by them to purchase more advertising to boost Boston and its 300th anniversary birthday party, the mayor explained, paying tribute to their offer.

The committee, which has been working closely with the administration for many months, includes: Aiden H. Kenyon, the Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser and Harry Marks, Glaser & Marks; Franklin P. Shumway, F. P. Shumway Company; A. H. Greenleaf, the Greenleaf Company.


It was hot weather and every-body was more or less excited. It was a good thing for them to blow off steam."

O'Connell asserted that the vote he will get in Boston and outside will be a surprise.

"And when it comes down to an argument of fitness my experience is going to tell and tell heavily," he said.

AD MEN WORK TO CURTAIL VANDALS

Estimate Men and Boys Have Caused $100,000 Damage in Year; Police to Assist

Vandals who destroy trees, flowers, plants, benches and other property located in the public parks of the city of Boston are today the object of the most extensive campaign ever launched in this city against persons of a destructive nature.

The combined forces of the police and public departments, at the request of Mayor Curley, today began an investigation of the activities of gangs of boys and young men who make nuisances of themselves in the parks of the city, annoying persons seeking rest and recreation there, uprooting trees, flowers and plants, and destroying much valuable property.

It is estimated that the destruction caused by these gangs cost the city $100,000 during the past year.

Many young cherry trees, the gift of the Japanese government to the City of Boston, have been uprooted in the Public Gardens and at Jamaica Pond, Mayor Curley said, and there is no doubt in the minds of officials that destruction of these beautiful saplings is due to vandalism.

Signs will be placed in all parks urging those who visit there to cooperate with the authorities in their campaign against what Mayor Curley terms, "wholesale, unwarranted, and vicious abuse of public property."

TRAFFIC BOARD TO RUN AIRPORT

An unconfirmed report that the Boston Traffic Commission will shortly replace the Park Commission in the operation of the Boston Airport, was prevalent at City Hall and police headquarters today.

Traffic Commissioner Joseph A. Conroy refused to discuss the report, referring the inquiries to Mayor James M. Curley. The mayor was non-committal, but admitted he had received a suggestion along those lines.
TANGLE UP

TO CURLEY

AS ARBITER

Both Fitzgerald and Ely Wish to Run for Governor

COOLIDGE SATISFIED

WITH SENATE PLACE

Series of Conferences Likely to Solve Big Problem

BY ROBERT T. BRADY

With Mayor James M. Curley acting as chief arbiter, efforts will be made during the next few days to straighten out the muddle over the two principal places on the Democratic State ticket by arranging that John F. Fitzgerald shall have one of them and either Marcus A. Coolidge or Joseph B. Ely the other.

ELY-COOLIDGE PROBLEM

Following the failure of the “harmony” conference at Worcester, Monday, to bring about any real agreement on candidates for Governor and United States Senator, Curley and Fitzgerald, who are clearly playing close together in the situation, are now anxious to have Ely and Coolidge agree between them as to which shall stay in.

The Fitzgerald proposal for the conference was based on his announced desire to see the section outside of Boston given adequate representation on the State ticket. With that troublesome, turbulent conference out of the way, the Boston leaders believe they have cleared the air sufficiently to make it certain that by making a combination of Fitzgerald, representing Boston, and either Ely or Coolidge, representing the outside section, they can put across a “properly balanced” ticket, and one which will make Democratic victory certain in the November election.

Persons very close to Mayor Curley yesterday said that the Mayor would be perfectly agreeable to, talking things over with the three men on such an arrangement, but it was said that Curley would be pleased if it could be arranged that Ely should be candidate for Governor and Fitzgerald for Senator; or that Fitzgerald, for Governor, and Coolidge for Senator; or, finally, Fitzgerald for Governor and Coolidge for Senator. Ely Showing Strength

Among the rank and file of the Democratic leaders yesterday there was perhaps even greater confusion as to just what will happen than there was prior to the Worcester conference. It was admitted generally that Ely, by his tactical move for peace at a time when the conference was in its most critical stage, had advanced his own cause materially.

The impression after the conference that Ely intended to go through as a candidate for Governor under any and all circumstances gained him much favorable comment among Boston Democrats. The decided boost given to Ely personally by Congressman William J. Granger at the Worcester evening session and the appeal to Democrats of all sections to give the Ely candidacy serious consideration helped the situation along materially, with the result that Ely was regarded yesterday by Boston Democrats as a distinctly for- midable factor in the whole situation.

The difficulty which Curley and Fitz- gerald may find in trying to put over a combination between a Boston man and one from the outside for the two principal places stems from the fact that Ely is interested only in the governorship and probably would not listen at any length to suggestions that he go after the Senate nomination.

Coolidge Seeks Senatorship

On the other hand Marcus A. Coolidge has set his heart on running for the Senate. He has his papers in circulation and he has gone some distance along the way towards organizing and perfecting his campaign for that place.

Fitzgerald is in the mood to enter into a combination with Ely for Governor and himself for Senator, if Coolidge, whom Fitzgerald has on most friendly terms, and such an arrangement is agreed to by Coolidge, would mean a lot of trouble with out-of-Boston Democrats.

As if on the other hand, Fitzgerald remains in the fight as a candidate for Governor, he has not played the friends in western Massachusetts, and that particular Ely group is one of the most aggressive of the out-of-Boston Democrats for representation on the State ticket.

The situation which has developed as a result of the first proposal of Fitz- gerald for a conference is that the Boston leaders, at least, are to appear as if they “had the ticket,” race their positions into the position where they can say: “We can’t play the Ely-Coolidge combination together and settle our differences. Agree on either Ely for Governor, Fitzgerald and the Boston vote, so far as Curley and Fitzgerald can deliver it, will be given to the man of your choice.

That is the plan which the conference is to be held with Curley, Fitzgerald and Ely, which they will try to put across within the next few days.

O’Connell-O’Brien Problem

It seemed quite certain last night that if they can get Coolidge to agree with him, Fitzgerald will be willing to put Fitzgerald into the Senate fight and to go through with Ely for Governor. If they can make such an arrangement, they argue among themselves, they will be able to get Joseph F. O’Connell, of the King’s Chapel, whom the Senate field. At the same time, with Fitz- gerald as a candidate for Senator, they believe that they can get the nomination, and if Fitzgerald and Ely have been chosen for the Senate, it is to date a supporter of former District Attorney Thomas M. O’Brien for Senator, who was out of Fitzgerald’s ticket.

O’EDIPUS REX’ IS GIVEN BEFORE LARGE CROWD

Ancient Greek Tragedy

Seen by 15,000

An appreciative audience, numbering more than 15,000 persons, last night witnessed the second presentation of “Oedipus Rex,” famous Greek tragedy, by the dramatic Jouehmch, at the Coliseum on the Common.

The play was presented under the auspices of the city of Boston Tercentenary committee through the cooperation of the Massachusetts Bay Tercentenary, Inc., which had presented the tragedy to a gathering of that size at Symphony Hall last week.

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The drama was presented under the auspices of the city of Boston Tercentenary committee through the cooperation of the Massachusetts Bay Tercentenary, Inc., which had presented the tragedy to a gathering of that size at Symphony Hall last week.

The Mayor commented favorably upon the audience in view of the weighty nature of the plot of the drama. The splendid setting and ancient Greek dances especially pleased him.

The most impressive part of the event was its setting. The play was originally given in the open amphitheatre at Athens about 2500 years ago. Last night’s setting almost paralleled that original setting, and with the audience filling the space before the tribunal and extending over the slope of Monument Hill opposite the Coliseum, there was a sense of the weighty nature of the plot of the drama. The splendid setting and ancient Greek dances especially pleased him.

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TICKET FORECAST

COMBINATION OF TWO HINTED
WITH JOHN F. FITZGERALD FOR SENATOR

Sawyer May Quit Contest and Enter Field For Auditor

By JOHN D. MERRILL

Although the conference of Democratic leaders which was held in Worcester on Monday voted not to recommend or indorse a list of candidates for nomination in the primary, there is still a chance that some of the candidates for the Governorship and the Senatorship may make a combination which will appeal to the Democratic voters. And bound up in this situation is the possibility that John F. Fitzgerald may, after all, be a candidate for the nomination for the Senate.

The Democratic organization in Boston is not unmindful of the desire of the Democrats outside the city to be recognized in the primary, and there is reason for believing that steps will be taken to satisfy the members of the party who live beyond the limits of Suffolk County.

Concede Fitzgerald Victory

All of the politicians say that Ex-Mayor Fitzgerald can win the nomination for either Governor or Senator—no one can defeat him in the primary no matter which office he runs for.

Ex-Dist Atty Joseph B. Ely of Westfield, who would like to be Governor, doubtless realizes that he could not make much progress against Mr. Fitzgerald in the primary. The same statement can be made in regard to Ex-Mayor Andrew J. Peters of this city, his primary strength is much smaller than the strength his friends claim for him at the polls. John J. Cummings of this city also has certain strength, but the experts say he cannot reasonably expect to defeat Mr. Fitzgerald.

therefore, the Democratic situation so far as the nomination for Governor is concerned will be simple enough if Mr. Fitzgerald runs for that place.

What will happen then in the Senatorial fight? There are now four candidates for that nomination—Ex-Mayor Marcus A. Coolidge of Fitchburg, Ex-Congressman Joseph F. O'Brien of this city, and Representative Roland D. Sawyer of Ware. The latest story is that Mr. Sawyer is willing to retire from that contest and become a candidate for the nomination for State Auditor.

Ely Seen as Other Max

It is well known that the party leaders, for the sake of party advantage, want to nominate a Yankee Democrat for one of the two highest places on the ticket. Consequently, if Mr. Fitzgerald runs for Governor, a Yankee should be nominated for the Senate. But there seems to be some doubt whether Mr. Coolidge would be certain to defeat Mr. O'Brien and Mr. O'Connell in the primary; if he did not succeed in doing so, both of the important places on the ticket would go to men of Irish descent—a result which the party leaders think would be unfortunate.

The question has been raised, therefore, whether the best policy would be not to run Mr. Fitzgerald for the Senate and Mr. Ely or Mr. Peters for the Governorship. The nomination of Mr. Peters would give both of these nominations to Boston, and there are objections to it. For this reason it is by no means impossible that efforts will be made in the next few days to bring about a combination between Mr. Fitzgerald as a candidate for the Senate and Mr. Ely as a candidate for Governor. This arrangement would give one place to a Bostonian of Irish descent and the other to a Yankee Democrat in the western part of the State.

This plan would eliminate Messrs Coolidge, O'Brien and O'Connell, if it is true that Mr. Fitzgerald can defeat them in case he runs for the Governorship.
CUMMINGS TO BE ON BALLOT FOR GOVERNOR

Files Papers as Democrats Recuperate After ‘Harmony’ Fiasco

SATURATION FAILS TO SITUATION
SITUATION FAILS TO SATISFY
SATISFIED WITH CONDITIONS,
SATISFIED WITH CONDITIONS,
SATISFIED WITH CONDITIONS,
SATISFIED WITH CONDITIONS,

He says — Republicans See Victory Assured

By W. E. MULLINS

Democratic pulses were again beating at a normal rate yesterday after Monday's cataclysmic "harmony" conference at Worcester which threatened to interrupt the campaign for a brief period to tear the party asunder. The chief development in yesterday's progress of the primary campaign was the filing of enough certified signatures by John J. Cummings to insure placing his name on the ballot for nomination for Governor.

Cummings said that he is content to let the voters select their own candidates at a legally conducted primary, but was inclined to be disturbed at reports of secret meetings of so-called party leaders for the purpose of arranging a balanced ticket behind which strength might be developed.

Mayor Curley, around whom much of the discussion has been centered since the feverish assembly at Worcester, left his executive office at noon Monday and was not available for any conferences. Former Mayor John F. Fitzgerald admitted that he would welcome the opportunity of discussing the situation with Curley and there is a chance that they will get together within the next few days.

FITZGERALD NOT DISMAYED

Fitzgerald declined to be in the least dismayed at the outcome of the Worcester meeting. "I am satisfied with the situation as it is developing," he said. "That remarkable outpouring of Democrats furnished the opportunity to meet and discuss conditions as they exist. The Republicans make themselves ridiculous when they pretend to see a complete dissolution of our party's chances because of slight differences of opinion. It was a red-blooded meeting of real Democrats." In spite of the savage opposition he encountered, Fitzgerald refused to be convinced that he could not have had the conference's indorsement of his candidacy for Governor. He rejected it because he feared the damage it might do to him in the election. Supporters and opponents alike freely confess that he can win the nomination on the primary through his strength in Boston.

Joseph M. Ely of Westfield, who has risen to a position of importance as Fitzgerald's chief rival, expressed satisfaction with the reaction of the members of the party. He disclaimed any intention of entering into a private conference with Curley and Fitzgerald, but would not say that he would reject a parley.

One curious angle to the Fitzgerald candidacy is his attitude toward obtaining signatures for his nomination papers. Confident that he can obtain a sufficient number of indorsements in a few days he has neglected that phase of his campaign entirely.

The few papers now in circulation are for Fitzgerald for Governor, but it is obvious that he is holding off his papers so that he may be prepared to shift to the contest for senator if the situation develops so that he feels that he will have a chance to eliminate Thomas C. O'Brien and Joseph F. O'Connell. O'Brien's papers are nearly ready for filing and it is significant that of the names already certified, one is that of Martin M. Lounasney, a factor which means that Fitzgerald is prevented from having the West End ear aligned with him for senator.

O'Brien joined the band of Fitzgerald opponents yesterday with a brief statement on the situation which was obviously not in the interest of the effect that "Fitzgerald is hoist with his own petard." Mr. O'Brien said that he could not commit himself as to whether he is in the contest to the finish and is preparing to wage a vigorous campaign.

The Republicans were frankly delighted at the turn of events in the enemy's ranks. Chairman Amos L. Taylor of the Republican state committee interrupted his vacation long enough to say: "The Old Elephant needed a vacation now. Victory is assured to the Republican party. Tell my friend Frank Donahue that he should know by now that the donkey does not reform. If anyone gained prestige from the Worcester conference it was Marcus A. Coolidge, first for the contest for senator. He was present in his capacity as treasurer of the state committee and at no time did he take active part in the proceedings. A sounding of sentiment indicated that he had sufficient strength to have forced an endorsement of his candidacy had he desired to produce such a climax."

Speaking from Fitchburg yesterday he said: "It was obvious that the delegates were overwhelmingly favorable to me, but neither O'Brien nor O'Connell was there and I had no desire to take any advantage of them which might have been interpreted as being in the least unfair. I can win in the primary, according to there was no point in forcing an indorsement at Worcester."

As surprising as any development at the conference was the sudden activity of the supporters of Gen. Edward L. Logan, the strongest to have been known. He is willing to run against Gov. Coolidge. When Mayor Curley declared open for Fitzgerald last week it was taken for granted that his intimate friend, the general, would retire. Instead Edward A. McLaughlin, close friend of both Curley and Logan, was one of the leaders of the short fight which was staged in the Hotel Bannorot lobby for support of Logan among the delegates.

Many Favor Permanent Open-Air Stage

URGE THEATRE ON THE COMMON

Boston Common, cool green oasis in the heart of a big city, may become the leafy-cloathed stage of a huge open-air theatre for regular summer presentations, if popular opinions expressed last night among the thousands who gathered to witness "Dedipus Rex" gain weight.

It was estimated that at least 30,000 persons faced the tribune during the presentation of the famous Greek tragedy. Most of them gathered as close spread further back in order to sit at ease on the cool grass. Scattered here and there through the crowd were many mothers carrying babies in their arms, or holding small children by the hand. Last night's presentation of the play was staged by Captain George Demeter, Boston attorney, who also directed the performance at Symphony Hall two weeks ago.
"Boston Day" at Brighton Harness Meet

Racing Continues Today—Juvenile Horse Show Also

A second day of great racing and the opening of a juvenile horse show will be the magnet to attract another great throng to the Metropolitan Driving Club's track at Brighton today. A large and enthusiastic crowd saw the first day's racing and the field entered for today's events will be equal to the result in a still larger throng watching the harness horses compete for honors and cups.

Mayor Present

Today is City of Boston day, with Mayor James M. Curley as the honored guest. He has expressed admiration for the feast of the Driving Club in conducting this free meet for the horse lovers and race followers and is taking keen interest in the progress of the battle between the Boston and New Jersey owners for the individual as well as the team prizes.

Eight events comprise the day's racing cards, bringing together the best of the fliers from both the Boston and Newark stables. The opening race brings together the crack 2:12 trotters and a battle royal between the Boston and Newark with such horses as Max Prisco, Arch McKllo & Prince Chanslip, Newark entries, and Chestnut Hill, Heathbeach and Atlantic Belle, entries of the Met club.

The following race, to be the task of the field to try and stop Bob Maxey from running off with the honors. The New-Jersey owner is the class of the meet and will meet with stern opposition from other quarters.

Immediately following the racing the judging will start in the juvenile classes, with 10 events, including a number of pony events. There will be several novelty events as well.

AWARDS CONTRACT FOR HIGHLAND PARK WALKS

Mayor Curley yesterday approved the award of a contract to M. McCutcheon Company of Jamaica Plain for grading the grass plots and installing concrete walks in Highland park, Roxbury. The work will cost $12,700.

Mayor Curley cited the dilapidated condition of the park as an instance of the work of youthful despoilers causing damage to city property in many places throughout Boston. Cannons have been dismantled, windows removed from them and iron fences and stone walls broken down in the the park, which in revolutionary days was the scene of fortifications erected by Gen. Knox.

2D Conference on Land-Takings

Mayor Says City May Have to Retain Eminent Lawyers

"The city of Boston may be compelled to hire eminent jury pleaders" so that the city may cease to be a prolific source of revenue, justly or otherwise, in land damage cases," said Mayor Curley today to certain owners of property necessary for the construction of the Boston approach to the East Boston traffic tunnel.

A second conference was held today between Mayor Curley, city officials concerned with the tunnel construction and certain owners or representatives of owners of property subject to takings for the Boston approach.

Prior to today's meeting the Mayor had received assurances of owners of more than 50 percent of the property, subject to takings that they would accept awards not exceeding 10 percent more than the assessed values.

Owners of property present at the conference today desired further time in which to consider the question of accepting or rejecting the proposal made by the Mayor and the fact that owners or trustees of certain proper ties live in distant parts of the United States makes the award not available. It was agreed that all property owners keep 30 days in which to accept or reject the proposal made by the city.

Attention was directed by the Mayor to the fact that there is nothing in the statutes or ordinances that prohibits the city from the employment of outside counsel in the trial of any case in which the city may be interested and that every effort would be made to secure the services of eminent jury pleading so that the city may cease to be a prolific source of revenue, justly or otherwise, in land damage cases.

ITALY THANKS CURLEY

King and Mussolini Send Expressions of Appreciation

The profound appreciation of King Victor Emmanuel and Premier Mussolini was conveyed yesterday to Mayor Curley for his expressions of sympathy to the people of Italy in their bereavement and suffering consequent on the recent earthquake. The tender of gratefulness was conveyed in a communication from PMargotti, Italian consul-general, acting on instructions from the Italian government.

"Very deep appreciation is also felt," said the letter, "for the very kind and generous offer of assistance, notwithstanding the fact that the royal government has declined with extreme gratefulness all efforts to send relief to the stricken population, the Fascist government having already taken all necessary measures to this effect."

Typos Ask English Mayor to Be Guest

An invitation was mailed yesterday by Boston Typographical Union Local 13, to Reuben Saltcr, Mayor of Boston, England, asking that he and Mrs. Salter, be the guests of the local on at least one occasion during their visit to Boston in September. The communication was sent by J. Arthur Moriarty, assistant secretary-treasurer of the local.

The executive committee of the local, which was empowered at the last meeting to arrange for the entertainment of the visiting Mayor and his wife, will at once make known their wishes to Mayor Curley's committee in charge of the programme for the distinguished guests, in order that the local may have a place on the same.
Whipple for Senator, Suggested by Barry

With “harmony” conferences being enacted behind the scenes in the efforts to produce a satisfactory slate of candidates, the Democratic State campaign was further enlightened today by the suggestion that Sherman L. Whipple, famous lawyer, may enter the lists for the United States Senate.

The suggestion came from former Lieutenant-Governor Edward P. Barry and presumably with tacit assent of Whipple himself. Whipple, however, like former Mayor Peters, is said to be without taste for an active campaign. He and Peters would like to be in, it is said, provided they could receive nominations for senator and governor.

Two tickets were in the making today, one with the assent of Mayor Curley, the other with the casual support of the followers of Senator David L. Walsh.

The first slate would be: John F. Fitzgerald for senator and Joseph B. Ely of Westfield for governor.

The second lineup: Edward L. Logan for governor and Sherman L. Whipple for senator.

Tremont St. to Be “Ave. of States”

Tremont St. will be an “Avenue of States,” an historical arch will be erected in Faneuil Hall sq. and 40 ornamental columns will be erected in squares in the downtown section of the city as part of the tercentenary decoration program, Mayor Curley announced yesterday.

The “Avenue of States,” one of the most colorful affairs of its kind ever constructed in the city, will be one of the principal decorative features of the parades of the Knights of Columbus and American Legion conventions.

TREMONT ST. TO BE
“Avenue of States”

By GEORGE W. GRIMM

Horse lovers of New England are expected in record numbers again this afternoon for the second day of the meeting of the Amateur Driving Club League of America, sponsored by the Metropolitan Driving Club, on the Charles River Speedway.

A gathering of close to 10,000 fans saw the opening day races which lasted from 1:30 until after 8 o’clock last night.

Today is Mayor’s Day at the speedway and Mayor James M. Curley and the Mayors of surrounding cities and expected to attend.

The first day of the meeting, the Metropolitan Driving Club scored a total of 27 points; the Road Horse Association of Newark, N.J., 19 points; The Old Colony Driving Club of Weymouth, 6 points, and the Schenley Driving Club of Pittsburgh, 4 points.

W. J. McDonald of the Metropolitan Club was the only double winner, with C. H. Traiser’s Summadden and his own Elmira E. in the three-year-old trot, and his own Elmira E. in the 2:10 pace.

George Lovell, 66-year-old Water-town member of the “Mets” scored the most popular win of the day, when he drove the 12-year-old Chestnut gelding, Victory Loan, to victory in straight heats, in the first division of the 2:15 trot.
Ely, Fitzgerald Ticket Appears Likely Outcome

Westfield Democrat Probable Choice for Place in Curley Conference

By William F. Fur bush

Developments in Democratic circles along the Farmington and Wachusett turnouts indicate that in private conferences to come shortly, with Mayor James M. Curley guiding the crowd, Ely, the Westfield Democrat probable choice for place in Curley conference, will be decided upon to share with former Mayor John F. Fitzgerald the honor of leading the party’s ticket. Many contingencies of course may arise to shift predictions, but as the situation now stands Ely will be recommended to the committee as the candidate for governor. He declared today that under no circumstances would he seek any other nomination than that of the governorship and he expressed optimism over the present status of his candidacy. There was some talk this morning that in the first of the expected meetings would be held this afternoon with Mayor Curley, though there was no indication who would be present. Mr. Ely stated that he was not aware of any conflict between him and the committee. Whatever the outcome of the conferences, Mr. Ely, for the present at least, continues to build up a list of candidates for the treasurer’s position being that his function will include securing papers for governor are ready to circulate for several days. Ely’s nomination papers for governor have been in circulation for several days.

Former Mayor John D. Devir of Malden is now spoken of as a possible candidate for the state treasury, a position which he held until the last election.

Thousands Attend City Tercentenary Events

With at least ten thousand persons at the Playstead, Franklin Park, last evening to attend the Boston Tercentenary events, Boston Common, to enjoy "Oedipus Rex," the great Greek tragedy, as presented by the Boston Tercentenary Committee, headed by former Mayor John F. Fitzgerald, believes that its prediction that Boston would respond most notably to such efforts was fully justified.

If Mayor Curley had deemed it wise to sponsor a larger appropriation for Boston’s celebration, a much more extensive program would have been planned. The mayor considered the condition of the treasury and the threat of a higher tax rate the real governing factors of his course, and though nearly $200,000 would have been spent for the celebration, the committee will use only half that amount in worthwhile activities.

It is because of the fact that Mayor Curley did not care to assume the responsibility of determining upon the greater burden on the taxpayers, that the committee decided upon the expedition of popular subscriptions, and to date efforts in behalf of a fund have been disappointing. Less than $50,000 has been raised, and while the fund may eventually double that figure, the slow progress will no doubt be attributed to non-participation of the leaders.

The spirit of the Tercentenary entertainments is that of history and too much credit cannot be extended to Mrs. Eva Whitting White and her assistant, Miss Doris M. Celley, and also to George H. Beauregard of the Community Service of Boston, Inc., who have presented the colorful and entertaining programs. Moreover, the heartiest of congratulations have been extended to the various racial groups who consented to the repetition of programs given at Symphony Hall under the auspices of the State and the immediate direction of the committee headed by Mrs. William Lowell Putnam.

Last evening’s entertainments were typical of what Mayor Curley’s committee is offering the public at large.
CURLEY ORDERS CURB MARKETS TO AID CHEAPER FOOD SUPPLY

FARMERS MAY SELL OWN PRODUCTS

Mayor Designates Five Sections of City, With One Day a Week for Each

Public open-air curb markets for the sale of fresh vegetables will be opened in Boston next week, under orders issued today by Mayor Curley.

The purpose is to provide a chance for families affected by business conditions, to get fresh vegetables at the lowest possible cost. The markets will be restricted to farmers selling their own products.

The project will be launched next Tuesday with opening of a market on Columbus ave at Roxbury Crossing. This will be open on Tuesdays between 6 a.m. and 1 p.m. for the remainder of the season.

The complete schedule of the public markets is as follows:

- Tuesdays, Roxbury Crossing.
- Wednesdays, Central sq. and Day sq., East Boston.
- Thursdays, Thomas Park, South Boston.
- Fridays, Bowdoin and Hancock st., Dorchester.
- Saturdays, Monument sq., Charlestown.

The markets will be under the supervision of Ambrose Woods, superintendent of markets for the city of Boston.

Markham to Write Ode for Hub Founders Memorial

Edward Markham of West New Brighton, N.Y., noted American poet, today accepted Mayor Curley's invitation to write and read the ode for the dedication of the permanent memorial to the founders of Boston on Sept. 17.

The purpose, which is being erected at a cost of $50,000 on the Beacon st. side of Boston Common is expected to be a landmark for generations and Mayor Curley was anxious that the ode of dedication be a classic that would endure through the years. Markham's poem, "The Man With the Hoe," made such a favorable impression upon him that he requested the author to write the ode.

MAYOR FOR NEW GOLF LINKS

Because of the great number of men and women seeking recreation on the municipal golf course in Franklin Park, Mayor Curley decided today to seek legislative authority to purchase land outside the city limits for the development of another links.

The mayor said he has been unable to find a spot within the city limits, suitable for such a purpose, which could be purchased at a reasonable cost and for that reason deems it advisable to seek authority to go beyond the municipal limits.

Curley Names Five Deer Island Guards

Appointment of five men to permanent positions as officers at the House of Correction, Deer Island, was announced by Mayor Curley today.

They will each receive a salary of $1300 annually and maintenance. They are Joseph R. Lucy of Quint ave., Allston; Peter W. Murray of Union st., Brighton; Andrew A. R. Puzzo of Neptune rd., East Boston; John M. Finan of Elm st., Charlestown, and William J. McCusker of Cotton st., Roxbury.

The men replace five temporary appointees.
Public Markets to Open Tuesday

Mayor Curley has decided, after conferences with Superintendent of Markets Ambrose Woods, to re-establish the public markets which were permitted to lapse during the previous administration. They will be located as follows: Tuesday, Columbus avenue at Roxbury Crossing; Wednesday, Central square and Day square, East Boston; Thursday, Thomas Park, South Boston; Friday, Bowdoin and Hancock street, Dorchester; Saturday, Monument square, Charlestown.

The markets will be available five days a week from 6 A.M. until 1 P.M., during the rest of the summer and will be restricted to farmers. The privilege will enable the farmers to dispose of their surplus stock and that $700 million will benefit by the prices.

Mayor to Act for New Golf Course

Another golf course for the city of Boston is Mayor Curley's hope. Today he announced that he would seek authority from the Legislature to acquire the necessary land, but where it can be found is a question. All available sites in Boston have been scrutinized and it is said that no plot of sufficient area is available except at prohibitive prices.

Mayor Curley is a golf enthusiast, becoming more and more fond of the game as he advances in years. He has been presented with a membership medal by the Park Commission which entitles him to all the privileges at Franklin Park.

Vandals

More power to Mayor Curley in his crusade against vandals, every one of whom has earned a full term cracking stones under a broiling sun. This goes for the women vandals as well as for the men.

The ordinary vandal who breaks a window in an empty house may not be inherently low. But the adult, usually of fair stature in life, possessing an automobile, which may or may not be paid for and who wantonly, wickedly and maliciously marauds into private or public gardens, stealing or destroying plants or flowers, is a culprit unworthy of any consideration whatever. It is a cheap and tawdry form of stealing.

Heavy Increase in School Expenses

Certification is made to the Boston Board of Assessors by the School Committee that it will accept the sum of $32,135,505.34 to administer the public schools during 1920. This is an increase of $7,534,729.34 over the cost for 1919. The amount to be raised by taxation is $20,032,372.25.

It was stated in the report furnished by Business Manager Alexander M. Sullivan of the School Committee that of the $32,135,505.34 which must be raised, $4,785,750 is the amount appropriated for lands, plans and construction of school buildings.
MARKHAM TO WRITE ODE FOR BOSTON DEDICATION

Author of “The Man With the Hoe” to Read Lines at Exercises at Founders’ Memorial, Sept 17

Edwin Markham, author of “The Man With the Hoe,” will write the ode for the dedication of the Founders’ Memorial and will read it at the memorial on the Beacon-st mall of the Common on Wednesday, Sept 17.

Mr Markham in a letter to Mayor Curley, received today, said: “I shall be happy to write the poem, and I will put into the lines my most earnest efforts. I have a keen interest in your great celebration. For one thing, both my father’s and my mother’s people were among the early colonists of Massachusetts.”

PERMANENT OFFICERS OF HOUSE OF CORRECTION

Permanent appointment as officers of the House of Correction at $1500 a year salary and maintenance was approved today by Mayor Curley of the following: Joseph R. Lucy, 26 Quin av, Allston; Peter W. Murray, 101 Union st, Brighton; Andrew A. R. Fuzzo, 22 Neptune road, East Boston; John M. Finan, 54 Elm at, Charles-town; William J. McCauley, 71 Calumet st, Boston.

FARMERS MAY COME TO BOSTON AND SELL DIRECT

The custom of permitting farmers to come to Boston and sell their wares directly to the consumer at certain places in Boston will be continued by Mayor Curley, who today directed Ambrose Woods, superintendents of markets, to open up next week. The hours are 6 a.m. to 1 p.m.

On Tuesdays the open-air market will be on Columbus av, at Roxbury Crossing; Wednesdays at Central and Day sq, East Boston; Thursday at Thomas Park, South Boston; Friday at Bowdoin and Hancock sqs, Dorchester; and Saturday at Monument sq, Charlestown.

GETS CONTRACT FOR PUMP STATION REMOVAL

The bid of $8100 of the H. S. Brine Transportation Company for the removal of parts of the Cow Pasture Pumping Station machinery was approved by Mayor Curley today. It was the lowest bid. The high bid was $14,500.

DOOLEY ASKS CLEAR FIELD FOR ELY

Ex-Boston Democrat in Open Letter to John F.

Harry J. Dooley, former Boston Democrat who beat Joseph B. Ely of Westfield for the nomination for Lieutenant Governor in 1926 by more than 6000 votes, even after he had withdrawn his name from the contest, pro-

DOOLEY'S LETTER

jects himself into the pending Democratic contest today by means of an open letter addressed to John F. Fitzgerald, a copy of which he sent to the Globe.

In it, Dooley, who has since joined the Republican party, accuses certain Bay State Democratic leaders of seeking at present to nullify the direct primaries principle, and urges all to clear the field for Mr Ely for the party’s gubernatorial nomination.

Although Mr Fitzgerald said this noon that no copy of the letter had yet reached him, Dooley’s letter was read to him, that he is “glad to hear he is Indorsing Mr Ely.”

Dooley’s letter, in part, follows: “As a former member of the Democratic party in Massachusetts, I have followed closely the reports of the Worcester meeting and through it all I see the loyalty and sincerity of one of Massachusetts’ greatest Democrats, Joseph B. Ely.

“Some Democratic leaders have attempted to submerge Ely, but surely they must see the handwriting on the wall. If the Democratic party hopes for success this year it must give Mr Ely . . . . place on the ticket, but by placing in nomination Joseph B. Ely as the Democratic candidate for Governor of Massachusetts.

“Surely it is not for me, formerly of Boston and now a member of the opposition party, to speak to the Democratic voters of Massachusetts to plead the case of Joseph B. Ely. It has been my privilege to know him intimately. In my opinion and that of many others Mr Ely is today one of the truly great Democratic leaders of the State.”

“THe many thousands of voters who recognized me in 1926, together with the thousands who have voted for Mr Ely, will, I am certain, join together to demand the recognition of this proven democratic leader.”
Best Trots Mile in 2:09 3/4 for McDonald

Mayor Curley Shows Skill as Driver Behind Victory Loan, Fast Trotter, Which Is Owned by George Lovell

More than 20,000 persons gathered at the Charles River Speedway yesterday for the Junior League series of trots and paces, and they were well repaid for their visit, for it was "Mayor's Day."

They saw Mayor Curley in silks behind Victory Loan, and His Honor handled the reins like a veteran. In fact, George Lovell, the owner of the chestnut son of Peter Scott, said Boston's chief executive was anything but a tyro.

The spectators also witnessed the making of a new record. W. J. McDonald, who is rated by horsemen the country over as one of its best amateur drivers, was in the sulky behind Walter Newhart's Best in the 2:23 trot.

Mr. McDonald handled his pupil in wonderful style and piloted him to a new record. The crowd seemed to sense what was going on on the twice around, for as the Best and his driver went under the wire, a cheer rent the atmosphere.

Pandemonium reigned when the announcement followed after the clockers reached their verdict and stated that a new record for the track had been made. The time of Best was 2:09 3/4.

One race that was scheduled for the opening day was decided, Betty Guy winning that. Four heats were necessary to decide the event, Betty Guy taking the third and fourth. Barbara Martin won a heat and so did Worthy Heir.

Two remarkable heats were seen in the 2:12 trot, which was won by Chestnut Dillon, a horse that has been campaigned on several loops with success. He is owned by E. H. Sawyer of the Metropolitan Driving Club.

A classy field furnished opposition for chestnut horse, but he demonstrated that he could take care of it by the way in which he trotted. He won his race in two heats, covering the twice around in 2:12 each time.

The Metropolitan Driving Club is leading in the point total with 58. The Road Horse Club of Newark is second with 49, Old Colony third with 13 and the Schenley Club of Pittsburgh fourth with 4. The Nassau Club has failed to register a point so far. Today is the final one of the meet and another large crowd is expected to witness the various events.
Blind Horse Paces in 2:10, Best Trots in 2:09 3/4—Gold Cup

Races Feature Today

Mayor Curley a Visitor

Mayor James M. Curley was a visitor, reaching the grounds in a coach drawn by a cross matched four-in-hand with Samuel Shaw as whip. After a brief address His Honor donned a driving suit and behind one of W. J. McDonald’s fast steppers, indulged in a spirited brush with mounts of Mr McDonald and Allan J. Wilson. At the conclusion he received a gold clock, the gift of the Metropolitan Club.

The count for credits that are to decide the disposition of the League Point Cup at the conclusion of the 17th race last night was: Metropolitan, 58; Road Horse Association of New York, 40; Old Colony Driving Club, 15, and Schenley Driving Club.

The meet closes today with nine track events in the afternoon and 11 classes in the show ring in the early evening hours. Two of the races carry gold cups as winner’s prize and one, the free-for-all trot, is first on the program, starting at 1 p.m.

The racing feature yesterday was the first heat of the 2:10 pace, in which Ace High, Napoleon Star and Albin Maxey headed only heads apart in the excellent time of 2:10. The effort took its toll on all but the handsome little son of Peter Volo, which came back in the same notch with a safe margin. Mr Aronson, as he was presented the winner’s cup remarked: "This I think is the world’s record for a blind horse driven by a deaf driver."

The exhibition of speed by Walter Newbert’s Arion Guy stallion Best came after he had easily handled his opposition in 2:13. The impressive manner in which he covered his mile in 2:09 3/4 tells that the home club officials overlooked their fastest eligible 2:15 class trotter in selecting starters in the League Cup race on Tuesday.
CURLEY READY TO LEND HAND

Mayor Prepared to Work for Balanced Democratic Ticket

SAWYER WITHDRAWS FROM SENATE RACE

By W. E. MULLINS

In his capacity as one of the two most conspicuous Democrats in Massachusetts, Mayor Curley is prepared to lend his influence in the building up of a strong primary ticket. He is, however, unwilling to make any advances toward discouraging the primary ambitions of any candidate.

Commenting briefly on the situation in his party, the mayor said yesterday, "No one has asked me to enter into any conference. It hardly would be proper for me to make any move if any of the candidates want me to sit down and discuss affairs they know where I can be reached."

GRANFIELD INTERESTED

The first efforts to enlist the mayor's services as a mediator are expected to be made today with the arrival here of Congressman William J. Granfield of Springfield from Eastern Point, Ct., where he is passing a brief vacation.

Granfield is keenly interested in the candidacy of his neighbor, Joseph B. Ely of Westfield, who is seeking the nomination for Governor. Word has been passed to the supporters of Ely and Marcus A. Coolidge of Fitchburg that Granfield will be among them which of the two candidates they will accept in a trade with their Boston party. The mayor will insist on the award of one of the two major nominations to John F. Fitzgerald.

The problem of the Democrats outside Boston was somewhat clarified yesterday by the formal withdrawal from the campaign for senator of Fitzgerald's associate, Roland D. Sawyer. There was no surprise to that move, as the retirement of Governor. Yet his friends insist that of the Ware parson has been expected for several weeks.

The Fitzgerald situation continues to be confusing. For purposes of publication he steadfastly maintains that his sole ambition is for the nomination for Governor. Yet his friends insist that he will accept the nomination for senator in a trade with either Coolidge or Ely. Meanwhile no activity has been started toward obtaining signatures to petition papers for either office.

Ely was reluctant to comment on any phase of the two contests beyond reiterating that he was a candidate for Governor and not in the least interested in seeking the office of senator. He admitted knowledge of Granfield's scheduled visit here today but said that he did not know what ideas the congressman would advocate.

Withdrawing from the contest for senator Representative Sawyer expressed a willingness to accept the nomination for state auditor. He was pessimistic toward any definite setting of the contests without going through a "hard, grueling primary fight" for which he is prepared financially. He probably will be a candidate for his present post in the House.

SAWYER'S STATEMENT

His statement follows:

The talk about any further conference or effort of leaders to iron out the Democratic situation is a pipe dream, he said, to newspapermen. There is nothing ahead for candidates for nomination except a hard, grueling primary fight, in which money and hard work put in.

I am willing to do the work but have not the time, he added. All I need is to see that the work will not amount to anything. Hence it appears to me the better judgment is to eliminate myself from the fight.

There is talk that if an arranged ticket can be put up I shall be the candidate for state auditor and there are papers in circulation. But I am not very hopeful of anything resulting and shall probably ask my district if they wish me to serve another term in the House.

With that parting shot he cracked up his most portentous effort for the wilds of New Hampshire where he said he would go barefooted and read books for his first love, Marcus Coddidge. They are well aware in the primary.

WHIPPLE DECLINES

Atty. Sherman Whipple again was advanced as a suitable candidate for nomination by Ely. His friend, Edward P. Barry, but Whipple remains firm in his original stand against participating in a primary fight. "One of my legs is longer than the other," he said, "pulling it really in the last primary in which I engaged," he said recently as he dismissed the possibility of his participation in such a fight.

The most frequently mentioned states have been Coolidge for senator and Fitzgerald for Governor. Fitzgerald, Fitzgerald, Fitzgerald is keenly interested in the candidacy of his neighbor, Joseph B. Ely of Westfield, who is seeking the nomination for Governor. Word has been passed to the supporters of Ely and Marcus A. Coolidge of Fitchburg that Granfield will be among them which of the two candidates they will accept in a trade with their Boston party. The mayor will insist on the award of one of the two major nominations to John F. Fitzgerald.

The problem of the prominent Democrats remain in the background when they are approached for comment on their favorites. They are awaiting developments lest some unexpected figure leap into the forefront to whom they may dedicate their support.

MAYOR'S INFLUENCE

Ely's formal announcement last Friday and the fear that he may be in position to marshal unexpected strength has resulted in the present confusion. With him out of the way it would be a simple matter to line up a ticket of Coolidge for senator and Ely for Governor, which would contribute the racial and geographical balance so eagerly sought by the leaders.

If Granfield contests with Curley today it is conceded that no benefit to Coolidge for senator and mayor undeniably dominates the situation. He can straighten out affairs by persuading Joseph P. Barry to retire, and with him out of the way it is reasonably certain that Thomas C. O'Lenin likewise can be taken out.

Such a procedure would leave the way clear for Curley to throw his support to Fitzgerald for senator and Ely for Governor, leaving Coolidge out of consideration. It remains now to be seen what course Curley will pursue if it is placed frankly before him.

CITY MAY TAKE FIGHT OVER LAND TO COURT

Mayor Warns Owners of Property Near Tunnel

Discussing the taking of land for the approaches to the East Boston traffic tunnel, Mayor Curley yesterday emphasized that the city may be forced to hire eminent lawyers to fight in court against exorbitant prices demanded by the owners of the property.

Something must be done, the mayor told several property owners with whom he had a conference yesterday, "so that the city may cease to be a prolific source of revenue."

Prior to yesterday's meeting the Mayor had received assurances of owners of more than 10 per cent or the property subject to takings that they would accept awards not exceeding 10 per cent more than the assessed valuation.

Owners of property present at the conference declared further time in which to consider the question of accepting or rejecting the proposal made by the city, due to the fact that owners or trustees of certain properties live in distant parts of the United States, and court papers are not available. It was agreed that all property owners have 30 days in which to accept or reject the proposal made by the city.

TIME EXTENDED ON TUNNEL LAND

Property Owners Get 30 Days More Before Court Action

A 30-day extension of time in which to consider the city's offer of settlement was yesterday given a group of property owners, having title to real estate on the site of the approaches and terminus of the projected vehicular tunnel under Boston harbor to East Boston. The property owners met with Mayor Curley and a group of city officials and without committing themselves to the city's terms, they asked that they be given this further time in order to learn the sentiment of a number of owners and the owners of properties in the district who live at distant sections of the country.

Mayor Curley has made known the city's willingness to take over the properties on a basis of awards not in excess of 10 per cent over the assessed valuations. Owners representing approximately 50 per cent of the property affected have already agreed to settlement. Mayor Curley is prepared to all the issue to be tried in the courts if property owners are unwilling to settle on these terms.

In his capacity as one of the two most conspicuous Democrats in Massachusetts, Mayor Curley is prepared to lend his influence in the building up of a strong primary ticket. He is, however, unwilling to make any advances toward discouraging the primary ambitions of any candidate.

Commenting briefly on the situation in his party, the mayor said yesterday, "No one has asked me to enter into any conference. It hardly would be proper for me to make any move if any of the candidates want me to sit down and discuss affairs they know where I can be reached."

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MET. HORSES SCORE

TOTAL OF 55 POINTS

At the close of racing yesterday, the home club built up a point total of 55 for the two days, with Road Horse Association of New Jersey second with 40 and Second Avenue Driving Club of South Weehawken third with 13, Schenley Driving Club of Pittsburgh fourth with 12, and Nassau Driving Club of Mineola, N.Y., having yet to score.

Excellent weather and a fast track greased the wheels and the record-breaking attendance. Times for the mile were on the whole, much faster than the opening day. The final day's event will be held tomorrow, with the first meet being called at 1 o'clock.

Judge J. L. Keeler of the Old Colony Driving Club handled the races and scored twice with George Lovell of Watertown scoring his second brilliant victory of the meet when he drove his black gelding, Accomplice, ahead of the field in the 2:15 trot. The son of San Francisco was never in danger, winning both heats by a length, the first in 2:15 1/2 and the final in 2:15 3/16.

Second to Lovell went to Road Horse Association of New Jersey, which placed with Doris Orsaan driven by E. Carpenter. James Keeler of Old Colony Driving Club of South Weehawken drove his Natasha to third position.

The plate for the race was donated by Lovell himself, and when he was presented with it he was accorded a great reception. He is 66 years of age, and is one of the oldest members of the home club.

LYONS IN FAVOR

Dr. Lyons expressed the belief that the taxpayers would gladly spend the extra money to take the school children out of the portables. The relief fund of this situation, he declared, was an issue which helped elect the school committee and the present mayor of Boston.

"This is more important than spending money on beaches and airports, necessary as these things are," Dr. Lyons said. "The taxpayers, I believe, would much rather assume a financial burden than see the terrible conditions which this committee has been fighting."

Dr. Samuel E. Gray, superintendent of schools, said that there are now about 200 "portables" in the city, about 40 of which would probably be eliminated this year. The situation, he said, in reply to a question put by Mr. Reilly, is one which does not permit a moment's relaxation in attention and vigilance.

The committee approved yesterday an appropriation of $17,145,314.07 for some 18 construction projects throughout the city. This amount was included in the figures submitted by Mr. Sullivan. It passed the appointments of Edward A. Rogers and Carl F. Maracle as school physicians beginning Sept. 1 and retired the 1929 appropriation of $20,645,314.07 for 1929 and three months of service. After conducting other routine business, the committee adjourned for the summer.

Under statutory provisions the school committee is required to certify to the board of assessors not later than Aug. 5 the amount of its appropriation that must be raised by taxation, the order showing this figure as well as the total of the 1930 appropriation presented to the committee by the business manager yesterday was in effect, a notice to the board of assessors.

LARGE INCREASE IN SCHOOL COST

Appropriations for This Year Total $22,398,958. Committee Is Told

$400,000 IS VOTED, DOWN AT MEETING

Total appropriations for Boston public schools in 1930 will be $22,398,958, 938.34, according to the order presented by Business Manager Alexander M. Sullivan to the school committee in special session at 15 Beacon street yesterday. This amount, covering both maintenance and land and buildings, compares with $20,645,314.07 for 1929, an increase of $1,753,644.27.

Of the 1930 total it will be necessary to raise $20,038,272.28 by taxation, amounting in all to approximately $400,000 on the tax rate.

Maintenance in this year's program accounts for $11,098,308.34 of the total, while lands, plans and construction of school buildings will cost $4,735,760. For 1929, the maintenance charges were $17,145,314.07 and charges for land, plans and construction $3,500,000.
EXPENSE OF SCHOOLS UP
$1,753,958
Figures Shows Year's Costs Will Total $22,389,958

From figures made public at a special meeting of the school committee yesterday afternoon it will cost $22,389,958.34 to provide for all the needs of the Boston public schools during 1930. This is an increase of $1,753,958.84 over the costs for 1929.

The school committee yesterday, as required by law, certified to the Board of Assessors that of the total amount there must be raised by taxation $20,038,272.28, which is about $10 out of the entire Boston tax rate. Unexpended balances account chiefly for the rest of the sum.

TEACHERS BIGGEST ITEM
It was stated in the report furnished by Business Manager Alexander M. Sullivan of the school committee that of the $22,389,958.34, which the schools require, the "maintenance" cost which includes salaries for teachers and other employees, totals $15,892,392.74. The remainder, $6,497,566, is the amount appropriated for lands, plans and construction of school buildings.

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The Boston School Committee voted down an additional $400,000 appropriation at the last meeting of the summer yesterday, thereby saving the taxpayers 20 cents on each $1000. The committee appropriated $30,038,272.28, of which $5,115,750 is for land, buildings, alterations and repairs, leaving less than $15,000,000 for maintenance.

Refuses to Increase Fund for Construction Work

More Than $20,000,000 Called For From This Year's Taxes

The following appropriations were voted:

- Chapman District, plans for 13-classroom building, $650,000.
- Edward B. Warren, construction of 15-classroom building, $650,000, and $25,000 for library.
- Mary Antoinette, construction of 13-classroom building, $650,000, and $25,000 for library.
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MAYOR TO HIRE BEST PLEADERS
Will Fight Real Estate Speculators With Own Weapons

Mayor Curley announced yesterday that he would hire the best jury pleaders obtainable to save the money of the taxpayers in the courts.

His den came late yesterday, favoring the refusal of some property owners on the line of the proposed $16,000,000 East Boston traffic tunnel to sell their holdings to the city for the assessed value plus 10 per cent.

WILL BUILD TUNNEL

While not naming the owners, he declared that he would give them 30 days in which to decide whether they would take the price offered by the city without going to court to ask juries for more.

The Mayor threatened to abandon the tunnel project, leaving the realty owners holding the losses, but business leaders, both in the downtown and the East Boston sections of the city, as well as city and State planners, insisted that the improvement should be carried out without delay, being absolutely necessary for the relief of traffic congestion between the city and the north shore.

Half of Owners Agree

While indicating that he would go through with the $16,000,000 under-harbor artery, the Mayor flatly announced that the real estate owners would no longer have a "prolific source of revenue in land damage cases."

He explained that owners of 50 per cent of the property to be taken have already agreed to the city's terms, and expressed hope that the others would follow in the next month.

Play Their Game

Those who refuse, he said, will have to fight their cases in court against the best trial counsel that the city can obtain. In the past, the realty speculators had retained the leading trial lawyers who were able to obtain excessive verdicts from juries.

The Mayor said that he will play them at their own game from now on, for the city will hire the best jury pleaders.

DEMOCRATS STILL MUCH TANGLED UP
Candidates All Working for Curley's Support

BY ROBERT T. BRADY

The several avowed and potential candidates for the Democratic nominations for Governor and United States Senator standing pat, each watching carefully for a "break," the situation yesterday appeared to be centering closer than ever around the final attitude of Mayor James M. Curley.

SEEKING CURLEY'S SUPPORT

Although John F. Fitzgerald is the only announced candidate for either office who has said openly that the Mayor is with him for Governor, some of the others mentioned in connection with the two leading places on the State ticket professed to have had some assurances from friends of the Mayor that Curley might ultimately give them his support.

And all the while the Mayor is maintaining a silence that probably brings him no nearer to his declared intention of retiring if he chose himself to claim for himself.

As a result of the apparent belief of most of the candidates that the Mayor holds the situation completely in his own hands and can dispose of it to his own satisfaction at any time, there continued yesterday the most extensive jockeying and maneuvering for position that has been seen in a Democratic campaign in years, with every likelihood that there will be more and more of it until the time for filing nomination papers expires Aug. 15.

Speculating on Fitzgerald

The fact that John F. Fitzgerald has not yet filed nomination papers for Governor, despite the assurances he has received of Curley's support for that office, occasioned considerable discussion around town yesterday, and it added strength to the belief that while the former Mayor had set his mind on running for Governor, he is now willing to step out of that contest into a battle for Senator provided some sort of arrangement for withdrawal of other candidates could be made.

Friends of the Mayor said yesterday that Curley will be with his candidates for whichever office he may care to seek.

At the same time close followers of Marcus Coolidge insist that they are sure that Curley has given his word to Fitzgerald only on the Senatorship and that Curley is not committed now to a Fitzgerald candidacy for Governor.

Joseph F. O'Connor, insisting that he has not the slightest intention of getting out of the race, believes that Curley will support him for Senator.

The suggestion of a combination state and city ticket for Governor and Fitzgerald for Senator is based on the belief of the Ely forces that Curley will be with their candidate.

The story is that the recent talk of Sherman L. Whipple for United States Senator came as a result of plainly expressed representations by Curley men that the Mayor would be pleased to take off his coat and work for the distinguished attorney if he would consent to make the run.

Logan Talk Revived

It is also stated that overtures have been made to General Edward L. Logan within the past few days based on statements of men who are supposed to be close to the Mayor that it would be advisable for the General to drop his gubernatorial nomination papers in circulation.

One of the strongest indications that an attempt is being put over for a combination of Ely for Governor and Fitzgerald for Senator came yesterday when friends of Fitzgerald were engaged in a propaganda to the effect that Marcus A. Coolidge would not be a strong candidate for Senator in view of the fact that he voted for McAdoo for President in the Democratic convention last summer, and that he was for the World Court and the League of Nations. The talk along this line was in perfect consonance with the plan, as set forth in yesterday's Post, that Boston Democratic leaders were anxious to have either Ely or Coolidge retire, so that one out-of-Boston candidate might team up with Fitzgerald for the two leading places.

The possibility of getting Ely and Coolidge to sit down together and discuss seriously the retirement of either office, occasioned considerable discussion by Fi

Ely "Going Through"

Ely insists he is "going through" in his campaign for Governor, whether Fitzgerald remains in that contest or shifts over to the Senate fight. Coolidge was equally firm yesterday that he has no intention of retiring from the field. He made it perfectly clear to his friends many months ago that he desired to go to the Senate, that he regarded this as the opportune time, and that he was willing to take his chances under any and all circumstances.

Representative Roland D. Sawyer of West Ware, who had announced his candidacy for the Democratic nomination for Senator, yesterday declared that he had found it impossible to get any agreement, that it looked as if the matter would have to be settled by a hard and expensive fight in the primaries, and, therefore, that he had decided not to run for Senator, but to ask his constituents to elect him another term in the Massachusetts legislature.

The Sawyer retirement was the only development of any nature in the Democratic muddle yesterday, and while it did not help to clear the atmosphere to any extent, his decision that the matter can be settled only by an out-and-out fight in the primaries seemed to correspond with the view of the Democrat on the street.
Best Sets Record on the Speedway

Trots 2:09 3/4, Driven by W. J. McDonald—Mayor Curley Pilots Victory Loan to Win

BY FRANK M. FAY

A crowd estimated at more than 18,000 people yesterday attended the second day's races of the three-day race meet of the Junior League of Driving Clubs, held under the auspices of the Metropolitan Driving Club at the Charles River Speedway, and was treated to some of the finest harness races seen in these parts for many days. Incidentally, it was known as Mayor's Day, and Mayor Curley was one of the many present and was driven to the track in a four-in-hand by Samuel Shaw, who met him at Larz Anderson bridge, and with Allan J. Wilson, the president of the Metropolitan Driving Club and other members of the driving club, was escorted to a platform crowded with members of the Ladies' Auxiliary of the Metropolitan Club, who was dressed as Colonial Dames, and presented personally to each one.

MAJOR SOME DRIVER

Mayor Curley made a short address to the gathering, after which he donned a driving outfit, and, getting into a sulky behind George Lovell's chestnut gelding, Victory Loan, raced two quarter-mile heats; with Mr. Wilson in the seat behind Hollywood Alex and V. C. B. Wetmore driving Albia Maxey. The Mayor, who has raced before at the Dorchester Driving Club meets, was, in his glory and showed the great crowd he knew something about handling the ribbons, when he drove Victory Loan to a win in two straight heats and was presented with a trophy and blue ribbon.

As stated above the races were of a high standard and two very fast races were run, of which the winner in the 2:09 trot was Betty Guy, driven by W. J. McDonald, in two straight heats. There were three horses in the race, but Best was in top form and started by winning the first heat in 2:14, leading home Miss Worthy Douglas, a 5-year-old, by Peter Vote, carrying the colors of the Road Horse Association of New Jersey. The second heat showed the chestnut gelding was some trotter and Mr. McDonald kept Best in front and sent him in under the wire in the fast time of 2:09 3/4, which made a new track record for amateur trot; but for the first mile Best was kept quite busy, as Louis Schneider's bay gelding, Hollywood Speed, raced right along with Best until the three-quarter mark, when McDonald, noticing the time, drove Best hard in an endeavor to make a record for the track. A year ago Don Worthy, driven by J. E. Kent in a money race, made a record of 2:09 1/4 for a mile trot on the Speedway track. Best was bought at auction by Mr. Newber for $600 and today is worth $5000 to his owner.

Blind Horse Winner

The 2:12 pace was the other fast race and was won in two straight heats from a field of four pacers by M. L. Aronson's Ace High, a bay horse by Peter Volo, carrying the colors of the Road Horse Association. Ace High ran the two heats in 2:13 1/2 flat and was given a great hand by the crowd when it was announced that Ace High was blind and that Mr. Aronson was deaf or hard of hearing. Mr. Aronson in acknowledging the applause stated it was a record for a blind horse and a deaf driver. The pace race record of 2:13 11/4 for the track is held by J. J. Kingsley's Billie Jackson.

The big entry race of the day was the 2:12 trot which had six starters and was won by E. H. Sawyer's Chestnut Dillion by Chestnut Peter in two straight heats in the fast time of 2:12 3/4. Arch McIvy finished second in the first heat while in the second heat V. C. B. Wetmore's Heatherbelle, driven by Frank Burke, chased Chestnut Dillion home under the wire with the other horses all broken.

George Lovell, the veteran driver who won a race Tuesday with Victory Loan, was back at the racing scene from the rhinoceritis he returned from Tuesday night and just to show the crowd that it makes little difference if he is being confined to a hospital for treatment and must return there after his sport went and drove Accomplish a black gelding to victory in the 2:13. Handle the black gelding in the style and in a manner not like a sick man he drove Accomplish to a win in two straight heats and was given rounds and rounds of applause. All along the line the only words you could hear for sometime after was "The old man is there!"

Pony Show Pleasures

The last race on Tuesday, which was not finished owing to the late hour was run off yesterday and was won by Frank M. Burke's Betty Guy who had a heat on the race Tuesday with Barbara Martin winning the heat, and Worthy Heir winning a heat. The three horses ran the extra heat yesterday, and Betty Guy was an easy winner, giving him two heats and the race.

Following the races there was a pony show which lasted up until close to 9 o'clock, and the young riders and their mounts gave a wonderful exhibition of their skill. One of the thrilling and most amusing events of the pony show was the musical ride which was won by 7-year-old Betty Smith who took the event from a large field of older riders, and when she was awarded the trophy the grown-ups and children crowded into the ring to express their pleasure at the excellent show in which she won the event. In the handkerchief race Master John Good was an easy winner.

For the day's racing yesterday the Metropolitan Driving Club scored 51 points; Road Horse Association, 21 points; Old Colony Driving Club, 15 points; Schenley Driving Club of Pittsburg, zero, and the Nassau Driving Club, also zero. The total points for the Metropolitan District Commission was 53 points; R. H. A., of New Jersey, 40 points; Old Colony, 15 points; Schenley, four points, and Nassau, nothing.

The third and final day races will start at 1 a.m to day, and will be known as Metropolitan District Commission Day. Following the races there will be a pony show and a band concert and a musical show.

HERALD 1/31/30

PLANS FOR MANY DAY LABORERS ON TUNNEL

Mayor Orders Preference to War Veterans to Cut Relief Cost

Mayor Curley is considering plans to have as much day labor as possible employed in construction of the new East Boston vehicular tunnel. With preference given to war veterans in employment, the cost of soldiers' relief to the city would be reduced considerably, according to city officials, as many veterans are now receiving work and are receiving aid from the city.

The mayor is anxious to have the tunnel job offer employment to many now in need of it and has been conferring with city officials to decide upon a feasible plan calling for rush work.
Layor James M. Curley proved quite a driver yesterday at the Metropolitan Speedway, where he was the chief figure on Mayor's Day. His Honor roved around the track, behind the horse Victory Loan and then was presented a clock by W. J. McDonald, left.

Mayor Curley, to whom the second day of the League of Amateur Driving Clubs meeting was dedicated, addresses the throng of 18,000. Note the women of the Metropolitan auxiliary in Indian and colonial costume.