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James Michael Curley

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Volume 47
Mayor Tells Reds “Go Back to Moscow!”

Mayor Curley angrily barked these words yesterday in his private office at a committee of five men and a young woman, who had led 200 jobless persons in a march on City Hall to seek relief. The committee stamped out of the Mayor’s office and went directly to the chamber of the city council which was in executive session.

Mayor Curley asked Johnston who had said he had not worked for four months, “whether it was more profitable to lecture?” and he would provide him with work. Earlier, in the conference the mayor had told the group:

“If this is a bit of communist propaganda, go ahead. I enjoy it as much as you. If you are making a conscientious effort to help the unemployed I’ll help you if you’ll tell me how to do it. But I think you are here to secure publicity.”
Ex-Mayor Fitzgerald informs this newspaper that a compilation recently completed by him shows that the city of Boston has paid an average of sixty per cent of the taxes of the entire State the past twenty years.

The Metropolitan District Commission informs us that all the developments, improvements and undertakings of the splendid Metropolitan Area, which includes the city of Boston, have been paid for by the people of this district without aid from the other people of the State.

Perhaps the point of this is evident at once.
If not, let us make it so.

The people of Boston and of the Metropolitan District have financed their own developments, while contributing at least two-thirds of the revenue of the State which, in the matter of public improvements, is spent entirely in sections of the State other than this District.

Mr. Fitzgerald suggests, as one vivid illustration, that not a penny of the $11,000,000 gasoline tax collected annually for development of the highways is spent on the streets or highways of Boston. Yet the Boston autoists contribute heavily to it.

The Boston Real Estate Exchange complains of high taxes on the real estate of Boston, and it seeks to rescue real estate by doubling the gasoline tax of the car-users.

Perhaps it can prevail upon Governor Ely and the Legislature to allot a part of his $20,000,000 construction program, say $5,000,000, to the development of the Boston streets and highways.

Better to get a share of what rightfully belongs to you than to soak some other poor fellow on the head with the blackjack of higher taxes.

Give Them a Hearing
East Boston Citizens Should Be Heard

As a result of the disorders in Faneuil Hall, Chairman Thomas J. Hurley of the Board of Street Commissioners indicates that the citizens of East Boston may not be given a public hearing to voice their protest against the proposed erection of the massive gasoline tanks.

Peace and good order are commendable.

But righteous indignation, too, has been considered somewhat of a virtue since Christ drove the moneychangers out of the temple.

If tanks holding 91,500,000 gallons of inflammable oils were to be set up in his backyard, Mr. Hurley might lose some of his serenity or respect for the conventions.

Give them a hearing.
FOR THE PURPOSE of furthering legislation of vital import to Boston, Mayor Curley today headed a delegation to Washington, leaving Acting Mayor McGrath in charge. The mayor is shown at Back Bay station with Thomas J. A. Johnson, official greeter and member of the port authority. Park Commissioner Long and Election Commissioner Tague also accompanied him.

Forty friends, headed by City Treasurer Edmund L. Dolan, were at the station to see the group off.

Acting Mayor McGrath assumed the executive chair for the first time since his election two weeks ago as president of the City Council, the office automatically making him acting head of the city.

"I am hopeful for success, but I realize how difficult is the journey of legislation in Washington," the Mayor said.

"We will work hard and do our best. If Congress will give Governor's Island to us I am sure the Legislature will permit us to borrow $7,250,000 outside the debt limit for the development and improvement of the airport.

FOR BEST AIRPORT

"If we are successful, Boston, within two years, will have the best airport in the entire world." Mayor Curley and his party will meet Congressman John W. McCormack at the Capital to further action on the annexation of Governor's Island for enlargement of the airport; the $5,000,000 harbor improvement bill; the federal industrial planning board idea, fostered by Mayor Curley, and measures for soldiers relief by federal authorities to relieve the burden of cities and towns.

Mayor Curley is also scheduled for a luncheon with Senator Shipstead and others interested in the Mississippi river project.
TO OPPOSE PORT FIGHT BY BOSTON

New England Traffic League Acts in New York Row

The New England Traffic League, composed of traffic managers of large concerns all over New England, voted at a meeting held yesterday to oppose actively the complaint of the Boston Port Authority and the city of Boston on lighterage and terminal charges in effect at New York, which is to be resumed in this city Feb. 2, before the Interstate Commerce Commission.

FEAR BIG BURDEN

The reason back of this attitude is the belief that hundreds of thousands of dollars in additional domestic freight rates might be imposed on New England shippers if the commission accedes to the petition to compel the railroads to make lighterage and terminal charges in addition to prescribed freight rates on all traffic moving to points in and about New York Harbor.

As an example of this large increase, the advantages to be gained by the port of Boston as a result of forcing the railroads to put on these additional hauling charges are said to be immaterial, at least for a number of years. Boston interests contend that these charges, absorbed by the railroads serving New York, put this port at a disadvantage, and that Boston has the situation remedied by forcing the roads to pass the costs of the extra haulage along to the shippers and receivers, whereas no charge is now made for the service.

On this issue, the port differential case is about to be fought out again.

In its action of yesterday, the New England Traffic League voted by a large majority to take a decided stand against the Boston proponents. The arguments brought out were that the port of Boston, requiring such lighterage and terminal charges, would be the gainer, but if such charges were applied to imports and exports a precedent would be set up and it is almost inevitable that the charges would eventually be applied to domestic traffic from New England to New York. Since New York is New England's best customer, huge additions to New England's domestic freight bill would result. If such lighterage and terminal charges were ordered in New York, it was pointed out, an entering wedge would be set up for application of the cost principle to all freight charges at Eastern ports, with the result that Boston in bidding for foreign trade would be at a decided disadvantage compared to other Atlantic ports where handling costs are lower.

The league, at its meeting yesterday, also took action on several other important matters. Thomas H. Longfellow, chairman of the sub-committee on real estate and tangible plans, laid before the Interstate Commerce Commission, reaffirmed opposition to acquiring of control of port-to-port steamship rates by the commission, because it would tend inevitably to increase the rates between New England and other Atlantic ports and the Pacific through the Panama Canal, bringing them more nearly up to the basis of rail rates, and also voted to intervene in the complaint filed against the anti-trust coal freight rates structure, on the ground that minor reductions in rates would probably result only in reducing railroad revenues, without any saving being passed along to New England consumers.

CURLEY TO PUSH AIRPORT EXTENSION

Arrives in Capital to Speed Up $1,250,000 Plan

[From Herald Washington Bureau]

WASHINGTON, Jan. 20—Mayor Curley of Boston arrived here late tonight, all primed to sweep away the delays and obstacles that have been blocking his $1,250,000 airport extension, as well as his unemployment relief program.

With him were his daughter, Miss Mary Curley, and Miss Loretta Bremson, James M., Jr., who died recently, Park Commissioner William P. Long, Chairman Peter A. Page of the election commission, Thomas J. A. Johnson, and the mayor's two secretaries, Cornelius A. Bearden and John Sullivan, were also in the party.

The mayor's determination to get action on his project to induce the federal government to return Governor Island to the city of Boston for the airport extension was strengthened by the efforts of Representative Frank W. Morse of Michigan, chairman of the House committee on military affairs, to induce him to wait for other business to be cleared away.

Chairman James's excuse for the delay on the airport plan was that the members of the committee have been busy in conferences with the Senate on the Muscle Shoals question. When Representative James learned Mayor Curley was already on his way here, he hastily called a meeting for tomorrow of the sub-committee on real estate and army housing.

If Mr. Curley tomorrow can get this committee to remove his hold favorably, he is assured by Representative McCormack of Boston that chances are good for unanimous approval of the House for action this session.

RAY CONGER TO RUN FOR CURLEY TROPHY

Illinois A. C. Flyer Enters Prout Meet Mile

Venzi Also to Compete in Feature Race at Games Jan 31

Ray Conger of the Illinois A. C. of Chicago will be a starter in the Knights of Columbus special mile race for the James M. Curley trophy at the William C. Prout Memorial Athletic meet at the Garden Jan 31. His entry was announced yesterday afternoon by Jim Gaffney, who is managing the games.

Two Boston high school relay races, one for midgets and one for seniors, were added to the program.

Conger is the outstanding miler of the country, and that he is going as fast as ever was demonstrated when he won the special Sexton 1000-yard race at Brooklyn last week. He is a student in the graduate school of Columbia University and expects to get his degree in the Spring. His entry is the second for the event. Gene Venzke of the Swedish-American A. C. of New York being the other to date.

The field is limited to half a dozen men. Leo Lemond of the Boston A. A. will not run, as Coach Jack Ryder is preparing for the two-mile contests.

English High, Boston Latin, Trade and Mechanic Arts High Schools are to be represented in the half-mile race for midget teams, while English High, Boston Latin, Dorchester High and High School of Commerce will be the contestants in a mile race.
BIG PLEA TODAY BY CURLEY

Goes to Washington For Governor's Island Bill

WASHINGTON, Jan. 20—Chairman James of the House military affairs committee has summoned a meeting of his subcommittee on real estate for tomorrow morning that Mayor Curley of Boston, who was due to arrive here late tonight, may have an opportunity to present in person a plea for prompt and favorable report on the bill now before the committee authorizing the War Department to turn over to the city Governor's Island in Boston Harbor to be utilized as an addition to the Boston Airport.

NO OBJECTION

In advance of this meeting and in consequence of a recent visit to Boston, Chairman James announced that he saw no objection to giving the city the island for that purpose since the city has already accomplished the requisites to satisfy the War Department's requirements for purposes of national defense.

Mayor Curley is pushing for a prompt committee action as the first step in the long and slow process of getting the bill through Congress. Its chances of passing both House and Senate at this session are exceedingly remote except by unanimous consent. A single objection in either branch could hold it on the calendar indefinitely in the present state of legislative business.

Chairman James is strongly in favor of the construction of a military airport at or near Boston within the next five years. Mayor Curley has contended that if the municipal airport is created on the scale which he plans, it will be available to the nation in time of war and make the construction of a strictly military airport unnecessary.

To keep pace with the rush of municipal business during his absence from the city, Mayor Curley yesterday took along two of his secretaries who began the work of clearing out the old state office building on the site of the war-faring Sheehy's. The site is a perfect one to which to transfer business with deep water: alongside and abundant resources for both land and sea plans of the largest size likely to be used in many years.

SHEEHY MARSHAL ON EVACUATION DAY

World War Veteran—Flynn, Sec; Carr, Treas

The Evacuation Day committee of the South Boston Citizen's Association held its first meeting last night in the Municipal Building to lay plans for observation of the 155th anniversary of the evacuation of Boston by the British during the Revolutionary War.

James J. Tracey, chairman of the general committee of 262 members of the association, presided. Walter B. Flynn was chosen secretary and Patrick J. O'Connor, treasurer.

Edward M. Sheehy of 10 Ticknor at was selected chief marshal by 112 votes 22 votes for Thomas McDevitt. Sheehy is a World War veteran and served both in the Navy and in the Army. At first a radio operator in the Navy, Sheehy was seriously injured when he was blown off the ship by an explosion. After six months in a hospital Sheehy joined the Army and was a member of the Army of Occupation in Germany.

The program of celebration will consist of historical displays, banquet and a parade.
GOVERNORS ISLAND RELEASE PROBABLE

Mayor Curley to Present Views to Congress

Chairman James of Committee Now Favors Airport Project

WASHINGTON, D. C., Jan 20—The release of Governors Island by the Federal Government to the city of Boston, seemed nearer today than ever before, with indications pointing to favorable action by Congress at this session, which will enable the city to go ahead with the long projected improvement of the East Boston Airport. Mayor Curley and Park Commissioner William F. Long, were due to arrive here late tonight to put the finishing touches on convincing the House Military Affairs Committee of the desirability of prompt affirmative action.

Representative W. Frank James of Michigan, chairman of the committee, hastily called the meeting of the subcommittee on Real Estate and Army Housing for tomorrow morning, when Mayor Curley and Commissioner Long will appear in behalf of the bill now under consideration. The likelihood that the measure would finally go through appeared in a statement by Chairman James that he formed doubts as to the possibility of authorizing the Army to release the island had largely vanished after his recent inspection of the Boston Airport.

Bill Acceptable

With go ahead action with the exchange of property between State and Federal Government instead of bettering the latter, the measure now seems acceptable, according to Representative James. He feels that the War Department ought to establish an air base of its own in Boston within the next five years, but he pointed out that the bill permits the Government to retake its right to accomplish such a purpose if desired.

The city authorities are looking forward to the creation of facilities for training Army and Navy Reserve fliers on the enlarged landing field, according to the latest information reaching Mr. James, who said this feature of the plan was mentioned in the correspondence and that he hoped it would be incorporated in the record.

Reason for Delay

The delay in consideration of the bill lately has been due to the fact that members of the Military Affairs Committee have been tied up in conferences with the Senate on the Muscle Shoals issue. When Mayor Curley yesterday announced his intention of coming here immediately, Representative James sought to have him postpone his visit until the Muscle Shoals conference were out of the way, but on learning of the latter's aversion to any more postponements he decided to push the matter to a conclusion as soon as possible and hear the Boston authorities immediately.

If favorably reported by the committee, the measure will have received unanimous consent of the House to be acted on this session, but Representative McCormack of Boston, who has been working with Representative James on the matter, is optimistic that this can be obtained. Mr. James highly praised the development of the East Boston Airport since his last visit two years ago.

Mayor Curley left Boston for Washington yesterday to discuss legislative matters concerning Boston, especially the East Boston Airport. Accompanying the Mayor were his daughter, Mrs. Mary Curley, Park Commissioner William F. Long, Thomas A. Johnson of the Board of Port Authority and Secretaries Correll and John Sullivan.

A delegation of 30 friends saw the party off at the South Station.

Before leaving Mayor Curley said: "I am hopeful of success, but realize how difficult the journey of legislation is in Washington. We will work hard and do our best. If Congress will give Governors Island to us, I am sure the Legislature will permit us to borrow $1,250,000 outside of the debt limit for the development and improvement of the East Boston Airport. If we are successful, Boston in the next two years will have the best and most accessible airport in the world."

CITY OFFICIALS HIT AT TRAFFIC LEAGUE

Score Latter's Statement on New York Charges

Silverman and Port Board Claim Group Puts Other City First

Corporation Counsel Samuel Silverman and representatives of the Boston Port Authority last night issued a statement in which they accused the New England Traffic League of being more interested in the port of New York than in the port of Boston.

"The city of Boston and the Port Authority are, as a matter of fact, engaged in a bitter struggle with the port of New York for the benefit of the entire New England community. We feel that petty selfish views should yield to broader public interest."

The Traffic League declared Tuesday that if the Interstate Commerce Commission compels the railroads to make lighterage and terminal charges in addition to prescribed freight rates on all traffic moving to points in and about New York Harbor the advantages gained by Boston will be relatively immaterial.

"A change of heart has evidently been made by the New England Traffic League, last night's statement said. According to the newspapers, they are saying that New England's shippers might suffer if the rail differences were brought to a conclusion.

The city of Boston and the Port Authority are not interested in the ratification of free interchange. They are interested in the preservation of the unique position Boston has as a New England port, in particular as the chief ocean port of New England. The Traffic League's present position is likely to result in lowering the traffic costs which would otherwise benefit Boston.

The city of Boston is prepared to meet the situation by a cheaper and more efficient rate structure for its own traffic."

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Opinions Differ on Width of Road and as to Whether It Will Be Highway or Parkway

More than 300 residents of the Jamaica Plain and Roslindale sections participated in a lively public hearing at the State House today, before the Legislative Committee on Municipal Finance, on four bills relating to the widening of Centre Street, and the city's financial support of the work. The original legislation and appropriation covered a highway of 100 feet.

Today's hearing brought out a wide divergence of opinion on two points, namely: Whether the proposed new road would be a traffic highway or a parkway, and whether it would be 100 feet or more than 100 feet. Two of the bills in question were sponsored by Mayor James M. Curley of Boston, and the other two by Representative George A. Gilman. Both Bacon and Gilman appeared for their measures, while Mayor Curley was represented by Assistant Corporation Counsel Samuel Silverman.

Three of the measures substituted a maximum width of 100 feet for 100 feet, and the other, one of the Mayor's bills, provided for necessary legislative appropriation for borrowing aside the debt limit to carry on the work. The last measure was taken as a precaution against possible legal objections to using the money already appropriated. Mayor Curley took the matter in the hands of the Mayor. Miss Isabel Butler expressed herself on record in favor of the parkway idea. She said this route, from its beginning “down East,” to Boston was, at 16 years, the character of the district called for the affair. Mrs Susan W. FitzGerald objected to the parkway idea, saying the need of Boston had appointed the Tammany Club next Monday evening at the State House in 16 years.

Gov. Ely and His Staff to Review Grand March

More than 5000 are expected to attend the 100th annual ball of the Tammany Club of Boston, which will be held at the Hotel Bradford, next Monday. A large attendance is expected to render a reception to the first Democratic Governor in the State in 16 years. The ball, which is the major social event of the Democratic party in the State, has always attracted a tremendous gathering, which will be increased this year because of the success which has come to the party of Democrat recently.

The Tammany Club was founded 30 years ago by the Hon. James M. Curley, Mayor of Boston, at the outset of his political career and is the largest of the few permanent organizations of the Democratic party in the State. The committee consists of Asst Dist Atty Daniel J. Gilben, president of the club; John J. Curley, chairman of the executive committee; former Representative Patrick J. Sullivan, secretary of the executive committee; Edward J. Connors, vice president; Thomas J. Walsh, secretary; Henry A. Drury, financial secretary, and James E. Norton, treasurer.

Gov. Ely and his staff will review the grand march at the 100th annual ball of the Tammany Club of Boston, which will be held at the Hotel Bradford, next Monday evening. A large attendance is expected to lend a reception to the first Democratic Governor in the State in 16 years.
NEW HIGHWAY WORK TO AID JOBLESS

Advocates of New Artery Differ on the Road Width; Priest Backs Plan

Immediate action on the proposed widening of Centre St. in Jamaica Plain and Roslindale, which will cost $1,000,000, was demanded today by more than 300 persons at a hearing held by the House committee on municipal finance.

Speakers called attention to the dangers now existing on the congested thoroughfare and the aid to unemployment in immediate consequence.

The committee, which sat in Gardner Auditorium of the State House to accommodate the throng, took no action.

Two conflicting sources of power could only lead to trouble.

GREATERNabhängt BOunTON PLANS CRITICISED

Neither the Mayor Curley nor the Prof Beale bill for the establishment of a Greater Boston is satisfactory in its present form, in the opinion of the Good Government Association. The association, through its secretary, E. S. Sheppard, has issued a statement in which defects in the proposed measures are pointed out and changes suggested.

Concerning the Mayor's plan the statement read:

"The Mayor's bill appears but a skeleton of a plan and is obviously inadequate in its terms. It has at least two fundamental troubles. In the first place it aims at consolidation and not federation. Neighboring towns and cities look upon this bill as an entering wedge into giving up their existence as entities—which entities can perfectly well be preserved in a Greater Boston plan. In the second place the governing board under the Mayor's plan consists of the Mayors and Selectmen of the various towns and cities. These officials have enough to do without trying to run a Metropolitan District; it would be better to form some inclusive executive management of Greater Boston. The Mayor of Boston should not be the head of the Board."

In regard to the plan of Prof Beale, the statement suggests that careful and thorough investigation of its terms must be made before any final decision can be made. Alleged defects, the bill points out, are:

"The Executive Commission would consist of four men selected by the Council and one elected at large. These conflicting sources of power could only lead to trouble."

"The measure should be made subject to popular referendum to avoid forcing the cities and towns into the federation."

"Bond issues of the district should require the approval of the Legislature for the first five years of operation."

The statement adds that an experiment should be considered an experiment and be given a trial period of operation for at least 10 years, the association states, "If a plan is not irrevocable and its terms confined to a well-worked-out federation, it should be entirely satisfactory to the neighboring towns and cities and to Boston."
Battle Wages Over Center St. Improvement

Variety of Opinions May Induce Legislature to Refer Work to City Officials

So complicated is the situation over the widening of Center street in the Jamaica Plain-Roslindale sections, that the Legislature is likely to adopt the suggestion presented to the Committee on Municipal Finance today, at a largely attended public hearing, that the question of width and use of the improved highway should be decided by the city officials.

It was two years ago that the Legislature passed the original bill for the work, stipulating a width of the road of 100 feet, 150 feet from the junction of the Parkway and May street to Weld street, and eighty feet from Weld street to South street. Moreover, it was provided that Center street, thus widened with a reservation in the center, should be the link in the parkway in the park system and a heavy trucking excluded. The Center street proposition, however, was tied up with that of St. Ann street, near the Forest Hills station, and everybody felt that Center street might well be a park road with St. Ann street, near the Forest Hills station, and everybody felt that Center street might well be a part of the U. S. highway N. 1 and I 93, or a turnpike and a highway for traffic.

B. C. Shattuck, treasurer of Harvard College, who appeared before the committee this morning and accepted the need of additional facilities for handling the extraordinary traffic which seeks an inlet and outlet to Providence.

But the street failed to meet the approval of the administration and there seems no alternative other than that of throwing the improved Center street open to traffic. It is apparent that Washington street, Roslindale, must be relieved of some of its great burden. But not all of the residents of the sections represented were willing to concede the logic of that argument. The majority of the speakers insisted that perhaps a seventy or an eighty-foot street would suffice.

The city of Boston was ready to go ahead with Center street after the City Council had passed the necessary appropriations in June of last year when the long brewing opposition appeared. First on the scene was Henry G. Shattuck, treasurer of Harvard College, who appeared before the street commissioners to protest the 100-foot center street in view of the destruction to trees in the Arnold Arboretum which would result. Mr. Shattuck had been chairman of the legislation Committee on Roads and was admitted privately that he had been asleep at the switch when the legislation was approved. His opposition was followed by that of representatives of the Plain Board of Trade, favoring Silverman's amendment.

But St. Ann street failed to meet the Silverman amendment. Frank-lin Balch reviewed the situation at length, ridiculing the idea that a 100-foot highway was necessary when several other important highways, like the Andover and the Newburyport Turnpike and the Worcester pike are of much less width. He agreed with the Silverman amendment, but would like to see Center street a part of the parkway.

President John B. Dolan of the Jamaica Plain Board of Trade was opposed to any change to the original bill, while Edward H. Cahill asked for immediate work on Center street not more than 80 feet in width. He agreed, however, that the matter be referred to the mayor. Miss Isabel Butler, appearing on crutches, asked for immediate action, while R. J. Leonard pleaded for a park road in the center, and Edward A. Quinn, acting pastor of the Church of the Holy Name, said his church was not so much interested in the width of the construction as it was in having immediate action. He called attention to the danger of the present narrow thoroughfare.

Miss Susan W. Fitzgerald objected to the parkway idea, saying the need was for a good traffic artery. In replying to a previous statement that the road was part of the U. S. highway No. 1 and should therefore be 100 feet in width, she declared that this route was not at point 100 feet ahead with the work without further action by the City Council. Under the proposed width of the street and the question whether it should be used as a parkway or as a traffic highway would be entrusted to these officials.

Mayor Curley was said to be in favor of a highway for traffic. Senator Bacon, after reviewing the legislation for Center street, was the first to accept the Silverman amendment, stating that he favored home rule and did not believe in tying the hands of city officials. Later he declared that he was in favor of making the improved street highway for traffic in general. Representative Gilman was in favor of referring the details to the mayor and the street commissioners, but hoped that a grass plot might be constructed in the center road of 50 feet, on the ground that the destruction of trees would be deplorable. Mr. Shattuck thought the mayor would use discretion in the Interests of the Arnold Arboretum and was satisfied with the Silverman amendment. Franklin Balch reviewed the situation at length, ridiculing the idea that a 100-foot highway was necessary when several other important highways, like the Andover and the Newburyport Turnpike and the Worcester pike are of much less width. He agreed with the Silverman amendment, but would like to see Center street a part of the parkway.

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Three bills were before the committee today, one by Mayor Curley, another by Senator Bacon and the third by Represenative George A. Gilman. The mayor was represented by Corporation Counsel Samuel Silverman. Two of the measures substituted for the 100-foot width for the 100 feet in the original bill. Mr. Silverman explained the mayor's attitude and offered an amendment which would enable the mayor and street commissioners to go ahead with the work without further action by the City Council. Under the proposed width of the street and the question whether it should be used as a parkway or as a traffic highway would be entrusted to these officials.

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Mayor Curley was said to be in favor of a highway for traffic. Senator Bacon, after reviewing the legislation for Center street, was the first to accept the Silverman amendment, stating that he favored home rule and did not believe in tying the hands of city officials. Later he declared that he was in favor of making the improved street highway for traffic in general. Representative Gilman was in favor of referring the details to the mayor and the street commissioners, but hoped that a grass plot might be constructed in the center road of 50 feet, on the ground that the destruction of trees would be deplorable. Mr. Shattuck thought the mayor would use discretion in the Interests of the Arnold Arboretum and was satisfied with the Silverman amendment. Franklin Balch reviewed the situation at length, ridiculing the idea that a 100-foot highway was necessary when several other important highways, like the Andover and the Newburyport Turnpike and the Worcester pike are of much less width. He agreed with the Silverman amendment, but would like to see Center street a part of the parkway.

President John B. Dolan of the Jamaica Plain Board of Trade was opposed to any change to the original bill, while Edward H. Cahill asked for immediate work on Center street not more than 80 feet in width. He agreed, however, that the matter be referred to the mayor. Miss Isabel Butler, appearing on crutches, asked for immediate action, while R. J. Leonard pleaded for a park road in the center, and Edward A. Quinn, acting pastor of the Church of the Holy Name, said his church was not so much interested in the width of the construction as it was in having immediate action. He called attention to the danger of the present narrow thoroughfare.

Miss Susan W. Fitzgerald objected to the parkway idea, saying the need was for a good traffic artery. In replying to a previous statement that the road was part of the U. S. highway No. 1 and should therefore be 100 feet in width, she declared that this route was not at point 100 feet.

John B. Dolan, president of the Forest Hills Federation, favored Silverman's amendment. Thomas P. Fitzpatrick of the Jamaica Plain Journal said the consensus of opinion is for immediate action whether the road is to be a parkway or not. Representatives Harold Duffell of Chicopee, Wisconsin, and William C. Dolan also favored immediate action.
City Hospital Has Record Number Of Patients; Unemployment Blamed

With 33 1-3 per cent, more patients than is customary at this time of the year, and 100 cots set up to provide immediate accommodations for needy sufferers, Boston City Hospital today has more patients than ever before in its history. This is due to the inability of some who would ordinarily go to private hospitals to pay for more expensive treatment there, Supt. John J. Dowling revealed yesterday.

He blamed unemployment conditions and lack of cash for the overcrowding, and said that 1270 are now receiving treatment as compared with a normal figure of around 950 at this time of year. Because of the uncertainty of employment there is a tendency on the part of some patients to remain longer than in normal times, even though their physicians have pronounced them able to leave, he said.

About 60 beds will be available when the two new wards are ready but this is not expected to eliminate all of the extra cots, he said. The hospital will ultimately provide 2000 beds, making it one of the largest in the country.

"Plans have been drawn for the new annex to the children's pavilion and the erection of two more units that will greatly add to the hospital's efficiency," he said.

"As long as demands are made on us for care, we must continue to meet them to the best of our ability. We cannot turn away patients no matter who they are. We are giving service the hours a day and under handicap that private hospitals would not care to face."

COMMITTEE REPORTS NEW CENTER-ST BILL

Without specifying any particular width, the Legislative Committee on Municipal Finance yesterday voted to report a bill amending an act of 1930 for widening Center St., in the Roslindale-Jamaica Plain section.

Four bills affecting this widening were heard by the committee in the morning. With 200 residents of the section, Pres Gaspar G. Bacon of the Senate, Representative George A. Gilman and Corporation Counsel Samuel Silverman offering differences in opinion about the change.

Three of the measures substituted a maximum width of 80 feet for 100 feet and the other, one of Mayor Curley's, provided for necessary legislative approval for borrowing outside the debt limit to carry on the work. The last measure was taken as a precaution against possible legal objections to using the money already appropriated.

Objection to a road of 100 feet width was expressed by Mr Gilman, who said that it would necessitate destruction of numerous trees and other plantings.

Mr Silverman said that the Mayor wants a highway and not a parkway. "He feels that there must be an outlet for the heavy traffic that passes through the district," said Mr Silverman. "The Boston City Council already has approved the general proposition and we feel that if given authority we can rush this work along without further delay by resubmitting the entire matter again to the City Council."

Mr Bacon said that his main object was to secure speedy action to the end that the work may be started immediately.

REPORT ON SCHOOL DEPARTMENT READY

Findings Believed Complimentary to Officials

Members of the committee investigating the administrative methods of the Boston school department yesterday announced that their report was completed and is in the process of printing for the digestion of the finance commission, for which it was compiled. The nature of the report, it was learned last night, will be of an essentially complimentary character.

The report will contain the findings of the committee on completion of an exhaustive study of more than seven months, dealing largely with the executive functions of the school committee and its subordinate bodies. During the investigation, heads of departments and practically all the major officials of the school department were interviewed.

According to Renton Whidden of Brookline, only local member of the committee, the report will be in the hands of the finance commission by the end of the week. A statement regarding the results of the study is expected within a few days of the submission of the report.
FAVORS TRANSFER OF GOVERNORS ISLAND

House Committee Acts on Curley’s Proposal

Quick Vote Tribute to Boston Mayor’s Argument

Special Dispatch to the Globe

WASHINGTON, Jan 21—The House Committee on Military Affairs reported favorably today the bill authorizing the transfer of Governors Island to the city of Boston to be used for development of the Boston Airport.

This action came immediately after the presentation by Mayor Curley of his argument in support of the transfer. Such prompt action of a committee is unusual and is regarded as a tribute to the Mayor’s conclusive presentation of the case.

The fact that Representative James of Michigan, chairman of the committee, has recently visited Boston and inspected the properties, undoubtedly was responsible for the quick action of the committee. The project has already received the approval of the War Department in which it is to title to Governors Island now rests.

Army Hospital Site

At the hearing there were present, besides Mayor Curley, Chairman William P. Long of the Park Department, Chairman of the Board of the Election Commissioners, Thomas J. A. Johnson of the Port Authorities Board and Cornelius A. Read, the Mayor’s secretarial staff.

Mayor Curley referred to the activities of the city of Boston in relieving the acute unemployment situation. He also discussed the question of an available site in Boston for an Army hospital, and received very favorable response from the members of the committee. Chairman James requested Mayor Curley to present certain information in connection with a proposed site.

The plans formulated for the enlargement of the Boston Airport will, provided the Federal Government sees fit to cooperate through the transfer of Governors Island to the custody of the city of Boston, result in the establishment of the most accessible and best airport in the world with a landing field covering more than 1000 acres. Mayor Curley, “will not only permit of Army and Navy aviation maneuvers, but the operation of freight and passenger transportation by air with sufficient available space for student training.”

State and City Liberal

“The Commonwealth of Massachusetts has been most generous in its support and the City Government of Boston has been liberal in providing the funds necessary for airport development. We recognize that a properly developed airport is not only essential for industrial and commercial development but a potential adjunct for protection in the event of war. At the present time, approximately 100 acres have been developed for a landing field and recently a lease has been given by the Commonwealth of Massachusetts to the City of Boston which has made available 266 acres.

“It is the purpose of the City of Boston to reclaim and make available for use 1000 acres of land and with possible future enlargements, provided conditions justify such a course, 1250 additional acres, thus making an airport of approximately 2300 acres.

“The inclusion of Governor’s Island as a part of the East Boston Airport will permit of the establishment of a landing field nearly one mile in length and of sufficient size to permit of landing and taking off by the largest planes now in use or contemplated in the immediate future.

Two Miles at Sea

“The airport when completed will extend for a distance of two miles into the ocean with no intervening barrier of any character and with a 40-foot ship channel alongside. With a view to making the airport the most accessible in the world an expenditure of $16,000,000 has been authorized for the construction of a vehicular tunnel between the financial district in Boston proper and Porter at, at East Boston.

Specifications have been drawn and plans have been prepared and contract will be advertised within 45 days for the work of constructing this tunnel. An expenditure of $500,000 has been authorized for the construction of a boulevard on the thoroughfare known as Porter St. This boulevard will be 150 feet in width and will extend from the tunnel entrance to the airport, thereby rendering it possible to journey from the financial district in the heart of Boston to the airport in less than five minutes, as contrasted with the delay of 30 minutes or more at substantially every other airport in the world.

“Legislation is now pending for the development of a strandway boulevard in the East Boston section adjacent to the airport, representing an additional expenditure of $1,600,000.

Loan Pending

“Legislation is also pending before the Massachusetts Legislature for a loan of $1,250,000 for the reclaiming and filling of land the property of the Commonwealth which was donated to the Government of the United States as a further addition to the airport. Up to the present time the approximate expenditures made for the development of the Boston Airport are $25,165,000 when completed.

“Early and favorable action by the Federal Government upon the pending measure will permit immediate prosecution of the work by the city of Boston. Early action will make possible the employment of a large number of men, and it is our belief that provided favorable action is taken at this session of Congress, the entire work will be completed within two years.”

MURPHY HONORED BY 21 DEMOCRATS

Legislator’s Victory Hailed by 400 at Banquet

Chairman Donahue, Crehan and State Officials Pay Tribute

More than 400 persons attended the testimonial banquet to Representative John F. Murphy of Ward 21, first Democrat ever to represent that district in the Legislature, given last night in the new Brighton High School on Warren St under the auspices of the Ward 21 Democratic Club. Glowing tributes were paid to the unusual victory of the new Representative by leading State and city officials.

The function was opened by John J. Crehan, president of the club, who told of the remarkable feat of Murphy in defeating Martin Hayes, veteran legislator, who had served in the Legislature 30 years. Crehan stated that it was imperative that the Democrats of the ward keep up the good work and reelect Murphy two years hence, and to carry the ward not only for Murphy but for the Presidential and Senatorial candidates.

Ex-Senator David B. Shaw, chairman of the Democratic State committee, stressed the importance of keeping behind the efforts of both Murphy and Crehan in the work of the district.

Other speakers at the banquet were Ex-Senator Jethro F. Layton, Ex-Congressman Joseph F. O’Connell, Representatives Leo M. Birmingham of Ward 22, Thomas D. Lavelle, City Councillor Edward M. Gallagher of Ward 22, Charles F. Hurley, State Treasurer; Frank Tierney, State auditor, and William G. O’Hara, penal institutions commissioner, who represented Mayor Curley.

Also seated at the head table were Representatives Frank Cavanaugh of Cambridge, William Registrant of Charlestown and Herbert F. Shaughnessy of Roxbury; William T. A. Fitzgerald, Register of deeds; Maj. Thomas F. Walsh, John Louis Sheshman, Mrs Mabelle M. Kelly, president of the Women’s Democratic Club; Capt. Samuel Dunham, of the brighter police, John W. Sullivan, president of the Old North Brighter Associates.

The entertainment was provided by Michael J. Ahearn, Mayor’s secretary; John J. Shaughnessy and Mrs Josephine K. Hazelton.
More Loyal to N. Y. Than to Boston, Says Silverman

Charges that the New England Traffic League was more loyal to New York than to Boston in the fight to obtain fair freight rates here were made last night by Corporation Counsel Samuel Silverman, commenting on the league’s opposition to the city’s petition before the Interstate Commerce Commission.

Silverman’s Statement

The official statement of the Port Authority and Corporation Counsel Silverman follows:

"A change of heart has evidently been shown by the New England Traffic League. According to the newspapers of yesterday, they are saying that New England’s shippers might suffer if the rail differential case brought by the Boston Port Authority and the city of Boston is declared by Boston’s favor. Their contention is that abolition of free lighterage in New York might result in higher freight costs for New England.

They say opposing Boston today, yet only a month and a half ago this same body in another case before the Interstate Commerce Commission, namely the Eastern class rate case, advanced the same position now supported by Boston.

In this Eastern case the New England Traffic League took a position substantially as follows:

Reason’s Not Stated

They most earnestly sought a lower rail freight rate in recognition of lower terminal costs at New York via water routes, but now they deny to Boston the right to secure the advantages arising from an absolutely identical situation, by reason of its lower terminal costs.

It is clear that the Traffic League is inconsistent and it is apparent that the real reasons for their change of heart are not contained in their statement of yesterday.

A close scrutiny of their statement reveals evidence of more loyalty to the port of New York than to the port of Boston.

This is not a surprising position for an organization which allowed New York and trunk line interests to dictate the policies which they should pursue in the Eastern class rate case, which resulted so unhappily for New England.

Isn’t it about time that New England fought its own battles?

The city of Boston and the Port Authority are engaged in a bitter struggle with the port of New York for the benefit of the entire New England community. We feel that petty selfish views should yield to broader public interest.

Labor Secretary Doak

Guest of City Today

Secretary of Labor William N. Doak, who will be an official guest of the city of Boston today, arrived at a breakfast at the Hotel Statler, arrived late last night aboard the Senator from Washington. He went immediately to his hotel with Mrs. Doak and his secretary. The breakfast in his honor will be at 9:15 this morning, and J. Philip O’Cormell, director of public celebrations, will act as the city’s official representative.

It is understood that while Secretary Doak is in Boston, he will confer briefly with labor men concerning unemployment. He is scheduled to meet with the Secretary of Labor who succeeded James J. Davis, retire immediately upon reaching his hotel late last night, and hold a luncheon he was invited after the long journey.

FIN COM HEAD FOR ALIEN DOCTOR BAN

An attack on the employment of doctors in state and city departments who are not citizens of the United States and men not intending to become citizens, was made by Frank A. Goodwin, chairman of the finance commission, at a hearing before the legislative committee on public service on bills to bar aliens and non-residents from public service.

Goodwin also said in the state department of mental diseases, 184 physicians get good salaries and 102 are graduates of schools outside Massachusetts, only 24 are Massachusetts graduates and 27 come from outside the United States.
during the year. Evidently the difficulty was not that of the qualifications of the contractors concerned in these cases. The regrettable factor is that the city felt it necessary to explain only six of the ninety-seven cases where the lowest bidders were passed up. The explanations which it did give are for the most part ridiculous.

No Continued Policy

"Many of the progressive cities of today wisely make it a statutory or charter requirement that all contracts be let to the lower responsible bidder. Responsible is taken to mean furnishing a valid surety bond for the satisfactory completion of the work. In such cases it is often necessary for the city to make public from time to time open bidders for contracts whose work has not been satisfactory in the past. These firms are thus suspended for a time from city work. If it is deemed advisable to favor home firms, a stated preference for them should be announced.

"At least there should be a definite and public statement of the procedure to be followed. Such is not the case here. In fact it is hard to find any continuity of policy in the matter. Home industry is favored in some cases and not in others. If a bid is made which is lower than any others it is a secret matter in the department. Firms turned down in some cases are favored in others. The whole practice is indefinite and varying, and is seldom explained to the public.

"Surely the city work. If so much as a hundred dollars in work was contracted for by the paving division without advertising. The excuse most frequently given here is that in order to complete the work in 1930, no time could be taken for advertising. This would appear nothing more than an admission of poor planning and not as an excuse of shutting out competition in an important field of city work. Strangely enough some of the contracts are let without advertising, but a few days before or after the bids asked by advertisement for the job were to be opened. The city submitted the bids by advertisement and then disregarded them."

"What Of It?" Asks Rourke

Commissioner Joseph A. Rourke of the Public Works Department, in his statement, declares that during 1930 his department had been so busy because the contracts awarded for street and sidewalk work which totaled $2,900,000. At the expiration of the year the department had been committed to work which had not been competed in competition in an important field of city work. Strangely enough some of the contracts are let without advertising. However, the whole practice is indefinite and varying, and is seldom explained to the public.

"Surely we ignored the low bidders many times. What of it? In almost every instance we did so because the contractors who submitted the lowest proposals were not in a position to take on additional work and in other instances..."
G.G.A. Charges Violation of City Charter

Finds $1,000,000 in Contracts Not Advertised and Low Bidders Ignored

Asks for an Inquiry

Commissioner Rourke Declares There Is Good Reason in Every Case on Books

Most serious criticism in years was directed against City Hall by the Good Government Association in its pamphlet, City Affairs, which was issued today. Charges are made that the public is not given a complete account of city contracting, that charter violations are contemplated and that present buying practices are not satisfactory. It is urged that there be an investigation of the whole phase of city buying.

According to the publication, more than a million dollars in contracts during 1930 were not advertised, 160 contracts were not awarded to the lowest bidder, extra work allowances were excessive, and little is made to explain matters to the citizens. It is charged that small groups of contractors receive most of the work of some departments and that there has been a loss of $100,000 through not letting to the lowest bidder.

The report created a sensation in City Hall, coming as it did in the absence of the mayor in Washington and at the end of a long period of comparative quiet among the administration's critics. The tone of the criticism resembled that in the old days of both the Good Government Association and the Finance Commission. The only official to make reply was Joseph A. Rourke, commissioner of public works, against whose department most of the criticism is aimed. The commissioner, making light of the criticism, declared it to be "an effort of this discredited organization to reestablish itself with the intelligent people of Boston."

Commissioner Rourke declared: "Surely we have awarded contracts without advertising and without competitive bidding, but I cannot say without examining the records of the department that we have been guilty of all the heinous things which the Good Government Association says we have done, but assuming that the records as set forth are correct, what of it? In every case we had a reason and a very excellent reason."
FAVORS BOSTON AIRPORT BILL

House Committee Pays High Tribute to Mayor by Immediate Action on Plea

GOVERNOR’S ISLAND PROJECT ASSURED

WASHINGTON, Jan. 21.--The acquisition of Governor’s island by the city of Boston for development of its airport became assured today after Mayor Curley made a personal plea at a specially called meeting of the subcommittee on real estate of the House military affairs committee. The body broke all precedent by then and there voting unanimously to report the bill favorably.

Members of the Massachusetts delegation in Congress, headed by Representative John W. McCormack, who has been leading the fight for the airport project, were confident that they would be able to bring the question before the House for action within a few weeks either by unanimous consent or by suspension of the rules.

CITES AID TO JOBLESS

During the hearing Mayor Curley not only convinced the members of the committee of the benefits of the airport, but impressed them with the helpful effect on the unemployment situation to be expected from the program or improvement which would be started just as soon as Congress authorized the war department to release the island to Boston, subject to return in case of military need.

The mayor’s description of how Boston is handling its unemployment problem so as to fare better than most other parts of the country led to further questioning by committee members from other states, who expressed much interest on that point.

The mayor also discussed the question of an available site in Boston for an army hospital and received a favorable response. Chairman W. Frank James of Michigan requested him to present detailed information to the committee.

MEETS HOUSE MEMBERS

After the hearing Mayor Curley went on to the floor of the House, of which he was once a member, and renewed friendships. Later in the day he discussed with Senator Walsh measures which he is sponsoring for a federal industrial planning board, Mississippi flood control and aid for veterans’ widows and children. He plans further conferences on those subjects tomorrow with other senators and officials in Washington.

Accompanying the mayor on his trip to the capital were William P. Long, chairman of the park commission, which has jurisdiction over the airport; Peter P. Tague, chairman of the board of election commissioners; Thomas J. A. Johnson of the Piers Authority; his secretary, Cornelius A. Rcarald; his daughter, Miss Mary Curley, and Miss Loretta Bremner of Chicago, fiancee of James M. Curley, Jr., who died recently.

For a Greater Boston

Suburbs Ultimately Must Come in for Their Own Good

Sooner or later the city of Boston must become Greater Boston, with a population of 2,000,000 people.

World prestige and the self-interest of these cities and towns in the most populous area of the United States require it.

Size counts in this world of ours.

The joint strength of a Greater Boston with a population of 2,000,000 can attract industry, can promote world trade, can acquire a more complete recognition of its rights in national affairs than any one of these cities and towns acting as an independent and separate unit could achieve.

The Greater Boston would avoid waste and duplication of energy.

The health of the people, for example, is a matter of common concern. And how much better it would be to have the public health administered, or an epidemic combated, by an efficient, well-informed central council of health than by resort to the expenses and vagaries of a score of local health departments without a common plan of their own!

It is dangerous and wasteful that a man whose house is burning must wait for the apparatus to come from his own city or town when there is a fine fire station across the boundary a few rods away.

In the same way, school, water and sewage facilities could be joined and the convenience of the people accommodated with a saving of expense to them.

This merger of interests and facilities with so many evident advantages can be effected by a consolidation of the cities and towns. It can be accomplished by the formation of a board of policy, in which every city and town would have adequate representation without sacrifice of any of its inherent independence and local pride.

Mayor Curley and Professor Beale of Harvard have both presented plans for it to the legislature.

The legislators will hear opposition to both plans, but they should be careful to detect whether the opposition is intended to be for benefit of the people as a whole or for the benefit of local jobholders who fear that any merger might cause them the loss of their jobs.
MAYOR CURLEY WINS UNANIMOUS REPORT

House Military Affairs Committee Approves Transfer of Governors Island to City for Airport

By CHARLES S. GROVES
WASHINGTON, Jan 21—Mayor James M. Curley was before the House Military Affairs Committee today in support of the proposition for the transfer of Governors Island from the War Department to the city of Boston for airport purposes.

The committee voted unanimously, after hearing the Mayor, to favorably A speedy transfer of the island to the city is expected. Mayor Curley of Boston appeared before the committee and asked approval of the James bill, so Boston might proceed with the development of the "most accessible airport to any large city in the world."

Mayor Curley testified $25,000,000 already had been spent by the city and private interests to develop the airport. With completion of a tunnel from the heart of the city to Porter st., East Boston, he added, the airport would be within three to five minutes of the Boston financial center.

Not since the Civil War, Curley said, has Governors Island been of any use for offensive or defensive military purposes. He added, however, that the proposed lease by the War Department would contain a revocation clause by which the Government could take over the island in war time.

Contemplated construction, Mayor Curley testified, would provide work to "make possible the absorption of 1000 men, from six months to a year." Regardless of Congressional action on the lease, the Mayor added, the city would continue its work on the $18,000,000 tunnel to Porter st., for which bids are to be opened Feb 27. In addition, he testified, the city proposes to spend $350,000 for the "maine of Porter st."
Boston in the Air

No doubt you have read a bit here and there about the proposed enlarging of the Boston flying field so that it will be a real airport. The proposal is to lease Governor's island from the United States government, cut down the hill on the island, use this earth for filling in between the present flying field and the island and making the whole into the best airport in America.

Word comes from Washington that Mayor Curley has succeeded in persuading the House of Representative sub-committee on military affairs that we should have the island. It is reasonable to expect that the measure will be carried in the House and Senate and that the President, who is favorable to the project, will sign the bill.

Mayor Curley pointed out that the city and private enterprise have spent $25,000,000 to develop the airport and that we are building an $16,000,000 tunnel to East Boston, even if we do not get Governor's island. If we do get the island, it means at least six months' work for about 1000 men.

Is the Boston airport worth all this expenditure? It is, for a number of reasons. Business at the port this year or next year or the year after may not justify the spending of so much money, but just so sure as you are reading these words, it will not be long before Boston will reap huge benefits from having an unexcelled airport.

Boston is the natural air gateway to America. Boston is even now the eastern terminus of the transcontinental airway. Boston's airport is most accessible to the city of any in the country and when the tunnel is completed will be even more so.

Developing our airport right now is a piece of excellent civic judgment. Important though it is that the project will supply jobs to many men, this fact is relatively trivial when one considers the tremendous returns to be realized just simply because we have made such a port.

The Boston Traveler cannot too strongly recommend that serious consideration be given to the erection of a dirigible mooring mast and equipment for servicing smaller lighter-than-air craft. And, equally important, we should have immediately, before this summer, a flying-boat service station of large proportions to care for an ever-growing traffic, particularly between the rest of the country and New England vacation resorts.

Mayor Curley did well to go down to Washington and speed up this program.

TAMMANY CLUB BALL ON 26TH

Gov. Ely and Staff Accept Invitations to Hotel Bradford Affair

More than 5000 persons are expected to attend the 30th annual ball of the Tammany Club of Boston, which will be held at the Hotel Bradford, next Monday evening.

Gov. Ely, his staff, and many notables in political circles have accepted invitations to be present. The ball is considered one of the major social events of the Democratic party in the state. The Tammany Club was organized by Mayor James M. Curley.

Invitations have been extended to Alfred E. Smith, Gov. Roosevelt of New York, Senator David 1. Walsh, Senator-elect Marcus A. Coolidge, Dist.-Atty. Foley, and many other leaders.

A vocal and instrumental program has been arranged with local theatrical talent taking part. The Sinclair post, A. L., and the Fusiliers have announced that they will send delegations to represent their organizations in the grand march, which will be directed by Patrick J. Anglin.


Frederick Harrington, Mary A. Murphy, Vernie Harrington and Helen Murphy are on the entertainment committee.

WARD 21 DEMOCRATS FETE JOHN F. MURPHY

John F. Murphy, recently elected representative from ward 21, Allston, was guest of honor last night at a banquet in the new Brighton High school auditorium under the auspices of the Ward 21 Democratic Club.

Speakers were John J. Crehan, club president; former Senator David B. Shaw, toastmaster; Paul Tierney of Westfield, who brought the greetings of Gov. Ely; William G. O'Hare, commissioner of penal institutions, who represented Mayor Curley; Francis J. Donahue, chairman of the Democratic State Committee; Francis X. Hurley, state auditor, and Representative Leo M. Birmingham.

Mr. Crehan presented Representative Murphy with a watch and chain.
SECRETARY DOAK THINKS BUYING MOVE IMMINENT

Inventories of New York Department Stores Reported as Only 30 Percent of Normal

A Department of Labor survey of New York department stores shows their inventories are down to 20 or 30 percent of normal, and similar surveys give weight to the idea of an imminent buying movement that will generally stimulate business recovery, Secretary of Labor William N. Doak believes.

This was part of his hopeful message to 40 city and railroad union officials, at a breakfast tendered him this morning at the Statler by Acting Mayor Joseph McGrath, in the name of the people of Boston. On his first official visit since President Hoover appointed him, Mr. Doak is in Boston today as guest of the State Federation of Woman's Clubs. Gov. Ely attended the breakfast and greeted the visitor.

Secretary Doak praised the Nation's employers for following the President's suggestion at the outset of the existing depression, against "resorting, as has been the practice in past depressions, to the false premise that the first thing to do in such an emergency is to reduce wages."

"There have been very few reductions, and none of major importance, and this fact stands out as a monument to the business men of the country. Both parties in the conference in which his idea was originally proposed have acted admirably throughout the present situation, the proof of which is that we have seen very little indus-
SURE GOVERNORS ISLAND BILL WILL PASS

By CHARLES S. GROVES

WASHINGTON, Jan 22—Mayor Curley and his fellow city officials left Washington for Boston tonight, satisfied the main purpose of their visit to the capital, hastening the transfer of Governors Island to the city, had been accomplished. Yesterday, after hearing the Mayor, a subcommittee voted to report at once to the full Committee on Military Affairs the passage of the bill, to authorize the transfer.

The Mayor and his party visited Catholic University today and made courtesy calls at the French, Chinese and other embassies. Senator Walsh of Massachusetts entertained Mayor Curley and his associates at luncheon in the Senate Restaurant.

A member of the group, after conferrence, said, "We were in the administration building could be heard by spectators at any part of the field. Commissioner Long proposes to have continuous announcements, when there is any flying, for the benefit of the crowds which visit the field, especially on Saturdays and Sundays.

Airport Amplifiers

Park Commissioner William P. Long, a member of the group, after conferences with aviation authorities here and inspection of the local airport, announced he would begin the installation at once of a public address system at the Boston Airport with amplifiers at strategic points near the various hangars in the vicinity of the airport so that announcements from the administration building could be heard by spectators at any part of the field.

Commissioner Long proposes to have continuous announcements, when there is any flying, for the benefit of the crowds which visit the field, especially on Saturdays and Sundays.

WILL DESCRIBE PLANES

The announcer will describe what planes are in the air, their plots and the kind of maneuvers they are executing.

He will also tell in a popular vein, about the chief characteristics of the various types of planes.

Commissioner Long was much impressed with the popularity of such a program which is provided at the Washington Airport. At times when no planes are taking off or landing musical selections are put on the air through the amplifiers for the entertainment of the visitors. The announcements answer questions which naturally occur in the minds of most of whom do not know much about aviation, and according to Commissioner Long, will do much to help spread general interest in aviation.

BAR BEER MASH IN CITY SEWERS

Home Brewers Blocking Them Up, Say Officials

By CHARLES S. GROVES

Boston "home-brewers" must stop throwing their mash into the sewers.

That is the edict of Mayor Curley and the city authorities and Judge Bilodeau, for City Legislator Asks What Home-Brew People Can Do With It in Safety

Mayor Curley's anti-mash campaign ran into a snag at a hearing before the Legislative Committee on Public Safety yesterday, when the members demanded that Judge Thomas R. Bilodeau, legislative counsel for the city of Boston, tell them how he thought the people should dispose of the mash of their home-brew.

Judge Bilodeau attended the hearing to urge passage of legislation sought by Mayor Curley to permit municipalities to restrict the disposal of materials in sewers. The judge was making a routine explanation of the bill and the committee and spectators were giving mild attention when the judge mentioned the matter of mash. Instantly there was a shifting of chairs as everyone sat up to take notice.

"I wish to call attention to the amount of mash thrown in the sewers, an amount so large as to tend to clog the sewers and prevent proper operation," the judge explained.

"What would you have the people do with the mash?" asked a committeeman.

"I don't know, but they shouldn't be allowed to throw it in the sewers," he replied.

"You wouldn't want the people to be forced to throw it in the garbage can, would you?" asked a committeeman.

But the Mayor's representative reiterated the belief that regardless of where the material is deposited, it should not be allowed in the sewers.

Judge Bilodeau went on to point out the menace of throwing gasoline and oils into sewers, while many in the room silently pondered over the latest threat against what some have called America's favorite home enterprise.

The committee took the matter under advisement.

CENTRE-ST WIDENING BILL PASSES SENATE

To Drop Width Restriction—Measure Goes to House

Latter Authorizes Town to Help on Watertown Founders' Memorial

The bill for the widening of Centre St. in the Roslindale-Jamaica Plain section was advanced through all its stages by the State Senate yesterday and passed to be engrossed. To accomplish this the rules had to be suspended, which was done on motion of Senator Wragg of Needham. The bill amends the act of last year by removing the restrictions on the width of the street.

The measure was later sent to the House, where it was given its first reading.

The House of Representatives passed to be engrossed a bill to authorize the town of Watertown to pay a portion of the cost of the erection of a memorial to the founders of the town. The Legislative Committee on Public Safety reported favorably yesterday afternoon on two bills of Representative Lewis R. Sullivan of Boston.

One further regulates the speed of motor boats operated near bathing beaches. Another bill prohibits the operation of motor boats by children under 16 years of age.

The committee reported "reference to the next annual session" on Representative Sullivan's bill for the city of Boston to authorize the town of Watertown to pay a portion of the cost of the erection of a memorial to the founders of the town. The Legislative Committee on Municipal Finance reported "leave to withdraw" on the petition of Mayor Curley of Boston to authorize the city to borrow money for emergency purposes, under approval of a board to be composed of the Attorney General, State Treasurer, and the director of the Division of accounts.
CITY BUYING PROBE SEEKED BY G. G. A.

Pamphlet Charges Reports Are Unsatisfactory

Charging that the public is not given a complete account of city contracting, that charter violations are countenanced, and that present buying practices are not satisfactory, the Good Government Association in its pamphlet, "City Affairs" for this month calls for an investigation of the whole phase of city buying.

CHARGES MADE

According to the publication over a million dollars in contracts in 1930 were not advertised, one hundred contracts were not awarded to the lowest bidder, and extra-work allowances were made. The association states, "In 14 cases studied totaling approximately $1,819,000, contracts let without advertising let without advertising to the lowest bidder.

Another contractor is said to have received four contracts, totaling more than $100,000, although he was low bidder on none of them.

Eight contractors receiving work with the division are alleged to have been other than low bidders on the 14 contracts they received.

One contractor who was low bidder on only one of his three contracts is said to have been given more work without advertising than in competitive bids and to have done more than $369,000 in work for the department.

A contractor's contract let without advertising totalled more than $100,000, although he was low bidder on none of them.

$100,000 LOSS SEEN

Commenting on the hundred contracts not let to the lowest bidder, the pamphlet states: "The indicated loss to the city has been $100,000. The chief regrettable factor is that the city felt it necessary to explain only six cases."

In the matter of contracts let without advertising, one article reads: "The city of Boston, however, purchased labor, materials, and supplies in excess of one million dollars in 1930 by contracts let without advertising. Sidewalks, pavement, sewer works, furniture, dishes, automobiles, signal lights, sand, loans, fireproofing and a multitude of other supplies, materials, and labor were purchased by this method. Some of the purchases were made at auction, these would seem might well have been made subject to open competition."

Stating that by far the most serious aspect of the situation is the incompleteness of the account provided to the public, the association calls to the attention of the public in buying and a general investigation of the whole matter, the major criticisms of the Good Government Association, were directed, read a synopsis of the criticisms, this month, and characterized it as "an effort of this discredited organization to rehabilitate the city of Boston." "Surely we have awarded contracts without advertising and without competitive bidding," said Commissioner Bourge.

"What of it?"

"I cannot say without examining the records of the department that we have been guilty of any of the heinous things which the Good Government Association says we have done, but assuming that the records as set forth are correct, what of it?"

"We have awarded contracts without advertising and we have awarded a lot of contracts to bidders who did not file the lowest proposals. In every instance it made a great and a very excellent reason."

During 1930 the public works department awarded contracts for streets and sidewalks which the year before we had committed to work which had not been completed which amounted to $190,000. That makes the total contracts for the year more than $3,300,000, or more than twice the amount for the year in the previous history of the city.

ASSAULTS CRITICS

"If the methods which are criticized by persons in no position to make proper criticism, because they are entirely ignorant of the public works department during the past year, the amount of construction work which was not done could not have been done, there would have been a far greater number of unemployed men in Boston and conditions would have been such that we would have been unable to provide the mobile through the city of the pavement streets to which the people of Boston are entitled."

"Surely we should not take them any more times. Whatever it is. In almost every instance we did so because the contractors who submitted the lowest proposals were not in a position to take on additional work and in other instances we did not care to recognize the low bidders for reasons which it is not difficult to explain."

"Isn't it strange that the finance commission which co-operated with us very satisfactorily last year found nothing to criticize in the contract work, or, in a few cases, in the character of the work, which was done by the contractors. For the first time the finance commission had inspectors positively assigned to contract jobs. They were visible. They did not break up on the contracts, as it appears they did in the past."

"And as for favoring eight particular contractors, I really wish that there was a similar number. because we could then be absolutely guaranteed that all contracts would be completed in strict accordance with specifications."

HOUSE ADOPTS CENTRE ST. BILL

The bill for the widening of Centre street, between the Jamaica and Roslindale squares, was passed through the House of Representatives today under suspensions of the rules and without a record vote. It had gone through the Senate yesterday in a similar manner, so that it is ready for enactment and presentation to the Governor.

The bill strikes out from the 1929 law any mention as to the width of the street and leaves that to the mayor of Boston and the street commissioner.
HOME BREWERS CLOGGING SEWERS

City Foreman Asks Them Not to Use Household Drains For Mash

An appeal to makers of home brew to dispose of the resultant mash by throwing it into ash barrels or other containers, instead of into household drains, was made by Robert J. Pumphret, forman of the city sewer Division's Albany-st yard, this afternoon.

Foreman Pumphret's superior, Division Engineer Thomas F. Bowes, has moved in another direction, namely, through a petition filed yesterday in the Legislature by Judge T. R. Bilo-deau, the city's legislative agent, which it is hoped will restrict this practice, so costly to the taxpayers at large.

Makers of home brew in the populous centers of the city, like the North, South and West Ends, South Boston, East Boston and Roxbury, in ever-increasing numbers are getting rid of their mash by way of household drains. These drains somehow get the mash out of the house. But the trouble for the city forces starts when the mash gets stalled in the sewer manhole nearest the house where it is deposited. Here its weight and general unwieldiness causes it to settle gradually at the bottom of the manhole.

Weekly deposits of this substance pile up until finally the manhole outset to the main sewer-system is clogged, and the sewer, stagnated by this odiferous load, is out of commission altogether.

Then the police or some irate neighbor telephones the Albany-st yard and a group of laborers, now assigned to this special duty, are obliged to open the manhole and either dig or flush out the mash.

The high-powered fumes from the mash are not enjoyed by the workers. The stuff just smells out loud, they say. They put long poles into the mess, stir it up and, with a steady play of water through a hose attached to the nearest hydrant, manage, after working several hours, to free the manhole.

Perhaps in another month or two, this troublesome process must be repeated on the same manhole. All this trouble and extra cost would be avoided, foreman Pumphret says, if home-brewers would throw the mash in the ash barrels and cover it with a sprinkling of ashes.

Foremen at the city's two other yards of the sewer division, covering all sections of the city except those already named, report little trouble from this source. The presumption is that residents of these sections buy their stuff ready-made.

MORE WORKING THAN IN 1921

Increase of 6,000,000 in United States

Professor Summer H. Schlichter, of the Harvard School of Business Administration, speaking at Mayor Curley's conference of economic experts at the Parker House yesterday, declared that at present there are 6,000,000 more workers employed in the United States than there were 10 years ago.

The last decade, he said, had been one of unprecedented occupational shifting, stating that 4,000,000 dropped out of agriculture and 450,000 gave up manufacturing business. But they went into such business enterprises as hotels, restaurants, banks, beauty shops and gasoline-filling stations, he said, declaring that industry has shown a tremendous power to absorb labor.

The Harvard expert disagreed with economists who blamed inventions and labor-saving devices for unemployment, expressing the personal belief that machinery had increased employment.

Secretory of Labor William N. Doak addressed the college economists and urged them to evolve a plan through which capital, management and labor could more equitably participate in the distribution of mass production. City Auditor Rupert S. Carven presided at the meeting, because of Mayor Curley's absence in Washington.

ARBORETUM SAVED

The original measure, passed in 1929, provided for not less than 100 feet and this met with serious objection, partly because it would mean taking a large slice off the Arnold Arboretum. The new street will be a highway and not a parkway as residents of the district had requested. The Arterial streets were objected to by residents of other parts of Roslindale because it would throw all truck travel on Washington st.
"RESULTS SPEAK FOR THEMSELVES"

Defends Awarding of Contracts Without Advertising

"An effort of a discredited organization to restate itself," was the comment of Public Works Commissioner Joseph A. Rourke, after reading a synopsis of the Good Government Association attack on Boston's methods of public contracting, with particular reference to Mr. Rourke's department.

Mr. Rourke defended the charge that contracts awarded without advertising and without competitive bidding, and asked, "What of it?"

"I cannot say," said Mr. Rourke, "without examination of the records of the department that we have been guilty of all the heinous things charged by the Good Government Association, beyond their records are correct....what of it?"

"We have awarded contracts without advertising and we have awarded a lot of contracts to bidders who did not file the lowest proposals. In every instance we had a reason and a very excellent one.

"During 1930 the Public Works Department awarded contracts for streets and sidewalks which totaled $2,900,000. At the expiration of the year we had been committed to work which had not been competed when amounted to $369,000. That makes the total contracts for the year more than $2,000,000, or more than twice the amount in any year in the previous history of the city.

JOSEPH A. ROURKE
Public Works Commissioner

"And as for favoring eight particular contractors, I really wish that there were a smaller number, because we could then be absolutely guaranteed that all contracts would be completed in strict accordance with specifications."

Mayor Curley has not yet returned to City Hall from his trip to Washington.

"GOO GOO WANTS PROBE OF CITY'S BUYING"

Charging that the public is not given a complete account of city contracting, that charter violations are counte-
Bids Asked for Two-Year Tunnel Work

Dozen or More Contractors Expected to Compete in $16,000,000 Enterprise

Tube 4850 Feet Long

Excavated Material Must Be Dumped for Fill at East Boston Airport

After many months in the preparation of plans, the Boston Transit Commission is now ready to go ahead with one of the most extensive transportation improvements ever authorized for Boston—the $16,000,000 traffic tunnel connecting Boston proper with East Boston. The work will require two years and will give employment to at least 1000 workmen at its maximum stage.

The Transit commission today invited bids from contractors for what is termed Section A of the tunnel, the bids to be publicly opened at noon on Wednesday, Feb. 25. According to all information available, there will be spirited bidding among the twenty or more contractors of the country who are qualified, either by training, experience or finance, to handle a job of such magnitude.

Naturally there looms in the picture the figure of Patrick McGovern with many great tunnel projects to his credit in New York and Philadelphia.

Mr. McGovern is now a resident of Boston, but he has visited Boston several times in the last few months studying the situation and showing great interest in it. He built several sections of the Washington street, East Boston and Beacon Hill tunnels and one under the Fort Point Channel, and he is said to be anxious to construct the East Boston tunnel as one of the crowning engineering glories of his experience.

Section A covers the construction of the tunnel proper from North square in Boston to the corner of Decatur and London streets in East Boston, a distance of 4800 feet in length, about one-third of which is under Boston harbor. The tunnel will be built by the shield method under compressed air. The structure will be circular in shape, over thirty-one feet in diameter or almost one hundred feet in circumference.

The roadway between curbs will be 21 feet 6 inches, which will provide for one line of traffic in each direction, although this width will permit of a third line in the event of emergency.

The structure will be circular in shape, over thirty-one feet in diameter or almost one hundred feet in circumference. The bottom of the tunnel under the middle of the harbor will be about one hundred feet below high water, and it is figured that the pressure on the roof and sides is approximately three tons per square foot.

The contractor is allowed two years in which to complete the work. For any delay beyond that time, he will forfeit the sum of $1000 per day.

ASKS REMOVAL OF GOODWIN

"Arrogant, Unhuman, Unfair," Says Councillor

A demand for the removal of Elliot H. Goodwin as State Civil Service Commissioner, because of alleged "arrogance, unhuman and unfair action," particularly in connection with the certification of one, Martin E. McCarthy, for work in the city of Boston, with the approval of the Mayor, under a rating of "sundry porter," was made by City Councillor Francis E. Kelley in a letter to Governor Ely.

"Commissioner Rourke is quoted as saying, 'Assuming their records are correct, what of it?'" the report states.

"If the charge is not violated, if the city is inefficiently spending the overburdened taxpayer's money, if the complete facts are not given the public, what of it?"

The most amazing of Mayor Curley's declarations is, "The ethics of things do not enter into it when we have to deal with business depression and suffering of our people."

"We are in complete accord with any legitimate and genuine effort to relieve unemployment, but admit to the people of Boston that with efficient organization such relief can be supplied in a perfectly ethical and businesslike manner. We also affirm that one of the most effective ways to hasten business recovery is to lower our tax rate, already the highest; adjusted rate of any city in the United States over 500,000, and this through greater efficiency and businesslike buying."

"Chairman Goodwin of the finance commission states that if our allegations are true it is time the finance commissioner knew something about it. If the commission has not the facts available we will gladly give them every bit of information we have if and when we are assured that the situation will be dealt with in a public and fearless manner."

We recommend that a white list of contractors be set up and the specific and public requirements be made.

WHAT OF IT?" G. G. A.

OFFICIAL RETORT

Sheppard Says Curley is Trying to Evade Issue

The Good Government Association continued its attack on municipal contracting yesterday in a statement issued over the signature of G. S. Sheppard, secretary of the association, declaring that as yet there has been no general denial of its charges and that Mayor Curley is trying to evade the real issues by the usual recourse to an excuse of the unemployment situation.

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CURLEY TO RETURN FROM CAPITAL TONIGHT

Mayor Curley is scheduled to return home tonight, after an absence of five days in Washington, where he succeeded in speeding the transfer of control of Governor's Island from the war department to the city.

The mayor's party will motor to Boston from New Milford, Conn., make a brief stop at Canterbury school at New Milford, Conn., to visit the mayor's son, Paul, who is a student there.

The contractor is allowed two years in which to complete the work. For any delay beyond that time, he will forfeit the sum of $1000 per day.
Veil Is Off City Hall and the Fin. Com.

So Declares Good Government Ass'n in Follow-Up Statement on City Contract Charges

"The veil is off City Hall and the Finance Commission," declared the Good Government Association this afternoon in a statement issued in comment on Mayor Curley's recent charges concerning the letting of city contracts, and the Finance Commission's defense of business depression.

Chairman Frank A. Goodwin of the Finance Commission after agreeing that our facts are direct from the City Record states that if there has been a 'bit of information' the Finance Commission knew something about it. We agree with him. If they have not the facts available we will gladly give them every bit of information we have, if and when we are assured that the situation will be dealt with in a public and fearless manner.

"Finally, we wish to emphasize the fact that we do not suggest blind letting of contracts or favoring certain contractors. But Guy C. Emerson, consulting engineer of the Boston Finance Commission, in a report favorably to the council at its Monday meeting on loan orders providing $900,000 approved city contracts for the new public welfare building at Charbon Boulevard on the outskirts of the city.

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BIDS CALLED FOR AUTO TUNNEL TO EAST BOSTON

Work to Be Started on $16,000,000 Project 10 Days After the Awarding of Contract

Contractors were invited today by the Transit Commission to submit proposals for constructing section A of the tunnel between Boston and East Boston. The tunnel will be used exclusively by motor vehicles. The bids will be opened publicly at noon Feb 25.

It is planned for work to start on the $16,000,000 tunnel 10 days after the contract is awarded.

The reinforced concrete tunnel will have an outside shell which will require the use of approximately 12,000 tons of steel. The contractor must complete the work in two years or forfeit $1000 a day for every day over that time. This section covers the construction of the tunnel under North sq in Boston to Decatur and London sts in East Boston, a distance of 4850 feet. One-third of which is under Boston Harbor.

The tunnel will be built of reinforced concrete with an outside shell of steel, of which 12,000 tons will be needed. This is a departure from the method heretofore used in the construction of Boston tunnels.

The roadbed under the harbor will be 100 feet below high water and the excavation will amount to about 150,000 cubic yards, and the contractor is required to deposit it on the East Boston airport.

MAYOR STRIKES BACK AT G. G. A.

Mayor Curley hit back at the Good Government Association in his reply to a long statement by the association that more than $1,000,000 in contracts were awarded without having been advertised.

The mayor was informed of the statement on his arrival in New York on his way home from Washington. "My answer to the Good Government Association is that our job in these times is to keep the people at work and to spend money that is available to keep them at work," said he. "The ethics of things does not enter into it when we have to deal with business depression and suffering among our people."

"The only way to avoid soup kitchens and bread lines" he added, "is to do as we have been doing, and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter."

The mayor further declared that while he and his party were in Washington they saw bread lines, and that in New York, bread lines were outside every police station.

"We have no soup kitchens or bread lines in Boston," said he, "and we are not going to have any if I can prevent it. I would rather spend $100 to keep people working than give $2 in dail. We are going to keep right on spending money to keep the people employed and I am not going to dump any out in the form of dole."

"The only way to avoid soup kitchens and bread lines in Boston," he added, "is to do as we have been doing and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter."

"The only way to avoid soup kitchens in this particular section of the tunnel must be deposited at the East Boston airport."

The specifications provide for a roadway 31 feet in diameter and practically 100 feet in circumference. It will be constructed by the shield method under compressed air.

The excavated material of this section will amount to about 150,000 cubic yards, and the contractor is required to deposit it on the East Boston airport.

The tunnel will be of reinforced concrete, with an outer shell of steel, being the first Boston tunnel of this construction.

The roadbed under the harbor will be 100 feet below high water and pressure on the roof and sides will be approximately three tons per square foot.

MATERIAL FOR AIRPORT

This part of the tunnel will be built with a 4 1/2 per cent. grade on the Boston side and 5 1/2 per cent. grade on the East Boston side. One provision of the contract will be that the 150,000 cubic yards of material excavated in this particular section of the tunnel must be deposited at the East Boston airport.

The tunnel will be built of reinforced concrete with an outside shell of steel, of which 12,000 tons will be needed. This is a departure from the method heretofore used in the construction of Boston tunnels.

The roadway under the harbor will be 100 feet below high water and the pressure on the roof and sides is figured at three tons per square foot.

Two years will be allowed for the completion of this section and bidders must file a certified check of $300,000 to secure recognition of their proposals.

Part of the Principal Section Will Be Under Water

BIDS CALLED FOR

EAST BOSTON TUNNEL BIDS

Bids for the construction of the principal section of the $16,000,000 East Boston tunnel were asked for today by the Boston transit commission and will be opened at noon, Feb 25, at the office of the commission, 1 Beacon street.

THIRD UNDER WATER

This particular section will extend from North square in the North end, near the portal on Cross street, under the harbor to Decatur and London streets in East Boston, a distance of 4850 feet. One-third of it will be under water.

According to the plans the tunnel will be a tube 31 feet in diameter and practically 100 feet in circumference. It will be constructed by the shield method under compressed air.

The specifications provide for a roadway with a width of 21 1/2 feet between curbs, sufficient to provide three traffic lanes in an emergency but operating with only two lanes under normal conditions.

Avoid Free Soup

"My answer to the Good Government Association is that our job in these times is to keep the people at work and to spend money that is available to keep them at work," said he. "The ethics of things does not enter into it when we have to deal with business depression and suffering among our people."

"The only way to avoid soup kitchens and bread lines," he added, "is to do as we have been doing, and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter."

The mayor further declared that while he and his party were in Washington they saw bread lines, and that in New York, bread lines were outside every police station.

"We have no soup kitchens or bread lines in Boston," said he, "and we are not going to have any if I can prevent it. I would rather spend $100 to keep people working than give $2 in dail. We are going to keep right on spending money to keep the people employed and I am not going to dump any out in the form of dole."

"The only way to avoid soup kitchens and bread lines in Boston," he added, "is to do as we have been doing and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter."

"The only way to avoid soup kitchens in this particular section of the tunnel must be deposited at the East Boston airport."

The specifications provide for a roadway 31 feet in diameter and practically 100 feet in circumference. It will be constructed by the shield method under compressed air.

The excavated material of this section will amount to about 150,000 cubic yards, and the contractor is required to deposit it on the East Boston airport.

The tunnel will be of reinforced concrete, with an outer shell of steel, being the first Boston tunnel of this construction.

The bottom of the tunnel, under the middle of the harbor, will be about 100 feet below high water and pressure on the roof and sides will be approximately three tons per square foot.
WASHINGTON, Jan. 2.—Mayor Curley and his unofficial cabinet put in another busy day, lunching at the Capitol this noon as guests of Senator Walsh and paying return calls at various legations near the Capitol from which Senator Walsh and his delegation came to Washington after their trip to the White House last summer. The Mayor made a point at any discussion of the several projects of national scope, which he is advocating legislation, especially the creation of a federal industrial planning board.

Amplifier System to Keep Crowd Well Posted

Park Commissioner William P. Long, a member of the group, after confer-


cences with prominent aviation authorities here and in Boston, announced that he would begin the installation at once of a public address system at the Boston airport, with amplifiers situated at strategic points near the various hangars, so that announcements from the administration building could be heard by spectators, especially on Saturday and Sundays.

The announcements, the Mayor continued, have the approval of the crowds which visit the field, especially on Saturdays and Sundays.

The Mayor also said that he had received complaints about the chief characteristics of the different types of planes. Commissioner Long was much impressed with the popularity of such a program which is provided at the Washington airport.

At times when the ships are taking off or landing, musical selections are put on the air through the amplifiers for the entertainment of the visitors. The announcements answer questions which normally occur to the crowds, most of whom do not know much about aviation, and aside from the interest of great activity, according to Commissioner Long, to do much to help spread the general interest in aviation.

TO RAISE SALARY OF GOVERNOR

Urges Curley Bill to Increase Pay to $25,000

Appearing yesterday afternoon before the legislative committee on public services, Samuel Silverman, corporation counsel for the city of Boston, urged a favorable report on the bill filed by Mayor Curley to raise the salary of the Governor to $25,000 a year from the present figure, $12,000, and to be effective as of Jan. 8, when Governor Ely took the oath of office.

CITY OFFICIALS PAID MORE

"The Mayor feels," Silverman said, "and believes the people of the State agree that the time has come when the Governor of this State should receive a salary commensurate with the responsibilities and duties of his office. It should be a respectable salary or none at all. At present the Governor's salary is lower than that of many city officials. Even my own salary is equal to the Governor's. The superintendent of construction in the Boston school department and the Boston superintendent of schools get higher salaries, while one of my own subordinates gets almost as much."

Silverman reminded the committee that the salary should not depend upon the personal financial condition of the Governor, that only a few years ago a bill to raise the Governor's salary was passed, but the Governor, whom Silverman characterized as a "man of great wealth," vetoed it.

"The poor man should not be deprived of his office," Silverman held. "The present Governor is not immensely wealthy, and by giving his time to the State means hardship. The office is a great honor to any man, but a man cannot live on honor, and I wish to urge immediate favorable report of the bill."

In opposition, J. M. McCauley of Revere expressed himself as against the retroactive clause. He also said he believed the proposed salary increase should not take effect before 1926 and that it should then be no more than between $15,000 to $20,000. Silverman followed him to say that the Governor of Boston was very wealthy, and that Governor Ely had nothing to do with it.

Another opponent was Whitfield Tuck of Winchester, who expressed the opinion that at this time when there is so much unemployment and business depression that it would be unwise to grant the increase.

NO SOUP LINE, CURLEY WARNS

"We have no soup kitchens or bread lines in Boston and we are not going to have any if I can prevent it," Mayor Curley said today in reply to the Good Government Association's attack on municipal expenditures, contracts, salaries, and purchasing methods.

The mayor made this statement over long distance telephones from New York just before he left for New Milford, Conn., to ur-"the partially with "City Greeter" Thomas J. A. Johnson. The mayor expects to return to Boston late today or early tomor-

row.

"The only way to avoid soup kitchens and bread lines is to do the only thing we have been doing, and we are getting along despite the good government association," said the mayor. "What it may say or has said doesn't matter."

"Our job in these times is to keep the people at work and to spend money that is available to keep them at work. I would rather spend $10 to keep people working than give $2 in doles. Things are being done honestly in the interests of people who are suffering through conditions for which they are not to blame.

Miss Sally Curley Ill With Influenza

Miss Sally Curley, 22-year-old daughter of John J. Curley, former city treasurer of Boston, and a niece of Mayor James M. Curley, is critically ill from influenza at the family home, 52 Winthrop st., Roxbury.

The attending physician believed her illness would develop into pneumonia last night, but Miss Curley's condition was reported slightly better this morning.
LIMIT BIDDERS ON TUNNEL JOB

Only Contractors with Expense Equipment Can Submit Proposals

WORK TO START SOON AFTER FEB. 25

Contractors without extensive financial resources and expensive mechanical equipment necessary for tunnelling by the use of shields and compressed air are specifically excluded from bidding for the contract to build the major section of the $16,000,000 East Boston vehicular tunnel.

Bidders must not only file their proposals with the transit commission prior to noon, Feb. 25, but they must produce a certified check for $300,000 to be prepared to furnish surety bonds equivalent to 5% per cent. of their bids and be ready to start actual construction work within 10 days of the signing of a contract.

31 FEET IN DIAMETER

Bids invited yesterday by the transit commission for a tube of reinforced concrete, with an outside steel shell, 31 feet in diameter, and extending from North Square, North end, to London and Decatur streets, East Boston. The linear measurement is 4850 feet, of which about one-third will be under Boston harbor, at varying depths below mean high water, which will reach a maximum of 100 feet at a point midway between shores.

This initial contract constitutes practically the entire tunnel construction and leaves, as a second section, the area between London and Decatur streets and all will be at Porter street, East Boston, a job which entails no intricate engineering or construction details.

The creation of the Boston portal at Cross street, with the approach to the underground tube at North square, are minor details of the project.

It is regarded as certain that Patrick McGovern & Co., a New York firm of which Patrick McGovern, former Boston resident is the owner, will be included among the bidders for the principal job of the tunnel.

TO START WORK SOON

Although the invitations to bidders makes no mention of any requirement that construction work must be started within 10 days after the signing of the contract, it was the statement of the transit commission yesterday that work will be begun within that time.

The usual form of tunnel excavation will be followed. Shields operated under compressed air must be used and it is expected that 150,000 cubic yards of material will be excavated and a special provision will require its removal to the East Boston airport. The tunnel will run under about 50 buildings. The plans reveal that the grade on the Boston side will be just under 4½% per cent. and on the East Boston side, about 3½% per cent.

More than 12,000 tons of steel will be used to form the outer shell of the tube which will be about 100 feet in circumference, have a roadway between 35 feet, six inches, to be ordinarily used for traffic of the east approach, but wide enough so that a third lane can be safely handled in an emergency.

Pressure of water against the tube is assured at three tons per square foot. A limit of two years for the completion of the job has been set by the commission with provision for the forfeiture of $300 per day by the contractor for failure to adhere to the two-year schedule.

EASY TO INFORM PUBLIC

"For example Commissioner Rourke is quoted by the press as saying, 'assuming their records are correct—what of it?'

What a statement for a man in a public office to make. If the charter is being violated, if the city is in fact extravagantly spending the overburdened taxpayer's money, if the complete facts are not given the public—'What of it?'

Easy to Inform Public

"If the city had a reason and a very excellent one! in every case, it should have been an easy matter to inform the people of the public. The commissioner states that leadership such were disregarded for reasons 'not difficult to explain.' Why, then, were they not explained?

"If paving jobs were awarded without advertising in order to complete them in 1930, why is some of them not yet completed, and why were jobs awarded a few days before competitive bids were to be opened in some cases?

"Mr. Rourke states according to the press, that it is strange that the Finance Commission found nothing to criticize. We offer no comment on that statement.

"We call attention to the reported statement of Mayor Curley, the most amazing of his declarations. The ethics of things does not enter into it when we have to deal with business depression and suffering among our people."

"The veil is off. We are in complete accord with any legitimate and genuine effort to relieve unemployment, but submit to the people of Boston that with efficient organization such relief can be supplied in a perfectly ethical and businesslike manner.

"We also affirm that one of the most effective ways to hasten the business recovery is lower our tax rates, already the highest of any city in the United States over $300,000—and this through greater efficiency and businesslike buying.

Say Issues Escaped

"It is regrettable that the Mayor evaded the real issues by the usual recourse to an excuse of the unemployment situation." was the comeback yesterday afternoon by the Good Government Association to Mayor Curley's telephoned reply from New York city to the association's criticism of the administration's method in awarding contracts for public work and the expenditures without advertising for bids.

Gives Out Statement

Secretary S. S. Sheppard of the G. G. A. gave out the following statement:

"It is regrettable that the Mayor evaded the real issues by the usual recourse to an excuse of the unemployment situation." was the come-back yesterday afternoon by the Good Government Association to Mayor Curley's telephoned reply from New York city to the association's criticism of the administration's method in awarding contracts for public work and the expenditures without advertising for bids.

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"Chairman Goodwin of the Finance Commission, after agreeing that our facts are direct from the City Record, states that if they are true it is about time the Finance Commission gives full information concerning the matter in the City Record."
Employment for 2000 additional workmen during the next two years building the $16,000,000 East Boston traffic tunnel will be provided by the city under a contract advertised yesterday by the Boston Transit Commission.

**BIDS CALLED FOR**

Colonel Thomas F. Sullivan, chairman of the commission, yesterday invited proposals from contractors to construct the first section of the tunnel for a distance of 4,576 feet from North Square on the mainland to Decatur and London streets, East Boston, and the bids will be opened on Feb. 25.

With the award of the contract the contractor will be given about 10 days to start work and the shield should be under the harbor by the middle of March, according to Chairman Sullivan. For delay beyond the two-year period the contractor will be forced to forfeit to the city $100 per day.

He will be required to excavate about 100,000 cubic yards of material in boring the tunnel under the harbor. About 50 buildings, the contractor must have the tunnel completed within two years or forfeit $100 a day thereafter until it is completed.

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**Tearing Down Buildings**

The tunnel will be built on a straight line, the approaches to the water section passing under about 50 buildings at varying depths. The grade on the Boston side will be slightly under 4½ per cent and on the East Boston side the grade will be about 3½ per cent.

The Boston entrance will be at Cross street, between North and Hanover streets, and the East Boston entrance will be at Porter street, between Havre and London streets.

For the past month building wreckers have been tearing down the houses as the work proceeds; the contractor at the East Boston airport.

**Of Concrete and Steel**

The tunnel itself will be built of reinforced concrete, requiring 12,000 tons of steel. The contractor must have the tunnel completed within two years or forfeit $100 a day thereafter until it is completed.

The bids are to be opened publicly at noon on Feb 25 and it is planned to start work 10 days after the award of the contract.

Bids must be submitted in accordance with the terms of the contract, which are as follows: The contractor must have the tunnel completed within two years or forfeit $100 a day thereafter until it is completed.

The tunnel is to be of reinforced concrete, requiring 12,000 tons of steel. The section for which bids are now called will be 4850 feet in length, one-third of it beneath the harbor, it will extend from North sq, to the intersection of Decatur and London streets.

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SALLY CURLEY SERIOUSLY ILL

Fear that influenza might develop into pneumonia kept physicians in constant attendance last night on Miss Sally Curley, 22, daughter of former City Treasurer John J. Curley and niece of Mayor Curley.

The girl, secretary to her father in his Roxbury real estate business, is critically ill in the family home, 52 Winthrop st., Roxbury.

Yesterday, after a night that worried her family greatly, she rallied slightly and the attending physician said she showed some improvement.

Miss Curley, one of the most popular girls in the Roxbury district, is the second eldest of five daughters of the former city treasurer, who is a brother of the Mayor.

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BETTERMENTS

The "betterments" which are supposed to be a direct result of various highway improvements are evasive things, as shown by a special bulletin of the chamber of commerce. Cambridge street, for example, has cost about $3,966,000; the betterments collected are about $1,068,100. We have spent $3,000,000 on Stuart street and received $1,744,000 in betterments. Of the $2,710,000 spent on Dock square, a tenth has come back. The Tremont street totals are $1,004,000 and $95,000. From Ruggles street, on which the expenditures to date are $1,621,000, the betterments collected total only about $65,000. (Interest payments are not included.)

Improvements of this kind are usually necessary. If not made, a city may acquire a down-at-the-heels appearance, and business is actually handicapped. Probably we have had an insufficient number of these projects in the last decade—Mayor Curley and ex-Mayor Nichols both think so. The chamber of commerce tabulation is of value, however, as showing the certainties and the uncertainties of highway improvements. We never fail to spend the money which is appropriated. We are often unable to get back in betterments the amounts estimated when a project is authorized.

Traffic Conditions

In Boston Scored

Hearing on Regulations for Outdoor Parking

The hearing before the Street Commission on the matter of putting in force regulations governing outdoor parking places, brought forth much comment on the conditions in the Curet House, the new Treasurer Samuel L. Low of the Boston Motor Mart. It called attention to the various methods that have had to do with traffic regulations; their expert opinions, "reams of opinion," and declared that no progress had been made. He charged that when more were bad as ever and there was no enforcement of regulations.

Chairman Hurley remarked that now everything would be all right because there was to be but one Traffic Commissioner, to which Mr. Low replied: "I see by your admission that you agree with me." Referring to alternate street parking, Mr. Low said that though in force, the rules were constantly violated. There was a large group of owners of open-air and other parking places at the meeting and it appeared to be the unanimous opinion that there should be certain regulations, but that the license fee should be only nominal, $1 or not more than $5. Parking should also be regulated, according to the speakers, as it was declared that that kind of parking represented 25 percent competition.

L. E. Whittum, representing two garages, said the outdoor parking places should be fenced, well lighted, have fire extinguishers and an "in and out" book, the same as garages. That did not appeal to outdoor men and the plan was attacked by attorney E. P. Plan, representing outdoor parking places.

Chief Editor's Note: (Curley Says Not Over $16 Required This Year)

Mayor Curley appeared before the Legislative Finance Committee today to urge his bill to transfer from the City Treasurer's Office to the City Council. He said that in spite of the fact that the city is better off this year than in the city treasurer, the city, he said, would be greater than in previous years, though the increase in the tax limit would not exceed 7.5 cents.

Last year the Legislature authorized the city to spend for general pur-\pse $16, and the amount paid out, according to the mayor, was $15.35. Although the demands last year were greater than in the city treasurer, this year, though the increase in the tax limit would not exceed 7.5 cents. Year and in 1930, several other departments were cited to show that the city authorities this year, more than in any other year in the history of the city, were able to keep within the $15.35 limit and a large amount out.

The Mayor dwelt at some length upon the prevailing economic situation and expressed the belief that the city would keep up, though the demands last year were greater than in the city treasurer, this year, though the increase in the tax limit would not exceed 7.5 cents. Year and in 1930, several other departments were cited to show that the city authorities this year, more than in any other year in the history of the city, were able to keep within the $15.35 limit and a large amount out.

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services at whatever expense is necessary. Lien in Is rge numbers placedon record for failure to
$3 800,000; a recommendation in opposi•
cluded the recommendation above men-
the reading of the
counters for collection and the reports of
collection.
As a result of the report on this in-
vestigation and the favorable reaction of the Mayor to it, officials of the Ass-
sewing, Water, Collection, Law and
Auditing Departments have begun a
recast of the system, are working to-
gether harmoniously in carrying it
out, and have established a feeling et'

AY 119

Work With Legislature
The commission’s oversight of bills in the Legislature was summed in the
report as follows:

“...In 1939 the most important of the
commission’s reports on such bills in-
cluded the recommendation above men-
tioned in regard to a school building
program, reducing the authorization
from $13,000,000 for three years to a
new authorization for one year of
$1,000,000 in recommendation. In oppos-
tion to an attempt to set up the City
Planning Board as an authority
superior to the City Council in making
authorizations for highway improve-
ments, and a recommendat'on that
the amount authorized for a two-year
street improvement program be cut
from $10,000,000 to $6,000,000, on the
ground that the smaller figure was as
much as the city could intelligently
spend in two years. On all of these the
commission’s recommendations were
accepted.”

The report is signed by Frank A.
Goodwin, chairman; Courtenay
William T. Keough and Joseph A.
Sheehan.

WANT BATH HOUSE NAMED
FOR JAMES M. CURLEY JR
The signatures of Judge Edward L.
Logan and Dist Atty William J. Foley
are on a petition being circulated by
members of the Henry J. Sullivan As-
Sociates requesting the members of the
Park Commission to name the bath-
house now known as the L-st Bath-
house, the James M. Curley Jr Bath-
house, it was announced yesterday.
The Henry J. Sullivan Associates
state that the petition has already
been signed by thousands of citizens.

Yes, We’re Growing!
Marked Signs of Boston’s Progress

Boston is achieving civic progress more rapidly than our
casual observations would lead us to realize.

Sailings from the port increased by 23 per cent the past
year.

The $16,000,000 East Boston tunnel, the plans for the inter-
city arterial highways and the $45,000,000 rapid-transit exten-
sions, not to mention the Governor’s Square tunni! extension,
are moving steadily forward.

The Northern artery gave to us one of the finest gateways
in the world.

The proposal for the marine park and boulevard in East
Boston will supply us with a new arm of traffic and scenic
beauty.

Now that the authorization for the development of Centre
Street has been granted the city by the Legislature—what a
pity that a great city must go to the State like a beggar with
hat in hand—we will have in the immediate future a main artery
of southern traffic which will accommodate our own convenience
and improve the impression of our city among our visitors.

Mayor Curley and the planning groups thank this newspa-
paper for its advocacy of these major developments. There is
enough glory for everybody.

Curley’s Plan Wins
Notable Advancement in Transportation

Congressman James of Michigan, chairman of the Commit-
tee on Military Affairs, advises the Boston Evening American
that Mayor Curley’s plan for acquisition of Governor’s Island
and the development of the greatest airport probably in the
world will be sent through Congress expeditiously.

As Mr. James is the sort of man who makes few promises
and is quick to fulfill those he makes, the future of Boston aviation
can be said to hold splendid promise.

The airport as it exists, and which represents an invest-
ment of possibly $25,000,000, is already a credit to the city.

We can visualize the day in the not far-distant future when
our present airport resources will be overwhelmed by New
England patronage alone. And Boston is a natural mecca for
costwise, transcontinental and transatlantic commercial aviation.
It should be made at once the depot for the mail brought
by plane from the incoming ocean liners, because mail received
here rather than at New York can be deposited in Chicago and
the West a full day earlier.

The plan which Mayor Curley has conceived and which he
has argued so effectively at Washington contemplates the en-
largement of an airport within ten minutes of the heart of the
city by the tunnel and rapid-transit facilities now being pro-
moted to East Boston. No other airport in the East at least
is within such availability of a metropolitan population.

And the plan has the added advantage of supplying useful,
constructive employment.
FIN COM LISTS LEAKS STOPPED DURING YEAR

Awards for Injury Claims Ended With Mayor's Aid

Report Says It Had Grave Doubts About Liability of City in Cases

A drive by the Boston Finance Commission against the unwarranted settlement of claims of persons alleged to have been injured by defects in public highways, from which a certain class of people and a “very few lawyers” were profiting by “exorbitant or unjustified awards,” has resulted in the saving of about $100,000 to the city of Boston already since January, 1930, the commission says in its annual report.

The commission says of this matter: “Protests had been made to the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of the injuries paid for; and that a community practice was deliberately seeking defects to make the basis of injury claims.

Few Lawyers Involved

“Examination of the list of lawyers obtaining settlements revealed that the bulk of claims were negotiated among a very few lawyers and that invariably these lawyers were obtaining the settlements that were not being to prove in court the cause of the damage or the amount of it.” A tabulation showed that the payments for such claims reached the peak of $176,343 in 1929, in Mayor Malcolm E. Nichols’ administration, Mayor Curley and the commission, when Mr. Curley took office, agreed to end the policy of agreeing to executions without trial.

The commission went on to point out its services in the correction of defects in handling other public affairs. Mayor Curley, in a letter to the commission, mentioned a saving of more than $300,000 effected by a campaign and permanent checking upon street construction work as urged by the commission.

A new policy, one of harmony with the new officials of the administrative year of 1931, with one of the commission’s one weapon, publicity, where administrative officers refuse to cooperate, was constructive and successful, the commission said.

Contractors who sought to raise the prices for snow removal, to profit by bids for water meters, intending to supply ones of poor quality, and to profit by a new kind of floor oil for which the ad for one was made, were foiled by the commission, according to its report.

Concerning this phase, the commission said: “It was found that Boston pays higher prices than other cities and also that manufacturers were successfully competing with the concern that has had a monopoly of Boston sales.”

Correction of administration at the Deer Island House of Correction, the present investigation of the administrative methods of the School Committee, a recast of the system of taking with water income, and the insistence that the city proceed immediately against delinquents in real estate taxes, the standardization of purchase methods in the Department of School Buildings, the remediying of defects in the heating plant at Lower Jail and the establishment of efficient methods in the department of the superintendent of public buildings were other accomplishments brought about at the commission’s investigation, according to the report.

The report on the methods of administration of the School Committee will be available soon. For 1930, the Finance Commission had its annual appropriation of $50,000 and an additional appropriation of $10,000 to defray part of the cost of the School Committee investigation. Expenditures were $56,772.

Concerning the claims for damages against the city, the report said, in part: “Tabulation showed payments for such claims steadily mounting, as the following short comparison will show:

<table>
<thead>
<tr>
<th>Year</th>
<th>Claims Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>$11,792.77</td>
</tr>
<tr>
<td>1928</td>
<td>$15,490.40</td>
</tr>
<tr>
<td>1929</td>
<td>$17,594.14</td>
</tr>
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“In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the Mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the Mayor to end the policy of agreeing to executions without trial.

As a result, the amount paid in cases dropped from the figure of $176,343 in 1929 to a total of $85,436.04 in 1930, or a saving of approximately $100,000 to the tax payers.”

Profit Enough for Contractors

Analysis of the request of some contractors for higher prices for snow removal showed that they were already paid enough to net them a reasonable profit and Mayor Curley accepted the commission’s recommendations that the contract prices remain unchanged. An analysis of water meter bids resulted in the award to a company.

Concerning tax titles, the report said: “In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the Mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the Mayor to end the policy of agreeing to executions without trial.

As a result, the amount paid in cases dropped from the figure of $176,343 in 1929 to a total of $85,436.04 in 1930, or a saving of approximately $100,000 to the tax payers.”

Concerning tax titles, the report said: “The commission pointed out to the Mayor that in the total of approximately $50,000,000 in real estate taxes outstanding on Dec. 31, 1929, approximately $75,000 was represented by tax titles bought in by the city at regular tax sales running back for many years. The commission also pointed out that some of these tax titles had been made by the city departments to enforce collection, not only of the taxes represented in the titles but of the subsequent years’ taxes on the same properties.

The list of supposed owners of these tax titles showed that the department should establish a true list of owners. This would probably still be the outstanding issue.

Employees Pocketed Cash

Concerning the collection of commercial waste, the commission pointed out that receipts had been reduced from $11,000 to $7,000 a year within a few years although the material collected had almost doubled. The commission also showed that the new city corporation for the collection of small amounts of cash which the employees pocketed, in lieu of tickets required to be bought at the central office of the Department.

The result of the commission’s recommendation was a shakeup of inspection, and receipts in 1930 were approximately $15,000 greater than in 1929.

The matter of boilers at Long Island was investigated, indicating, according to the report, that the new heating plant was in such condition that it endangered the institution. Immediate need of new equipment of the plant as installed was recommended. Investigation also revealed that the original boilers were so altered that the city obtained only two boilers for approximately the same price it had contracted to pay for five, that the service was no more reliable than the older equipment and that, in addition, the two boilers which the city had been installed at a cost of about $50,000.

Concerning water income, the report said: “One of the most extensive investigations ever undertaken by the Fi

...
FIN. COM. LAUDS

First Report of Kind Declares Full Co-operation Given Resulted in Saving of Thousands

BY WILTON VAUGH

Hundreds of thousands of dollars were saved for the pockets of Boston taxpayers during the past year through the reorganization of the city government under Mayor Curley, according to the annual report of the Finance Commission, which today will be presented to the Legislature.

PRAISES CITY OFFICIALS

The report, signed by Chairman Frank A. Goodwin and his fellow commissioners, expresses extreme satisfaction with the results obtained at City Hall. This is the first time such a thing has happened and it is due to the co-operation which has prevailed between the investigating body and the investigated city officials.

Although the Mayor and the Finance Commission head in the past took delight in stinging criticism, the report records their mental السلام, claiming that many municipal reforms reached the results obtained at City Hall. This through the spirit of good will could never have been attained through public abuse of other years.

More investigators for which the Mayor promised to provide $10,000 in cold cash by forcing city contractors to meet the specifications on city jobs, bringing about an end to the existing ring of city inspectors.

To the report, another $100,000 was saved through breaking up an old ring of favored lawyers who in the past had been able to settle questionable claims for damages against the city without the necessity of going to court, the report stated.

Cut Street Programme

But with all its co-operation, the Finance Commission noted that it had been forced on occasion to oppose the city authorities. It succeeded in cutting Mayor Curley's street programme from $100,000,000 in 1930, to $81,436.04 in 1931, and slashed the school buildings programme from $5,600,000 in 1930, to $3,000,000 in 1931.

With Chairman Goodwin, the report was signed by Commissioner Courtenay Guild, William T. Keough and Judge Joseph A. Habber. The name of John Russell Moore, who served on the commission during the past year, did not appear, as he had resigned on account of ill health within the last two weeks. The commission did not exhaust its full budget of $100,000, but spent only $5,726,41, most of the money going for salaries and the hiring of experts and investigators.

Commenting on the relationship of the Finance Commission and the city administration, the report explained:

"The beginning of the year saw the

Without Precedent

There is something new under the sun. For the first time in history, a Boston Finance Commission report actually praises, and praises highly, a Mayor and his administration. It is so different from the hot-shot of the past as to be startling. Certainly it is a high compliment to Mayor Curley. Chairman Goodwin has never been noted for a disposition to condescend to the taxpayers and the taxpayers and the taxpayers and taxpayers in results, was the impression of street construction work, while the order was in process. This was an innovation for the commission. Two

Inspectors watched the daily progress of construction work, checking contracts and specifications, with the result that the pavements that were contracted for and contractors were prevented from obtaining payments to which they were not entitled.

Reporting on its investigation of take claims against the city, the commission informed the Legislature:

"For some years the commission has been keeping track of settlements made by the city law department with lawyers for persons who claimed to have been injured by the public highways. Proceedings for these settlements were made by the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the facts named being the cause of injuries paid for; and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

"Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements were made among a very few lawyers and that invariably these lawyers were obtaining settlements for damages based on injuries never in court the cause of the damage or the amount of it.

"In the month of January, 1930, the settlements reached a number and volume never before approached in one month. At the time a new corporate was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the Mayor and the new counsel, at which the facts as gathered by the commission were given to the new officials. Immediately orders were given by the Mayor to end the policy of agreeing to executive trial. As a result, the amount paid in such cases dropped from the figure of $157,582.84 for 1929, to $51,324.21, or a saving of approximately $100,000 to the taxpayers.

"The commission revealed that it had avowed another "floor oil" scandal at City Hall during the past year by inflating the building purchase by the school buildings and the public buildings department of ordinary oil with a high-sounding trade name at exorbitant prices.

Promise of an early report on the city's legal expenditures in the administration of the schools was made by the Finance Commission.

In a report, the Finance Commission appended a list of 44 reports which it has made during the past year to the Governor, the Legislature, the Mayor, the school committee and to the city auditor.
Curley Back Home, to Slash City Red Tape

WASHINGTON, Dec. 31—The Chief
man announced that he was agreeable
to a suspension or what the rules, ever
while the Mayor was in the hearing
room, to take a favorable vote on the
transfer of Governor's Island from fed-
cial to city control so that Boston
might develop it as an extension of the
airport. And the committee so acted
although such action had never been
taken before, said the Mayor.

The Mayor reported he had dined
with Senator David I. Walsh and the

GIVEN IN CASH AND
ORDERS FOR SUPPLIES
The $275,149.75 paid out of the
city treasury for relief in the first two weeks
of this year was in the form
of cash and orders for food on
grocery stores and for fuel for
coal. During the similar period of
1925 it was only $168,812; in 1928
it reached $178,181; in 1929 it was
$196,726, and last year $238,353.

Orders for food and fuel, and some-
times other necessaries, are given to
the poor, it was explained, where
there is a possibility that the cash will
be used for other purposes by the ap-
plicant before he reaches home.

the latter agreed to present to the
Senate the Mayor's bill, recommended by
the college and economic experts of the
State, to provide a federal industrial
planning board to study depressions for
the purpose of preventing their recur-
rence.

Passage of a federal appropriation of
$2,000,000 for the development of Boston
harbor, together with $1,000,000,000 for
the creation of an industrial empire in the
Mississippi River Valley, which im-
provement would put the nation back to
work, the Mayor said, was promising.

He declared he discussed the matter
with Senator Shisler, Farmer-Labor-
ize, with the deciding ballot in the Sen-
ate, and Congressman Garner of Texas,
Democratic leader in the House, and
they both agreed to aid the measures.

With their sponsorship, the Mayor
said, there was fair assurance of the
passage of a $2,000,000 public improve-
ment programme by the federal govern-
ment, by combining the Mississippi
Valley development proposal and the
rivers and harbors improvements
throughout the country. The combina-
tion of the proposals would gain the sup-
port of Congress, with each member anxious to get the improvements of his
own State; through, riding along with the
Mississippi Valley development.

In the distribution of poor relief here,
the Mayor will continue to provide quar-
ters for the private welfare agencies
at the municipal administration build-
ing at Chardon street, where for two
generations they have been given half
the building without charge for rent,
heat or light.

He declared he realized more than
ever the necessity of maintaining all
the agencies together, where the rec-
ords of all would be available to avo-
duplication of relief and cut out fraud-
ulent recipients of aid.

The Mayor expressed pleasure at the
action of the Council committee on
finance in voting favorably on long
orders in his absence to provide funds
for the construction of an addition to
the Welfare building at a cost of
$20,000, for improvements at six play-
grounds at a cost of $15,000, and for
other public works totalling in all about
$11,000. Action on these projects will
start immediately, the Mayor promised.

Vets' Hospital Site

To obtain additional federal construc-
tion in Boston besides the new Post-
office building, the Mayor declared he
had offered to sell to the government
the hangar at Parker Hill, Roxbury, which
was abandoned four years ago by the
previously administration as a site for a
municipal chronic hospital for the
patients now at Long Island.

Chairman James of the House com-
mittee on military affairs in Congress
will present the proposal to purchase
the land from the city at cost. The
Mayor estimated that there were about
1,000,000 square feet of land, and the
city would get its money back at about
20 or 25 cents a foot.

While the Mayor was before the com-
mittee, Chairman James did something
that had never been done before in

City's Name in 12-Foot
Letters on Airport

A huge illuminated sign spelling Bos-
ton in letters 12 feet high has been
placed on the roof of the Colonial
hangar at the municipal airport by the
department and is expected to be
in operation this week.

All the letters are six feet apart
and today Captain Albert L. Ed-
son, airport superintendent, will fly
over the airport at different altitudes
to check on the visibility at the sign.
The height of the neon type is nearly
90 feet long and should be read plainly
at a height of 100 feet.
MAJOR TO CUT OUT RED TAPE

$275,149 Poor Relief in Two Weeks Means Public Works Must Start at Once, He Declares

Home again last night after a week's absence in Washington on municipal business, Mayor Curley announced that he will return to his desk at City Hall this morning to slash red tape, regardless of criticism, and launch without further delay a programme of public improvements to provide work for the jobless.

He disclosed that the first $275,149 demands upon the overseers of the public welfare for poor relief had amounted to $275,149.75 for the opening two weeks of the year, which would represent about $7,000,000 for the year, or a tax of $10 for every man, woman and child in the city.

Boston has been the only large city in the country without bread lines, soup kitchens or community chests, the Mayor stated following his conferences with Congressmen from practically every State in the Union, and he insisted that Boston would never hold its red tape by any precedent.

He declared he would devote force for those now seeking relief at the charity headquarters at Chardon street, so that the city will get a return on the vast expenditures.

The Mayor revealed that he has already started architects working on plans for new fire stations, police stations, a public welfare building and other institutions, although in strict accordance with the law the architects cannot be hired until after the money has been appropriated and the orders approved by the City Council.

"If we waited for the red tape," the Mayor explained, "we would not be able to get these buildings started until May or June, because it is a long way from blue days to blueprints to blue overalls to blue skies. We are getting the plans ready now, so that the work can be started without delay, when the jobless need it most.

Street Contracts, Too

"Of course, if the money is not finally appropriated, the architects have agreed that they will not get paid. I have already got the men's agreement with them, so that we could hasten the programme and start actual work as soon as the money becomes legally available."

In a similar manner, the Mayor said, he would award contracts for the construction of streets by slashing the official red tape. Disregarding the criticism that the Mayor is doing so much outside of the City Council and the Legislature, the Mayor explained that he would award the street contracts without advertising, provided the city could obtain a fair price. This is, contractors now doing streets in various districts of the city as a result of low bids, will be given the earlier streets at the same prices, the Mayor explained.

This was taken as his answer to the protest of the Good Government Association that out of $11,000,000 in contracts awarded last year, about $8,000,000 worth were given out without advertising. Asked to comment on the G. G. A., the Mayor merely smiled, "Let the dead rest.

Motors Back Home

Despite a 230-mile motor ride over the road from New York, which included a detour to New Milford, Conn., where he left his son, Paul Curley, to resume his studies at Canterbury School, the Mayor appeared fresh as he reached his Jamaica home only shortly before midnight.

He had not anticipated the night drive over icy highways to be a success. He had been lumbered by the train upon which his party members were riding from New York. Rather than wait another hour for a train, the Mayor directed his chauffeur, Charles Mannion, to continue with him over the motor route to his home.

The other members of the Mayor's party, comprising his daughter, Miss Mary Curley; her classmates, Miss Loretta Bremner, fiance of the late James M. Dolan and Trustee Thomas J. A. Johnson of the Boston Post Authority Board, reached the Back Bay station at 8:10 on the train which the Mayor had planned to catch at New Haven. They explained how the Mayor had missed the train by a minute in his rush over the road by motor from New York to New Milford and then to New Haven.

Outlines His Plans

When the Mayor eventually arrived at Jamaica way, after a record trip, the entire party were still up waiting for him with a hot supper. And after he had finished his coffee, he outlined his explanations of the earliest start of public works in the history of the city.

Under ordinary conditions, Boston cannot get started on major projects until the middle of the year, when the Legislature and the City Council usually get round to granting authority for municipal expenditures.

"While in Washington," said the Mayor, "I received a telegram from the President's assistant, Fox, warning that the demands for poor relief in the public welfare department reached $275,149.75 for the first two weeks of the year, as compared with only $163,312 for the corresponding period, and $283,363 for the first two weeks of 1929.

Means $7,000,000 in Year

"Do you realize what that means? It means $7,000,000 for poor relief this year, if the demand continues, as compared with only $245,000 ordinary year. It means a tax of $10 upon the head of every man, woman and child in the country of Boston, a population of 700,000, approximately," the Mayor stated.

"But I must meet that demand. We must provide for our people, so that they may keep body and soul together. We must get to cut the tape and supplement the poor relief with public works. These people do not want charity. All they want is the chance to work. By giving them work, we save their character and we get some return for the citizen.

He charged that if the federal government had shown courage and leadership to call the people to cut the red tape and start public improvements providing employment throughout the country, there would not now be a depression problem. And he warned that public work for the unemployed would be better than resorting to the artist.

He warned that Communism would feed well on unemployment, unemployment as a weapon, and through cutting the tape, he insisted that he would avert it here.

Ignores Critics

"But I have cut the tape last year, and I am going to cut the tape as long as necessary to provide work for our people. And I will continue to do it, regardless of my critics."

Had not the red tape been cut last year, so that plans were made for the construction of the $16,000,000 traffic tunnel even before it had been finally decided whether a bridge or a tunnel was to be built, 200 men would not now be unemployed.

He had not anticipated the night drive over ice and snow to be a success. Rather than wait another hour for the train, the Mayor directed his chauffeur, Charles Mannion, to continue with him over the motor route to his home.

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CURLY AGAINST STAGGER PLAN

Mayor Sees It as a Handicap in Overcoming Depression

Mayor Curley today expressed the view that present business conditions are part of a "preventable depression" which Washington would get rid of by necessary reform and abolish the stagger plan.

His discussion of the economic situation included the remark before the legislative committee on municipal finances in the State House that "Burlington may not be unique; the all other municipalities in the State should be allowed to set their tax limit without going to the Legislature."

JOBS BETTER THAN DOLE

In his statement, Mayor Curley referred to the talk he held with President Roosevelt last August in which that official said:

"In spite of the new policy of trying to give the unemployed practical work, we find that the layoffs are increasing and that the system of making a survey of all the city departments and abolishing every position that would have offered opportunity for a dishonest employee to profit dishonestly, we did not find any graft, any shortage of funds, or any waste.

We found the finance commission's investigators made a detailed study of the important and expensive house of correction on Deer Island, which the city of Boston maintains for Suffolk county.

MANY ARE SIGNING BATHHOUSE PLEA

The petition in circulation in South Boston, the heart of the city, requests the city council to give the bathhouse commission the same power that has been given to the Legislature.

Among those signing the petition are the following: Judge Logan, District-Att'y; Foley, Transit Commissioner Sullivan, Senator Tschig, Representative Bigney, Senator Durig, Senator Lee and Hickey, Atty. John B. Wenzler and Atty. James J. Sullivan.

EXPLAINS PROBE

O'Hare Tells of Fin Com Investigation at Deer Island

William G. O'Hare, counsel for the city, said that the investigation of the finance commission at Deer Island resulted in much constructive criticism, which was mostly on methods rather than results of inefficient methods.

"The commission's investigators worked with the new commission at Deer Island, O'Hare said, and they established orderly procedure in the institution, a correct and safe opinion of the records, and brought about complete correction of the defects above referred to.

CRITICIZED DISCRIMINATION

In his statement Mayor Curley also criticized discrimination in the use of correction that was briefly made by the commission also.

SEVERAL OFFICIALS

The investigation was made quietly to Mayor Curley's department, partly of school buildings and partly of the city's expense of schools, making absolutely new kind of floor oil by the public buildings department.

Because of previous experience with the public buildings department. This weft of the report said:

"The commission's investigators made a detailed study of the important and expensive house of correction on Deer Island, which the city of Boston maintains for Suffolk county.

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The petition in circulation in South Boston, the heart of the city, requests the city council to give the bathhouse commission the same power that has been given to the Legislature.
Irregularities Ended, Annual Report Shows—Two Rackets Also Stopped—Curley Says Goodwin Saved $300,000

Investigation of the Deer island house of correction lasting more than 10 weeks, resulting in the discharge of one official, elimination of irregularities in checking the food bill, and improving efficiency and discipline of employees, was revealed last night in the annual report of the finance commission.

It is the first annual report made since Frank A. Goodwin was appointed chairman of the commission in October, 1929. It was hailed as the first finance commission report to record a constructive co-operation between the commission and the city administration.

Mayor Curley, whose experiences with previous finance commissions were anything but friendly, declared last night that the new policy of taking all cases to court caused abandonment of many suits and that invariably these lawyer claims were getting settled.

The commission found that most of the accident cases were settling beyond reason, and that most of them were by a group of lawyers who appeared for one client after another. It pointed out that the racket of searching out defects in sidewalks as a basis of claims had grown.

Corporation Counsel Silverman reported that the new policy of taking all cases to court resulted in the number of cases filed, and in the amount of money paid for, and that a certain class of persons was deliberately seeking to make the basis of injury claims.

In regard to the accident racket, the commission summed up the matter briefly, in friendly fashion as follows: For several years the commission has been keeping a record of the settlements made by the city law department for the City of Boston, which has been growing in amount, as the following short comparison will show: 1927, $141,787.77; 1928, $158,480.40; and 1929, $276,742.14. In the month of January, 1930, the settlements reached a number and volume never before approached in our city. A new corporation counsel was then appointed. The commission believed it was time for drastic action, and it was taken, and in the figure of $276,742.14, as compared with the $158,480.40 of 1929, and $141,787.77 of 1927, there is an indication that the policy of taking all cases to court, and that the cost of injury has been reduced.

Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers. It is to be expected that these lawyers were obtaining settlements without having to prove in court the amount of the injury or the amount of the settlement.

The commission decided that the time was ripe to adopt a new policy in its procedure. The commission believes that those in charge of the administration of the affairs of the city will be far more likely to correct faults if recommendation is made without public criticism and if public condemnation follows only if it were co-operative.
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He charged that if the Federal Gov-ernment had shown courage and leader-ship to cut red tape and start . , public

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Tape for the idl e

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"Had not the red tape been cut last
year, and I am going to continue to cut the tape as long
as necessary to provide work for our peoople. And I will continue to do it, re-"presents the city as an example of me the use of red tape on the public welfare

This Would Mean Same Auth-

Improvements providing employment
throughout the country, there would not
now be an unemployment problem. And

Various warning letters, such as the im-

"I cut the tape last year and I am

not more than $15 should be required for
the present year.

"If we waited for the red tape," the

"bundled up to be sold at stores.

"I received a telegram from Budget
Commissioner Fox warning that the de-

mean, the city is "broke," and expressed the wish that a "more

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Fin. Com. Sees Good Results by New Policy

In the belief that the former policy of the Finance Commission was wrong and that 'city officials will be more responsive to criticism if they realize that criticism is made in a co-operative spirit,' the present board outlines its work for the year for the Legislature, indicating the saving of many thousands of dollars of the taxpayers' money.

More investigators for which the mayor provided $10,000, saved the city $200,000 in cold cash by forcing city contractors to meet the specifications on city jobs, bringing about the 'blacklisting' of a contractor and the discharge of a city inspector for permitting the use of less cement than was required.

Another $100,000 was saved, the report says, through breaking up of an old ring of favored manufacturers, in the past had been able to settle questionable claims for damages against the city without the necessity of going to court.

With all its cooperation, the Finance Commission noted that it had been forced on occasion to oppose the city authorities. It succeeded in cutting Mayor Curley's street program from $10,000,000 to $6,000,000, and it slashed the school building program from $15,000,000 to $3,400,000.

The report disclosed that probably for the first time in the history of the city, the mayor appealed to the Finance Commission for guidance before awarding city contracts. Commenting on these appeals, the report stated: "An attempt was made by certain contractors to obtain a higher price for snow removal than the contracts which had already been made committed the city to pay, on the ground that these prices would allow a reasonable profit.

"At the request of the mayor, the commission therefore made an analysis of the bids. This revealed that the prices of the existing contracts were in each case sufficient to net the contractor a profit of $300,000.

The mayor therewith accepted the commission's recommendation that the contract prices remain unchanged.

Checked Up Water Meters

"At approximately the same time that the city released numerous bids for a large order of water meters, an analysis of the bids by the commission, also at the request of the mayor, showed a wide discrepancy in the quality of the meters offered, as well as in the prices. Therefore, the commission recommended a award to a local manufacturer, whose offer, when price and quality were considered, seemed best for the city.

In reference to the widened street contracts, the Finance Commission reported: "Another undertaking by the commission during the past year, of much importance to the taxpayers and very satisfactory in results, was the inspection of street construction work while the work was in process. This was an innovation for the commission. Two inspectors watched the daily progress of construction work, checking execution with specification and reporting immediately variations from written specifications. If the work was not up to par, the contractor was given a chance to rework it. If it was not improved, the commission obtained the necessary contract for the work from another contractor, bringing about the blacklisting of a contractor. The commission also pointed out the different prices for ordinary oil with a high sound, and the new counsel, at which the facts gathered by the commission were spread before the new officials. Immediately orders were given by the mayor to end the policy of agreeing to executions without trial. As a result, the amount paid in such cases dropped from the figure of $176,343.14 for 1929, to $5,459.6 in 1930, or a saving of approximately $100,000 to the taxpayers."

The commission revealed that it had averted another "floor oil" scandal at City Hall during the past year by nipping the proposed purchase by the school buildings and the public building departments of ordinary oil with a high sound in the trade name at exorbitant prices.

Propose of an early report on the waste and extravagance in the administration of the schools was made by the Finance Commission.

To the report, the Finance Commission appended a list of forty-four reports of investigation and reporting immediately variations from written specifications.

In reference to the criticized street contracts, the Finance Commission, reporting upon the investigation of fake claims against the city, the commission informed the Legislature: "The commission had been keeping track of settlements made by the city law department with persons who claimed to have suffered injury from defects in the public highways. Protest had been made by the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of injuries paid for; and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

"Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers and that invariably these lawyers were obtaining the settlements without having to prove in court the cause of the damage or the amount of it.

"In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the mayor to end the policy of agreeing to executions without trial. As a result, the amount paid in such cases dropped from the figure of $176,343.14 for 1929, to $5,459.6 in 1930, or a saving of approximately $100,000 to the taxpayers."

The commission revealed that it had averted another "floor oil" scandal at City Hall during the past year by nipping the proposed purchase by the school buildings and the public building departments of ordinary oil with a high sound in the trade name at exorbitant prices.

Propose of an early report on the waste and extravagance in the administration of the schools was made by the Finance Commission.

To the report, the Finance Commission appended a list of forty-four reports of investigation and reporting immediately variations from written specifications.
CARRYING HIS DEMANDS for measures to aid the unemployed through construction of vast projects, Mayor Curley appeared before the legislative committee on municipal finance.

City departmental revenues will be increased $500,000, thus relieving the burden of taxation on real estate, if a bill by Mayor Curley, approved by several prominent persons at a hearing before the legislative committee on municipal finance today, becomes law.

Among those who favored it were Thomas H. Bilodeau, legislative counsel for the city; Charles J. Fox, budget commissioner; Senator Henry Parkman, Samuel Silverman, corporation counsel; C. L. Allen, representing the Chamber of Commerce. It was also favored by Boston Real Estate Exchange.

"The present system of fees charged by various departments is a hodge-podge," said Mr. Fox. "The mayor's bill permits the city to establish fees for licenses or permits issued by the city. "A present 60 per cent of these fees are fixed by statute. There is no equitable relation to present day costs. Boston should be permitted to develop a logical fee system. How illogical the present system is may be gleaned from the fact that it now costs a tailor $1 to store one gallon of naphtha on his premises for cleaning clothes, although a garage pays only the same sum for storing thousands of gallons of inflammable material.

"If this bill becomes law it will increase departmental revenues to at least $250,000, possibly $500,000. That would tend to relieve the burden on real estate."

CENTRE ST. JOB TO START SOON

Governor Ely today assured Mayor James M. Curley that he would sign the Centre st. Jamaica Plain and Roslindale widening bill as soon as it reached his desk. This assurance was given during a half-hour visit by the mayor, Corporation Counsel Samuel Silverman and City Auditor Rupert Carven at the office of the Governor.

"This means that we will advertise for bids on the job within 30 days," said Mayor Curley. "The money, totaling $1,250,000, is now available. Plans for the widening have been drawn and all that remains are a few details before we advertise for bids."

Mayor Curley said the actual work of widening Centre st. would cost about $750,000. The remainder of the total available for the job will be used in settling damages for land takings.
MAYOR DEMANDS TAX
RIGHT TO AID JOBLESS

WOULD SLASH 'RED TAPE' AND GIVE WORK

Curley Tells Legislative Committee a $17 Levy Would Help; Cites Huge Need

Mayor Curley appealed to the legislative committee on municipal finance today to "give us the money and we'll give the work."

His appearance at the State House was to ask a more liberal tax limit for Boston so he could carry out his announced plans of cutting red tape to start construction for relief of unemployment.

Before he appeared before the committee, the Mayor called Corporation Samuel Silverman, Budget Commissioner Charles J. Fox, City Auditor Rupert S. Carven and Joseph Toucks, commissioner of public works, to his office for a 25-minute conference.

As he stepped from the train last night the Mayor announced he would slash red tape in order to provide jobs. He was just in from Washington where he went to boom Boston interests.

CITIES HEAVY DEMAND.

Before the committee he asked that Boston be allowed to fix its own tax limit.

"Boston is the only city in the state that is not allowed to fix its own limit," he told the committee.

"Last year the committee was liberal, fixing the limit at $16, and we found it possible to live within it.

"But what the future holds I do not know. During the first two weeks of January the overseers of the poor spent in excess of $375,000 for the relief of unemployed."

"If that ratio is maintained it will mean an excess of $8,300,000 before the end of the year. It shows that $87,500 more was spent in the first two weeks of January this year than in the whole month last year.

TELLS OF SOUP LINE

"Society itself—and that means legislators—is responsible for the industrial depression. Banks are full of money but it cannot be spent until society spends it.

"Until society gives work it is the duty of the government to provide it. I would rather see $10 spent to provide work than 50 cents given in a dole."

"He cited observations of his recent trip to Washington and described what was to him "the most touching scene I ever experienced.""

"The most touching scene I ever experienced was the sight of men and women in a soup line only two blocks away from the national treasury," he said.

WANTS $17 TAX LIMIT

"If we could bring to the minds of leaders in Washington the faith which made 'sir government successful in the early days it would go a long way toward permanent relief.

"I suggested to President Hoover that he act immediately toward the $1,000,000,000 Mississippi project and spend the money at once, but he said he allotted to be spent over a three-year period under the 'stagger' plan.

"If there is going to be stability we must get over this stagger plan."

One of the committee asked the mayor if a $16 tax limit would be enough if they didn't agree to allow Boston to fix its own limit.

"Whatever the committee says we will live within but I'd like to see it $17," he replied. "Give us the money and we'll give the work."

The mayor told the committee city department heads had agreed to spend every available cent down to a surplus of only $100,000, an amount he described as the smallest surplus on record.

STRICKEN WITH LOBAR PNEUMONIA

Miss Sally Curley, daughter of the mayor's brother, John J. Curley, is seriously ill at her home, 52 Winthrop st., Roxbury. (Photo by White's Studio.)

SALLY CURLEY GRAVELY ILL

Miss Sally Curley, 22, daughter of John J. Curley, Mayor Curley's brother and former city treasurer, was definitely pronounced a victim of lobar pneumonia today.

Miss Curley is in serious condition at her home, 52 Winthrop St., Roxbury. She was stricken last week with a heavy cold. She is secretary to her father at his School Realty office.
Mayor insisted that he would maintain Boston's record in public welfare by cutting the red tape, if necessary, to provide work without waiting for the time limit required to authorize appropriations.

**Loan Orders Quickly Approved**

The Council did not delay an hour in approving his loan orders for 10 major improvements throughout the city. Leading the list was a loan for $400,000 to erect a three-story brick addition to the public welfare building at Chardon street.

As chairman of the committee on finance which considered the measure, Councillor Bush explained that haste was necessary because the building must be completed and open for business on July 1, when hundreds of cases will be added to the public welfare list through the old age assistance law, which will then become effective.

Approval was given by the Council for the expenditure of $100,000 in the construction of a streetcar line from Castle Island to lay out a parking space for 200 automobiles at Maple street, South Boston. An attempt to divert this money to the construction of Hyde park additions by Councillors A. M. Loring of Mattapan, was blocked by Councillor Michael J. Mahoney of South Boston, who made a ringing appeal which won the support of his colleagues in the Council.

For the construction of bridges the Council approved loan orders totalling $200,000, of which $175,000 will be used to replace the Morton street bridge at Dorchester, and $75,000 will go into the new Shawmut avenue railroad bridge.

**To Improve Six Playgrounds**

Finally the Council approved $150,000 for improvements at six playgrounds in different sections of the city, allowing $25,000 for each of them to provide bleachers, locker buildings and playing fields. As soon as the weather permits, workmen will start the improvements at the Stanley A. Ringer playground at Brighton, the William Amoroso playground, East Boston; James F. Healy playground, West Roxbury; Smith's pond playground, Hyde Park; Mary Hemenway playground, Dorchester, and Billie-Ann playground, West Roxbury.

**Refund 10 Per Cent. of Business Men's Contributions for Legion Convention**

Checks for 10 per cent. of their contributions to defray the expenses of the recent American Legion convention were sent yesterday to business houses—a procedure unique in the history of conventions.

This was announced by Carroll J. Swan, president of the American Legion Convention Corporation. In addition to this refund, the corporation returned yesterday to business houses—a procedure unique in the history of conventions.

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**Mayor Gives Hub**

**Firm Preference**

Cutting red tape and disregarding criticism, Mayor Curley started out yesterday by awarding a contract to a Boston firm though the lowest bidder, coming from Somerville, offered a price $350 less. "For the promotion of Boston industry," the contract to supply $4000 worth of cinders at the East Boston airport went to the contracting firm of Joseph B. McCabe, Inc. The city will get 4000 cubic yards of cinders delivered at the flying field.
BIG THRONG AT TAMMANY BALL

Nearly 4000 Attend Event at Hotel Bradford

Nearly 400 men and women, including many of the leading Democrats of the city, attended the annual ball of the Tammany Club last night at the Hotel Bradford.

The club was founded by Mayor James M. Curley 39 years ago at the site of his political career in Boston, owing to the recent bereavement in the family he was not present last night. But a life-size photograph of him was placed on the platform.

Assistant District Attorney Daniel J. Gillen, who is president of the club, led the grand march with Miss Margaret Curley, a niece of the Mayor. He was followed by ex-Representative Patrick Sullivan, secretary of executive committee, and Miss Mary Murphy; Thomas Walsh, secretary of the club, and Mrs. Catherine Buckley; William O. O'Hare and Mrs. Catherine Murphy; Assistant District Attorney William J. Foley, Assistant District Attorney Frederick T. Doyle, Sheriff Kelleher and Charles H. McBlair, former chairman of the Democratic State committee.

CITY HALL NOTES

For the relief of traffic congestion at the intersection of important arteries at Forest Hills square, Councillor Peter A. Murray yesterday introduced a loan order for $30,000 for an underpass so that traffic on the Arborway could go beneath Washington street to Morton street without stopping. The order went to the committee on finance for consideration.

Councillor Murray yesterday urged the assignment of a ladder company to the two-company fire house at Walk Hill street, Forest Hills, complaining that it is now necessary for a longer company to travel from Hyde Park or Roslindale in case of fire at Forest Hills.

Demanding better fire protection for the West End, Councillor John J. Fitz Gerald urged yesterday the appointment of a committee of five Councillor-lawyers to advise the Council on legal affairs. There are just five members of the Council who have passed the bar, Councillors Wilson, Curley, Hughes, Ruby and Norton.

Early each morning by the federal government of the adjusted compensation certificates granted to war veterans was advocated yesterday by the Council in a resolution introduced by City Councillor Albert L. Fisch of Dorchester. He sent copies of the resolution to the two Senators and 16 Congressmen representing the Bay State at Washington.

Filing of legislation at the State House to permit the school committee to transfer land on Dunbar avenue to the park department so that it may be developed into a public park was demanded yesterday by Councillor Robert Wilson in an order adopted by the City Council.

SPECIAL POLICE AT OIL HEARING TODAY

Expect East Boston Crowd of 1000 at City Hall

In anticipation of a crowd of 1000 East Boston residents at City Hall this morning for a hearing before the street committee on the petition of Philip S. Gaver for the construction of an "oil farm" at Orient Heights. City Councillor Thomas O'Neill said he had left a special detail of police under the direction of five sergeants and Capt. Martin King of milk station street will be on duty from 10 o'clock to greet the East Boston delegation, marshalled at weekly and semi-weekly meetings to organize Bostonians against the "oil farm"

The hearing is an upshot of a giant man meeting held Jan. 7 in the Fens hall, where 600 persons marched upon City Hall to present their grievances to Mayor Curley. There the mayor met and sharply rebuked for their demonstration the organizers of the mayor, but were promised a hearing before the commission.

Gaver's petition proposes a bulk oil storage plant, with a capacity of 1,800,000 barrels, with an investment of $5,000,000 on the 50-acre plot bounded by four streets and abutting on Chelsea creek.

A series of meetings, culminating in the Fens hall episode, have been held to organize East Bostonians against the "oil farm"

An organization known as the East Boston and Orient Heights Owners Association has been formed in the district.

John J. Corrigan, its president; Representatives Ahearn, Barker and popular City Councillor Thomas O'Neill and ex-Representative Thomas Ni cholas are listed as members of the commission on the petition of Philip S. Gaver for the construction of an "oil farm" at Orient Heights.

Crowley yesterday issued orders for a special detail of police.

Twenty-two police, under the direction of five sergeants and Capt. Martin King of milk station street will be out on duty from 10 o'clock to greet the East Boston delegation, marshalled at weekly and semi-weekly meetings to organize Bostonians against the "oil farm."

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Plans for Welfare Building Complete

The architectural firm of Hutchins & French, 11 Beacon street, has completed the plans for the addition to the Welfare Department building on Bowker street, West End, for which the City Council authorized the mayor to approve a $396,900 appropriation.

The firm explained the plans to Mayor Curley today, and they were accepted. The basement will provide more conference rooms and more room for mechanical features. The first floor will provide additional public space and space for the clerks; the second floor will provide more room for settlement of cases and the third floor will provide for an overflow for emergency cases and for future needs of the board of overseers.

Push Governor's Island Air Plan

House Committee Approves Bill to Lease Base to Boston

Washington, Jan. 28 (A.P.)—The House Military Committee today approved the bill to lease Governor's Island, Mass., to the city of Boston for an airport. The measure, which has the approval of the Senate, War Department, is to permit Boston to extend its municipal airport to the island, Governor's Island proper includes about seventy-three acres and the underwater land included in the bill amounts to about 200 acres.

"The city of Boston reports it is prepared to expend a large sum of money on this project, which is needed to relieve the unemployment situation in that vicinity," Secretary Hurley reported.

Asks $1,119,000 Now for New Schoolhouses

Mayor Curley has asked the School Committee to make immediate provision for the expenditure of an available fund of $1,119,000 for new schoolhouses, his letter reading in part as follows:

"I beg to direct your attention to the increase in the expenditures of the public welfare department. The first two weeks of January, 1931, represents a cost which if maintained throughout the year would approximate $7,968,600, or 180 per cent in excess of the total expenditure of any previous year in the history of Boston.

"There is only one substitute for the dole and that is work, and this fact has been recognized by every municipal department with the exception of the school department which to the present time while it has been most helpful, has failed to take advantage of the opportunity to put in circulation the money available either for intermediate schools or a high school representing $1,119,000."

CURLEY BACKS ARLINGTON ST. WIDENING PLAN

Opens Way for Huge $2,000,000 Apartment House

A major street widening project, which may hasten the erection of a modern $2,000,000 apartment block in the South end, was approved by Mayor Curley today.

Arlington street is to be widened from Piedmont street to Tremont street, a new bridge over the Boston & Albany railroad tracks will be constructed, and a straight, wide traffic connection will be provided from Beacon street to Tremont street, thereby eliminating congestion by forcing motor traffic to Boylston street.

New York promoters, who have plans for the apartment block, described as the most pretentious structure of its type in Boston, and comparable with similar structures along Riverside drive, New York, have almost definitely agreed to go ahead with the project as soon as Arlington street is widened.

While no definite location has been disclosed, it is understood that it will cover practically an entire block between Isabella and Cortes streets.

Damages allowed by the street commission are: R. T. Adams Co., $40,000; Ellen G. Parling, $120,000; David Jacobs, $35,000; Ukrainian Catholic Church, $30,000; Raymond A. Murphy, $21,000; city of Boston, Abraham Lincoln School, $38,000; Adeline and Emily Horgan, $7000; Boston & Albany and Boston & Providence railroads, $1,000.

Settlements of $75,000 have been determined by the commission which offset to some degree the damage awards which amount to $130,000.

T. J. A. Johnson, City Greeter, Honored

Editor Robinson of Boston, Eng., Names His New Estate "Villa Magnolia"

Letters received from old Boston, England, indicate that the visitors from St. Botolph town who were this city's guests during the Tercentenary observance, are still talking both privately and publicly of their trip. The editor and director of the Lincolnshire Standard, for instance, George Robinson, writes in part:

"I have been giving lectures on my impressions of America, and on all hands I am being told by the people of this side of England that they have now a far different opinion of the American people from what they had before. I am glad to have had this opportunity of doing something in the way of creating a better atmosphere, and cementing better feeling between New and old England. They now think of you as being generous, kind and friendly folk."

It is of interest also that out of complaints Thomas J. A. Johnson, Boston's city greeter, who was indefatigable in his attentions to the English guests, Mr. Robinson has changed the name of his estate which he purchased just before coming over to this city from "Boton Lodge" to "Villa Magnolia," that North End town being the home of Mr. Johnson.
Colonel Thomas F. Sullivan, Chairman of the Transit Commission, Indicates There Is Plenty of Room for Two Lines of Vehicles and Emergency Work

Ingenious Model of $16,000,000 Undertaking

The model had been constructed to scale, one-eighth the size in diameter and circumference of the tunnel to be, and the traffic flow was indicated by the presence of the miniature fire truck and merchandise truck traveling in opposite directions.

There has been much discussion over the width of the tunnel, many persons fearing that 21 feet 6 inches from curb to curb would be insufficient in case of accident and the necessity of trucks moving out of line for repairs. The model reveals that a passageway, 6 inches wider than School street, will provide plenty of space for emergencies.

Beneath the roadway in the tunnel the lower space will be utilized for drawing in fresh air at fifty miles an hour and the space above the roof of the roadway will be used to carry off the bad air. All improved apparatus in the latest tunnels will be incorporated and, according to Colonel Thomas F. Sullivan, chairman of the transit commission, the air will be better than on any street in the city of Boston.

The tunnel will be 100 feet in circumference and 31 feet from top to bottom. Along its length there will be a rail-enclosed platform, a few feet above the roadway where police and inspectors will patrol and control traffic or signal for emergency wagons to snake out a disabled vehicle. The outer shell will be of steel 6 inches thick. Inside the steel there will be reinforced concrete 2 feet thick.
East Boston
Wins Its Oil
Tank Fight

Case Ends Abruptly Without
Fresh Declaration of
Remonstrance

Wild Scene Follows

Men and Women Cheer Mayor
Curley as Street Board
Throws Out Case

By Forrest P. Hall

Within ten minutes after Chairman
Thomas J. Hurley of the street commis-
sion had banged his gavel for today's
continued hearing on the projected "oil
farm" at Orient Heights, East Boston,
the case had ended. The petitioner's law-
er submitted documentary support for
the petition and had rested. The commis-
sioners then conferred and announced
their decision as that of "leave to with-
draw."

For a moment or more the crowd of
men and women filling the gallery of
the City Council chamber at City Hall seemed
dazed. It was all too good to be true.
They looked at each other quizzically.

Then Councillor Timothy F. Donovan of
East Boston, one of the leaders of
opposition to the tanks, stood in the
middle of the chamber and proposed
case alter hearing only one side of it.
Chairman Hurley did not look upon the
board's action today as unusual. He re-
marked that courts often dispose of a
side. The mayor, three weeks
ago, after the fiasco at Faneuil Hall,
disregarding the protest against the
award of contracts to other than the low-
win a more $350 less, the
mayor improved the action of the
commission in granting a contract of $4000 to Joseph B. McCabe, Inc., of this
city, to supply 4000 cubic yards of cinders
at the Boston Airport, giving as his rea-
son the promotion of local industry.

To permit the city to provide work for
heads of families now receiving heavy
doles from the treasury the council yester-
day approved the adoption of legisla-
tion giving men with two dependents
preference on the civil service list over
unmarried war veterans.

Big Loan Program
Is Quickly Passed

The Boston City Council made quick
work of the mayor's loan budget at yest-
eryday's session. The program submitted
to the council a week ago, emphasizing
the unemployment situation, received
little debate. One of the most important
items was that of $900,000 for a three-
story brick addition to the public welfare
building on Chariton street, latest being
denied necessary in view of the opera-
tion of the old-age-assistance law on
July 1.

Approval was given for the expendi-
ture of $200,000 in the construction of a
stramway to Castle Island and a parking
space for 2000 automobiles at Marine
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tan was blocked by Councillor Michael
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As soon as the weather permits, work-
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Stanley A. Ringer playground, Brighten-
the William Amerena playground, East
Boston; James F. Healy playground, Ros-
lindore, Smith's Pond playground, Hyde
Park; Mary Hemenway playground, Dor-
chester; and Billings Field, West Rox-
bury.
TO CLOSE PORTABLES

Aimed at Small Schools

Portable schools in Boston were scored by Councilor Ruby at the City Council meeting yesterday and his order calling on Mayor Curley to re-open the 153 portable schools was supported. The Councilor charged at conditions under which children studied were "criminal," because of the absence of proper lighting, heating and sanitary provisions.

A statement of Asst Supt of Schools C. E. Barker denoting that pupils assigned to Atherton School, Ward 14, had been sent home because of darkness in classrooms was contradicted by Councilor Ruby.

The Councilor, quoting figures of Supt of Schools Jeremiah E. Burke, told the Council that 67 of the buildings were not equipped with artificial lighting and that 4124 pupils between 74 and 15 years attend classes in 119 of the portable schools. The use of portable schools in a city spending $20,000,000 annually for the maintenance of schools was declared by Councilor Ruby.

A proposal of Councilor Wilson to make constables pay a fee of $50 on appointment to send it with the application found one opponent in Councilor Bluh, who insisted that the constable should have to pay only a nominal fee. The Wilson order was sent to the committee on ordinances.

Ambulance Change Reported

A change in the operation of the ambulance department of Boston City Hospital has been made, trustees of the institution reported to the Council, as a result of charges made by Councilor Wilson of Dorchester. The complaints of failure to respond quickly to calls were the first in years, it was said, and steps have been taken by the trustees so that in the future there will be no avoidable delays.

Council asks Mayor to close portable schools

Ruby puts through order

Aimed at small schools

Lydon, soldiers' aid chief, called
On to explain his office's methods

Mayor likely to sign bill

CURLEY'S HEALTH BILLS
GET COMMITTEE HEARING

Frank Mott, chemist and milk inspector for the Boston Health Department, appeared today before the Legislative Committee on Public Health to urge favorable action on Mayor Curley's bill to require the manufacturers of sherbet to obtain a permit from the Health Department and thus place them under the same regulations as now pertain to the manufacture of ice cream. Mr. Mott called the committee's attention to reports of investigators and their charge of unsanitary conditions found in some places.

Mr. Mott also spoke for another of Mayor Curley's bills to require drug stores and other stores operating soda fountains where milk shakes are sold to take out a license to sell milk.

Herbert C. Lythgoe, director of the State Division of Food and Drugs, favored both bills.

The New England Association of Ice Cream Manufacturers was recorded in favor of the "milk-shake" measure. The Boston Association of Retail Druggists took the same attitude as Mr. Wright.

CURLEY'S HEALTH BILLS
GET COURT NATURAL

Former Commissioner Lydon has to determine who shall or shall not receive relief and how long a man should be penalized for being convicted for drunkenness. The questions that Councilor Norton asked to be enlightened on. He said also that the use of certain methods in the treatment of alcoholics in Boston is a cruel one. The money comes from the same treasury, and Councilor Norton asked why the man was ordered around. His order, which was passed, calls upon Commissioner Lydon to explain to the Council.

Mayor Curley will receive an order from the Council asking him to urge favorable legislation on a bill to give married men with dependent preference over all other eligibles on the Civil Service list for work calculated to relieve unemployment.

The committee on rules is to have an advisory committee as a result of an order by Councilor Green. The attorneys in the Council who will be put to work are Messrs. Wilson, Lydon, Bush, Curtis and Norton.

A proposal of Councilor Wilson to make constables pay a fee of $50 on appointment—-to send with the application—found one opponent in Councilor Bluh, who insisted that the constable should have to pay only a nominal fee. The Wilson order was sent to the committee on ordinances.

The old armory in Maverick st. East Boston, was not sold at an upset price of $5000 and an order of the Mayor was passed, offering it at $4300.

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1205 PATIENTS
IN CITY HOSPITAL

Dr. John J. Dowling, superintendent of City Hospital, stated yesterday that he foresaw the present overcrowded conditions at the hospital with 125 patients on cots, as early as last fall when he ordered a delay in tearing down one of the hospital buildings. He presented those patients in the hospital in comparison with 1903 a year ago at this time. Dr. Dowling stated that the south department, where contagious diseases are cared for, is not as busy this year as it was a year ago.
EAST BOSTON
OIL TANKS
BARRED

Crowd of 500 Cheer Decision Refusing Storage Permit at City Hall Hearing

East Boston residents today won their battle to prevent erection of tanks for storage of 93,000,000 gallons of gasoline and oil on Boardman St. A hearing on the matter, held in the City Council chamber at City Hall and attended by 500 residents of the district, lasted only eight minutes and ended with announcement by Mayor J. Hurley of the Street Commission: “This board has voted to give the petitioner leave to withdraw.”

The demonstration was orderly and there was no call for 50 policemen stationed in the basement of City Hall as a precaution. The last hearing on the petition, held at Faneuil Hall, was up by disorder among the opponents of the oil firm, who then marched to City Hall and stormed the mayor’s office.

Six officers circulated among the crowd in the council chamber and the corridors today but had little to do.

The petitioner for the right to erect the oil tanks and store the gasoline and oil was Philip Graver, of Arlington St., who it is understood is the representative of one of the large oil companies.

Opponents of the project gathered at City Hall more than an hour before the time scheduled for opening the hearing, 11 o’clock, and every available bit of standing room in the gallery was filled when Chairman Hurley rapped for order. Leaders of the opposition, including ex-councilman Thomas A. Niland and City Councillor Timothy Donovan, of East Boston, were on the floor.

PETITION OFFERED

The petitioner was represented by Dr. Joseph Santosuosso and George I. Cohen, Boston attorneys. The former presented blueprints and about a dozen letters in support of the petition, and also a petition which he said bore the signatures of several hundred East Boston residents in favor of the oil farm.

“The petitioner now rests,” said Dr. Santosuosso.

“Do I understand that your case is all in?” asked Chairman Hurley.

“Yes,” said the lawyer.

There was a brief delay, during which the street commissioners whispered together, after which Chairman Hurley announced “leave to withdraw,” which meant rejection of the petition.

As the commissioners filed out they were cheered and Mayor Curley was cheered on suggestion of Councillor Donovan. Still shouting about their victory, the crowd then poured out of the hall.

LONG FIGHT ENDED

This victory ended a long fight. Once before a petition for establishment of an oil farm in East Boston had been rejected, and when the present petition was submitted, residents held mass meetings and organized an opposition to fight the project to a finish, claiming a fire hazard and destruction of property values.

CURLEY ASKS TAX LIMIT RIGHT FOR CITY

Had to Spend $275,000 on Relief in Two Weeks

Declaring that despite the greater demands upon the city treasury this year the increase in the tax limit would not exceed 75 cents, Mayor Curley appeared before the Legislative Committee on Municipal Finance yesterday to urge his bill to transfer from the Legislature to the Mayor and City Council authority to fix the city’s tax limit.

He said that last year the General Court authorized the city to spend for municipal purposes $10, and the amount paid out, he said, was $11.25. Various undertakings, such as the improvement in the hospital facilities, were outlined by the Mayor, and in this connection he reminded the committee that in the first two weeks of this month the Boston Public Welfare Department has been required to spend $275,000, a sum as large, if not larger, than that spent in the same department for the entire month of January last year.

Several other departments were cited to show that the city authorities this year, more than in any preceding ones, should have the authority asked for in the legislation presented.

COUNCIL AND CURLEY BOTH FAVOR CASHING OF BONUS

City Government approval of measures designed to pay off adjusted compensation certificates of World War veterans in cash was promised yesterday.

The City Council, at its meeting, went on record in favor of cashing the bonus and Mayor James M. Curley said that when the Council measure reaches him, he will sign it immediately.

CHICAGO OFFICIALS VIEW CITY’S TRAFFIC LIGHTS

Three members of the Chicago South Park Commission arrived in Boston yesterday and, after paying a visit to Police Headquarters where they were greeted by Police Commissioner Eugene C. Hultman and Supt. Michael H. Crowley, were taken on a tour of the city so that they might study Boston’s new synchronized traffic light system.

The visiting commissioners made Boston their first stop on a tour of several cities for the purpose of studying traffic light systems. The party is made up of Supt. Timothy J. Howard, Philip S. Graver, Representative William I. Bell. They were taken on the tour of Boston’s lights by Capt. James Laffey of the Back Bay station and Joseph Santosuosso, a friend of Commissioner Howard.
Dispute Over Bill to Raise Hultman's Pay  

Lively Debate Marks Hearing on Bills Seeking Increase for Police Head  

Opposition to salary increases for public officials, including Governor Ely and Police Commissioner Eugene C. Hultman of Boston was voiced this morning at a State House hearing by several speakers, particularly by Senator James J. Twohig of South Boston and former City Police Chief James A. "Jerry" Watson. Mr. Twohig stated emphatically that he was against increases for any and all persons in the public service.

Corporation Counsel Samuel Silverman of Boston represented Mayor Curley before the legislative committee on Cities on the latter's bill to raise Commissioner Hultman's salary and said that the mayor felt that the commissioner should receive a salary commensurate with the responsibilities of his office, regardless of the personnel holding the position. He favored increasing the amount paid the commissioner from $8000 to $12,000 a year. Mr. Silverman made comparisons between the commissioner's salary and the amounts paid other department heads in the city, stating that the superintendent of schools received $12,000, the superintendent of schools in the same amount and the chairman of the Transit Commission $9000. Mr. Silverman said he was paid $10,000 for his own services, and that he thought the duties of the police commissioner were fully as responsible as any performed by the officials mentioned.

Representatives of Mayor Curley and leading Boston business concerns urged an increase in the salary of Police Commissioner Eugene C. Hultman from $8000 to $12,000 a year, at a hearing held today by the joint legislative committee on cities at the State House.

At the close of the hearing, the committee took under consideration two bills providing for the increase, one filed by Mayor Curley and the other by President Felix Vorenberg of the Gilchrist Co. on record. The committee was told that other city department heads were receiving higher salaries while in many respects the position of police commissioner was second in importance only to that of the mayor.

LEADERS AID IN PLEA FOR 2 BILLS  

Silverman Cites Many Higher Salaries Paid in Less Responsible Posts  

The police commissioner is required to give his entire time to his job and is not allowed to engage in other business. CITIES HIGH SALARIES. "Heads of other departments in the city are getting more, including the superintendent of construction of school buildings, $12,000; superintendent of schools, $12,000; chairman of the transit board, $9000. My own salary is more and one of my assistants is receiving more. The city treasurer gets more and there are others. The police commissioner's responsibility is at least as grave as theirs."

"The police commissioner must be a man of high type. The city must pay his salary and it must be paid with the importance of the position."

The mayor's bill was filed because he believes that, no matter who is police commissioner, the salary should be commensurate.

Representative Lewis R. Sullivan appeared before the Committee on Cities with the importance of the position.

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NOVEL NAMES OFFERED FOR TUNNEL

If they dig the new East Boston tunnel as fast as names for it are coming in to the Boston Evening American office—the tunnel is practically completed.

Only a dozen hours after the name coupon had been first published in the Boston Evening American, responses and names began to come in—and 24 hours after the first publication every mail was bringing a stack of replies.

Thus far 61 different names have been submitted for the new traffic tunnel from Boston to East Boston, bids for construction of which will be opened shortly.

NAMES Duplicated

Many of the names have been duplicated by senders, of course; but every mail brings new designations.

Some have sent in the name Curley Tunnel, while others wish it named James M. Curley, Jr. Tunnel, or Boston Airport Tunnel, or General Clarence R. Edwards Tunnel.

Strange enough, only one suggestion that the tunnel be named after the first publication every mail was bringing a stack of replies.

NAMES DUPLICATED

And then: Liberty, Greater Boston Traffic Tunnel, 300th Anniversary Tunnel, La Bocca de Dando, Ocean Foam, North Shore Tunnel, Yankee Tunnel, Filey North, Haymarket Tunnel, East Shore Cross Meridian Cut, Serpentine Tunnel, Donald McKay, Foch Tunnel, Commonwealth Tunnel, Lindbergh Tunnel, East Memorial Tunnel, Crossport Tunnel, Porter Tunnel, East Boston Transportation Tunnel, East Boston Inlet, East Boston Airport Subway—and there are many others.

Send in your suggestion for a name. Remember, the new traffic tunnel exit at Meridian st., East Boston, at Porter st.

SAT UPON PEN

Rep. Robert L. Lee said the Purington boy was reciting, that another pupil put a pen in his seat and when he sat down, the pen entered his thigh so that blood poison resulted.

Dr. Gerald A. Fagan told of the boy's death in City Hospital Nov. 4, 1930 of osteomyelitis as an acute infection of the marrow of the bone, and said the Carson girl's death might have been caused by a kick.

Senator Michael J. Ward charged that the Carson girl was attacked part of the school authorities and was convinced of neglect on the part of the school authorities at the present time and presented a list of streets where sewers are needed at the present time and estimated the cost at $2,200,000 additional and an extra 1½ stories. It is one of the buildings that must await a return to a normal number of patients.

SENATOR AND COUNCILLOR FAVOR BILLS TO PAY THE PARENTS WHO LOST CHILDREN

Boston school officials were accused of negligence today at a hearing before the legislative committee on cities on bills to reimburse parents of two children alleged to have died from injuries received in schools.

The bills would provide up to $5000, in each case, for the parents of Dorothea Carson, and Raymond A. Purington, Jr.

Dorothea Carson died in City Hospital Nov. 4, 1930 of osteomyelitis of the left leg, alleged to have been caused by being kicked in the Aaron Davis School, Roxbury.

Died of Lockjaw

The Purington boy died Dec. 11, 1930, of lockjaw, alleged to have resulted from sitting on a rusty pen placed in his chair in Bunker Hill school, Charlestown, on Dec. 5.

Dr. James P. Hepburn, professor of surgery at Tufts, and visiting physician at City Hospital, described osteomyelitis as an acute infection of the marrow of the bone, and said the Carson girl's death might have been caused by a kick.

Chairman Joseph P. Manning of the board of trustees of the hospital outlined construction projects which will not disturb the patients at the hospital, now overcrowded. Certain projects authorized last year cannot be undertaken until the number of patients drops to normal, he said.

The projects are: Modernizing the Lamont, G. Barnham Memorial Building, $86,000; erection of an electrical distribution center, $86,000; equipment of a new laundry building, $125,000; addition of $11,000 to last year's construction figures of $74,000; new kitchen and refrigerating system, $241,000; remodeling of the present laundry into a centralized supply depot, $53,000; new isolation station, in the event that housing facilities for ambulances are not provided in new laundry building, $32,000.

Authorization for the expenditure of $572,000 for a children's pavilion was given last year but plans call for $74,000 additional and an extra 1½ stories. It is one of the buildings that must await a return to a normal number of patients.

Chairman Frank W. Buxton of the library trustees recommended the branch library locations and said that he expects the committee to consider 32 branch libraries simple.

Public Works Commissioner Rourke presented a list of streets where sewers are needed at the present time and estimated the cost at $2,200,000. Sewer demands, he said, are increasing so rapidly that the customary $1,000,000 appropriation is not enough to do the work that should be done.

Commissioner James E. Maguire explained that 683 male inmates at Long Island have to pass their time in a poorly ventilated basement. The new building will provide sufficient space for men and women inmates to attend social entertainments.

COUNCIL COMMITTEE PASSES LOAN ORDERS

Four Departments of City to Share $2,000,000

New Sewers, City Hospital, Libraries and Long Island Building Approved

Loan orders for more than $2,000,000, divided among four city departments, were approved by the committee on Finance of the Boston City Council yesterday.

The orders include $1,000,000 for sewers, $813,000 for immediate expansion and improvement at Boston City Hospital, and $200,000 for building projects in the Faneuil district of Brighton and the Boylston district of Jamaica Plain, and $200,000 for a recreation building at Long Island Hospital. The last order carries out the promise of Mayor Curley, made on his Christmas visit to the inmates of the hospital.

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TRIBUTE PAID TO FR. O'BRIEN

Noted Figures Honor Winthrop Priest's Memory at Funeral

Men prominent in affairs of the nation, state, city and town, paid final tribute today to the Rev. John T. O'Brien, beloved pastor of the Church of St. John, the Evangelist, Winthrop, at funeral services for the repose of his soul held in that church. Approximately 150 priests were present. The Rev. Mgr. Richard J. Habelin,_Input: 10x2_10

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Solemn requiem mass was celebrated at the Church of Our Lady of Lourdes, Brookline avenue, Jamaica Plain, by the Rev. Leo McCabe, burial was in the Church of St. Mary's cemetery in West Roxbury.

The bearers included Edward J. Calahan, John P. O'Connor, Francis McKenna, Dr. Leon Newman, Edward F. Condon, secretary to the Boston Board of Health, Revere, the Rev. John W. Lane, Joseph L. Polley and former Senator Richard S.

Among those present were former Mayor and Mrs. Nichols, Cornelius J. Reardon, secretary to Mayor Curley; John J. Curley, former city treasurer; Joseph T. Lyons, Samuel Silverman, corporation counsel; Robert B. Bottomley, Sheriff Keohane, William C. Wall, Theodore A. Glynn, former fire commissioner; City Commissioner James Hein, Daniel Lucey, Assessors Daly and Kelly, City Collector McCormor, John P. Conni, clerk of the supreme judicial court; William J. Lordan, former printer commissioner, George E. Kahn and John T. Kennedy.

A delegation from Boston Lodge of Elks also attended.

Ex-Mayor and Mrs. Nichols Attend the Last Rites for Former City Collector

Many present and former city officials, and a large delegation of Elks, attended funeral services today for George H. Johnson, former city collector, and head of the public celebrations department under Mayor Nichols.

A requiem high mass at Our Lady of Lourdes Church, Brookline avenue, Jamaica Plain, was celebrated by Rev. Leo McCabe, who also read the prayers at the grave in Mt. Benedict cemetery.

Among those attending were ex-Mayor and Mrs. Malcolm E. Nichols, Corporation Counsel Samuel Silverman, City Councillor James Hein of Brighton, Joseph P. Lyons, Cornelius A. Reardon, secretary to Mayor Curley; John J. Curley, former city treasurer and brother of the Mayor and Robert B. Bottomley.

Representatives at the funeral included John J. Cassidy, Edward C. Carr, John F. Burke, George E. Curran, William J. Casey, Peter McCarthy, Dr. E. F. Cronin, Mark Mulvey, G. J. MacDonald, George Reed and former Fire Commissioner Theodore Glynn.

500 Seek Ban on East Boston Oil Tank Limits

Five hundred residents of East Boston, most of them women, appeared today before the legislative committee of public safety in support of a bill filed by Henry Niland relative to petitions by oil companies for tank permits.

The measure would prevent oil company from renewing a petition for permit to erect tanks for storage of more than 1,000,000 gallons of gasoline or other inflammable material within five years of hearing on and denial of a previous petition.

The Selvitella measure is precautionary following the victory of East Boston residents yesterday when the Boston street commission denied the petition for storage of millions of gallons of oil.

NILAND BARKS PLAN

Former Representative Thomas A. Niland told the committee that the law should be amended in order to prohibit renewals of tank permits for five years after they had been denied.

He and Selvitella declared that oil companies directly or through agents under the present law had the right to renew petitions three days after denial and every day in the year. The Selvitella bill would stop this.

HAIPASSSED FOR YEARS

Niland declared that the people of East Boston had been harassed for years by such petitions and they wanted some assurance that the long fight which was crowned with victory Tuesday would not be marred by constant renewals of such petitions.

"The denial of the petition was a victory of the manhood, womanhood and childhood of East Boston," declared Niland. "We wish to be permitted to live in peace."

Other speakers for the measure were Representative William Barlow, and William H. Hearn and Arthur W. Sullivan of Boston probate registry.

CITY OFFICIALS

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The bearers included Edward J. Calahan, John P. O'Connor, Francis McKenna, Dr. Leon Newman, Edward F. Condon, secretary to the Boston Board of Health, Revere, the Rev. John W. Lane, Joseph L. Polley and former Senator Richard S.

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Other speakers for the measure were Representative William Barlow, and William H. Hearn and Arthur W. Sullivan of Boston probate registry.
Lesson in Orderly Government

An oil company wished to establish a storage plant at Boston. The capacity needed was 1,830,000 barrels. Only certain locations could be used because of transportation and other problems. The company found the site it wanted at 100 Border street, East Boston, and applied for a permit to establish the plant.

A hearing was to have been held before the board of street commissioners. The company was to present its case and then residents of East Boston were to be heard in protest against the establishment of the storage plant. But many residents of the district raised such a commotion at the meeting that the company's case could not be heard. So riotous did the gathering become that Chairman Hurley had to adjourn the meeting. The crowd then marched boisterously to City Hall. It accused city officials and newspapers of having been bribed. It made itself generally ridiculous.

Subsequently, calmer persons, more representative of East Boston, must have shown these folks the folly of their ways. A second hearing was given yesterday, at which the company presented its case. East Boston was well represented among the spectators. The meeting was orderly. When the company had concluded its presentation, Chairman Hurley announced that the permit would not be granted. The objectors did not even have to present their side of the case.

The oil company was completely within its rights in asking for the permit. The people of East Boston were exactly within their rights in protesting if they so desired. The rioters were certainly not within their rights at the first meeting. On the contrary, they violated the rights of others. Perhaps by this time they have learned that oil companies are not going about bribing city officials and newspapers.

Mayor Favors Widening Plan

Arlington street in the vicinity of Columbus ave, is due to become the center of an apartment house district within the next few years as a result of Mayor Curley's action today in approving plans for the widening of that thoroughfare. An order for this improvement at a cost of $150,000 was approved by the Mayor. As a result it will be necessary to plan for the construction of a new $150,000 bridge over the railroad tracks between Arlington st., and Arlington sq.

A group of New York financiers are planning the erection of a $2,000,000 apartment house in the area. Final decision has been held in abeyance pending action by the city on the widening project.

Mayor Curley said that the widening will also serve to relieve traffic conditions in Boylston st., and since then has been quietly digging himself in, in Boston, this information adds.

OPEN OFFICES HERE

Part of the police commissioner's information was that Capone and his crowd had opened offices in a downtown building.

Capone's foothold in Boston, it is understood, is the first step in an attempt to get control of bootlegging operations in northern New England—and as a result police are watching for an outbreak against the gangsters.

Commissioner Hultman's information came after several days of secret investigation, conducted by him after a conference with Mayor Curley.

Plans have been laid by Capone gang to force owners of all furnishing speakeasies and bootleggers to line up with Capone.

A former convict released from Charlestown State prison recently is the "strong-arm" man who has been approaching Boston rum runners and bootleggers, threatening them with death if they failed to pay protection money to the Capone lieutenants.

GANG WAR LOOMS

The present recognized chieftain of Boston bootleggers is preparing to stand off invasion of the Capone "mob" and is lining up supporters in the North End, according to police information.

The names of several of Capone's lieutenants chosen from local racketeers are known to the police and they are under constant surveillance.

Others who have arrived in the city in the past two weeks are known to the police and are being watched.

Commissioner Hultman today declared he had instructed each division commander to keep a strict watch on places suspected of harboring bootleggers and criminals.
How Tube Will Look

City Treasurer Edmund L. Dolan in the mayor's office viewing a model tube that gives some idea of what the new $16,000,000 vehicular tube connecting Boston and East Boston will look like. Dolan will sign all checks in payment for the work.

Permit for East Boston Oil Storage Plant Turned Down

Street Commission Acts Speedily Without Customary Formalities—Crowd Applauds as Leave Is Granted to Withdraw

The street commission today denied Philip S. Gravar a permit to establish a bulk oil storage plant at 100 Border street, East Boston, of a capacity of 1,830,000 barrels.

The decision was made without the formality of the hearing customarily granted to petitioners for such permits and without allowing representatives of the remonstrants to even file their objections.

COLD SCHOOLS DENOUNCED IN CITY COUNCIL

Teachers and school children in portable school buildings in Boston are compelled in cold weather to wear heavy clothing during classes because of faulty heating facilities, declared Councillor Israel Ruby at the regular meeting of the city council yesterday.

Ruby introduced an order, which was passed under suspension of the rules, requiring the Boston school committee, through Mayor Curley, to immediately adopt a program of schoolhouse construction to wipe out the portable buildings.
CURLEY PLEADS FOR NEW SCHOOLHOUSES

Urges Committee to Expended
Available Fund of $1,119,000

Mayor Curley yesterday appealed to the members of the school committee to make immediate provision for the expenditure of an available fund of $1,119,000 for new schoolhouses.

In reiterating his previously expressed attitude that additional buildings are urgently needed and that the school committee should agree to spend available money, the mayor, supporting the judgment of Chairman Frank A. Goodwin of the finance commission, diplomatically stressed in his letter to each member the advisability of allocating the funds for new intermediate buildings.

Accepting Goodwin's statement that there are 13,000 pupils now assigned to schools where they do not really belong, the mayor emphasized his belief that if Goodwin's figures are correct, the room is a simple matter to arrive at a decision since the first duty of government is to provide for the needs of the majority.

The mayor took occasion to mention the mounting costs of the public welfare department and to cite the opportunity facing the committee to make a valuable contribution to the relief of unemployment. His letter read in part:

APPROVES WIDENING OF ARLINGTON ST

Mayor Estimates Cost at $488,000

Mayor Curley today approved an order for the widening of Arlington st from Piedmont to Tremont st. The widening cost is estimated at $335,000, with an additional $75,000 for a new bridge. The Mayor said that New York interests had expressed a willingness to erect a department block $2,000,000 in the section if the street was widened.

The widening is expected to bring a great measure of traffic relief from Boylston and Beacon st. by diverting traffic to Tremont st.

Betterment assessments will amount to $75,000. The following land damage offers have been made by the city to property owners:

R. T. Adams Company, $80,000; Ellen G. Forlong, $130,000; David Jacobs, $35,000; Ukrainian Catholic Church, $30,000; Raymond A. Murphy, $21,000; city of Boston, Abraham Lincoln School, $35,000; Adeline and Emily Horgan, $700; Boston & Albany Railroad, $1, and New York, New Haven & Hartford Railroad, $1.

CURLEY SEES COMPETITION IN N. E. RAILS

Believes Four Trunk Lines Should Be Admitted to Benefit Territory

Mayor Curley, in his first contribution to the current discussion of New England's railroad problem, has placed himself in favor of admitting the Van Sweringen interests and the Baltimore & Ohio line to provide competition which will react to the benefit of this territory.

The mayor took his stand in a letter to Roland H. Spaulding, chairman of the governors' railroad committee.

OK'S GOVERNOR'S ISLAND BILL

House Military Committee Approves Airport Plan

WASHINGTON, Jan 28 (A. P.)—The House Military Committee today approved the James bill, directing the Secretary of War to lease Governors Island to the city of Boston for an airport.

The measure, which has the approval of the War Department, is to permit Boston to extend its municipal airport so as to include the island and the underwater land of the United States pertaining to the island.

Governors Island proper includes about 37 acres and the underwater land included in the bill amounts to about 200 acres.

The city of Boston reports it is prepared to expend a large sum of money on this project, which expenditure will tend to relieve the unemployment situation in that vicinity,” Secretary of War Hurley reported.

LAST RITES FOR REV. O'BRIEN

With scores of town officials and representatives of the police and fire departments and hundreds of friends present, the funeral of Rev. John T. O'Brien who died Sunday was held this morning in St. John the Evangelist Church, Winthrop.

Among the notables present was Mayor James M. Curley of Boston.

The solemn high mass of requiem was celebrated by Rev. Timothy J. Holland, P. F., of the Immaculate Conception Church, Rev. John H. Ryan, P. F., of St. Bridget's Church, Abington, was deacon, and Rev. Edward J. Croy, chaplain at Deer Island, sub-deacon.

The Rev. Thomas Markham of Hanover served as master of ceremonies; the Rev. Charles McGuiness of St. John's Seminary, Brighton, thurifer; the Acolytes were the Rev. Patrick O'Donohue of Lowell and the Rev. Thomas Frawley of Fitchburg.

The archdeacon was represented by Mgr. Riordan J. Haberlin, vicar-general of the archdiocese.

BOSTON HIS CONCERN

His letter to Chairman Spaulding follows in part:

"The Pennsylvania railroad is credited with having acquired working control of the Boston & Maine railroad and the New York, New Haven and Hartford railroad.

"The New York Central owns and controls, and has for many years owned and controlled the Boston & Albany railroad.

NO LOCAL INTEREST

"The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen system has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

"If New England and its industries are to be developed, indeed if we are not to retrogress, the present trunk lines now controlling the railroad facilities in New England, namely the Pennsylvania Railroad and the New York Central, must and should have competitive lines in our territory."
Extravagance
Also Rapped
by Fin. Com.

Lack of responsibility, delay and waste and inefficiency and extravagance still exist in the Boston school system, according to the report made public today by a survey committee appointed by the Boston finance commission.

The report contains many criticisms and suggestions, but the committee states that in making them "we have been governed by the desire to make them constructive and by the hope that confidence in the public schools will be strengthened, rather than shaken, by the frank description of the system and its operations."

The object of the study by the committee was to inquire into the organization and administration of the school system, with a view to determine how expense might be reduced without loss of efficiency or efficiency increased without additional expense.

The report details how expense might later be reduced in the school system, with a view to determining how expense might be reduced without loss of efficiency or efficiency increased without additional expense.

"They are the ingenious and elusive way in which responsibility is nullified, and the loose way in which public funds are committed to the school committee. A school committee, upon which devolves the responsibility of the proper expenditure of upward of $20,000,000 a year, the supervision of 7000 employees and the welfare of 350,000 children, if it is to function successfully, must in turn place responsibility definitely upon its subordinates.

AT SEA ON FUNCTIONS

"It seems to us that the present system is much at sea regarding its own function. Members are too sensitive about their ignorance of details and not sensitive enough about their

The committee report calls attention to the position of superintendent of construction, created by legislative enactment, but states that the change in the law did not remedy the anomalous system which places the responsibility of appropriating funds upon the school committee.

"The immediate effect of the change was beneficial. Red tape was eliminated, but the division of responsibility still exists. Delay and waste on one hand and inefficiency and extravagance in building and purchasing on the other, did not cease. Unsavory purchasing incidents persist and evidently will persist until these abuses are corrected and personnel.

"The committee finds what it believes to be a costly defect behind the planning of high and intermediate school buildings. The committee urges strongly, and publicly safety demands, until all school buildings conform rigidly to the building laws of the city."

City to Widen
Final Part of
Arlington St.

Project Expected to Mean
Boon to Real Estate Development
in South End

By mayoral approval today of an order of the Street Commission for the widening of Arlington street, South End, from Piedmont street to Arlington square, at a cost of approximately $500,000, city officials are sanguine of the city's offering a very distinct impetus to real estate development over the entire area.

Arlington street's improvement has been in the air for years, or since the time the street was extended from Boylston street during the administration of the late Mayor Collins. Two years or more ago, when the Consolidated Gas Company erected its $1,000,000 building at the corner of Arlington street and Columbus avenue, the company agreed to a setback and the Street Commission immediately established the new line.

There was an implied promise with the Gas Company that the entire widening would go through at the earliest opportunity. Mayor Nichols could not find the necessary money, but Mayor Curley has assented to the improvement with the conviction that the city will richly benefit.

That portion of Arlington street is now sixty feet in width and the widening will mean a seventy-foot street. It will be necessary to rebuild the bridge over the Boston & Albany tracks to conform to the new street line, at an estimated cost of $100,000.

The Street Commission awarded $335,000 in damages and has assessed blemishes to the extent of $11,000. The damages are assessed against the following: R. T. Adams Company, $60,000; Edward G. Purington, $130,000; David Jacobs, $35,000; Ukrainian Catholic Church, $30,000; Raymond A. Murphy, $21,000; City of Boston, for Abraham Lincoln School, $35,000; Adeline and Emily Horgan, $7000; Boston & Albany and the Boston & Providence Railroad companies, $1 each.

Besides the real estate possibilities involved in the improvement, heightened by the rumor that a group of New York men are hoping to erect a large apartment block in the vicinity, there is a distinct traffic advantage. Arlington street will provide a cross-town traffic artery which is expected to have its greatest possible effect in relieving congestion at the corner of Boylston and Tremont streets. Traffic coming into town and seeking a destination in the retail district, or in the vicinity of the South Station will be able to pass through Arlington street to the widened Tremont street and then to Stuart street with comparative ease.
Purest Air! Col. Thomas F. Sullivan, chairman Boston Transit Commission, right, pointing out features of the new $16,000,000 vehicular tunnel to Mayor James M. Curley yesterday at City Hall. Air will be forced in and out of tunnel at a rate of 50 miles an hour and will be purer than that in the city proper. Emergency trucks, above, will be used to assist disabled vehicles.

European amateur boxers, here for Monday night's Boston Garden tourney, called on Mayor Curley, left, yesterday at City Hall, for keys to city. They are, left to right, Peter Brackeniers, Carl Larson, Matt Flannagan, Tom Maloney, Gen. William Murph.
ASKS SCHOOL BOARD TO CREATE WORK

Mayor Curley Wants New Building Started

Says Committee Should Put Its $3,119,000 in Circulation

The Boston School Committee is called upon to help relieve unemployment by creating work in a letter sent yesterday by Mayor Curley to Joseph J. Hurley, chairman of the committee.

The Mayor called attention of the committee to its failure to put in circulation $3,119,000 available for either intermediate schools or a high school.

The Mayor said it was no concern of his how the money was used but declared the majority of pupils should be served in which case it meant that junior high schools should be built.

Mayor Curley wrote:

"I beg to direct your attention to the increase of the expenditure for the Public Welfare Department. The first two weeks of January, 1931, represent a cost which, if maintained throughout the year, would approximate $7,000,000 or 100 percent in excess of the total expenditure of any previous year in the history of Boston."

There is only one substitute for the dole and that is work, and this fact has been recognized by every municipal department with the exception of the School Department which to the present time, while it has been most helpful, has failed to take advantage of the opportunity to put in circulation the money available either for intermediate schools or a high school representing $3,119,000.

You will recall that a meeting held at the suggestion of the Mayor more than three months ago a tentative agreement was arrived at providing for the expenditure of $3,119,000 for girls at Grove Hall. At a meeting held some four weeks ago I was informed that the School Committee were not in favor of a high school for girls being erected at Grove Hall and that a majority of the School Committee were favorable to the substitution of two intermediate or junior high schools rather than a high school for girls at Grove Hall.

You may recall that at the suggestion of the Mayor the School Committee agreed to put the money for a high school for girls at Grove Hall to such use as the School Committee might decide and to the present time it has apparently been impossible for the School Committee to agree as to how the $3,119,000 should be expended.

Personally it is no concern of mine as to how it shall be expended. How ever I accept the judgment of the chairman of the Finance Commission, who contends that there are only 3500 prospective pupils for the girls' high school while there are 13,000 prospective pupils for the intermediate or junior high schools, and it seems to me that the case should be a simple matter to arrive at a decision since the first duty of government is to provide for the needs of the majority.
**Traffic**

East Boston Tunnel
Air Will Be Purer Than Outside

At least 40 traffic policemen will control the motion of vehicles in the $16,000,000 East Boston tunnel, according to a report in the Boston Daily. The main idea is to control the harbor traffic by Mayor Thomas F. Sullivan of the Boston transit department.

**Traffic Control**

Mayor Curley last night asked the school committee to use $1,119,000 on the construction of schools which have long been delayed.

**Traffic to Purtif Air**

The plans also call for fire-fighting equipment, machinery to handle disabled cars, and ventilating systems which will drive air at the rate of 50 miles a minute under the harbor, which will be purer than that breathed by pedestrians on the streets of the city.

**Traffic Purification**

The harbor tube will be 21 feet wide, with a roadway between curbs 31 feet and a depth of about 31 feet. There will be a large ventilating system under the roadway to provide for the health of the men.
the larger issues with which, as a legis-
lative body, they should deal, or about their failure to fix responsibility upon
their subordinates and to exercise their
own powers before appropriating money,
as well as thorough accounting for mon-
ey expended.

Constructive Work Defective

The report further contended that the
most conspicuous of the failures of the school committee to attend to the meth-
ods of procedure adopted by its execu-
tives is in connection with new school
construction. It was also accused of
carrying its responsibilities for details rather
to too many of its subordinates and ques-
tioning its understanding of

The new commission on school build-
ings and the new department of school
buildings and surveys, established about
a year ago by law recommended by the
school committee following a survey of
the old school house commission came in
for strong criticism in the report, which
contended that while some improvement
has been made, many old abuses still linger.

Under the new law the new depart-
ment is not accountable to the school
committee as it receives its funds, and that in cases of "delay, waste, extravagance and inefficiency, the responsibility is disclaimed by both
departments." The law abolishing the old School
building department and giving the new
Commission of School Buildings, composed of three unpaid members, ministering to the responsibilities of super-
intendent of construction at $7500 a
year and then merely "offer criticism," according to the report, ailing that "the
commission has more power than they have exercised." A survey of new school build-
ings department, the report admitted that new tape was cut and school re-
ports prepared, but contended that "di-
vision of responsibility still exists, and
the practices pursued in regard to new
construction and the purchases of mat-

ter have not greatly changed. Delay
and waste on the one hand and ineff-
ciciency and extravagance in building
and purchasing on the other did not cease.

Old Mistakes Repeated

The report protested that the operating
force of the old school house de-
partment was continuing its old habits in
the new school buildings department by
keeping old books and conducting un-
"unsavory purchases." Plumbing has been ordered in excess of
required amounts and in one school a
large area of toilet traps decorate the
ceiling over the counter of the lunch
room in the new high schools," the report charged. It also contended that the new department, like the old building department, has been accused of consti-
tuting waste of funds. It insisted that Superintendents of Construction
have not been subject to the school committee but
that he should be free to recognize the
operating force he inherited from the
old system.

Superintendent's Powers Crippled

Referring to the position of school
superintendent, the report charged that through about 60 rulings, the school
committee made the board of assist-
tant superintendents "the subordinate
equals as far as the supervising power of the super-
tendents in various matters, so that he has "almost no responsibility, placed under a handicap," with the result that the approval of building plans given to him under the
new law. "The responsibility of making
recommendations has been left too much in the superintendent's
hands," the report complained.

Hurley Makes Reply

Prefers Report of School Board's

The Intercolonial Club of Boston will
hold its annual charity ball Friday
night in the club's hall at 21 Dudley
street. The proceeds derived from this
annual ball are distributed to the needy
in the community. For the past 17 years the public has co-operated heartily
in making this an annual success, and it is hoped that this year will be no
exception as the drain upon its funds
is exceptionally heavy during this reason.

Intercolonial Club

Charity Ball Friday
Much Waste and Inefficiency Under Present Methods

NOW DELEGATES TOO MUCH OF ITS DUTIES

Would Abolish Boards

Abolition of various boards and the restriction of the powers of other school officials have been urged by the survey committee in its report for the purpose of returning the responsibility to the school committee and to Dr. Jeremiah E. Burke, superintendent of schools.

The power of the superintendent, according to the report, was reduced to a minimum by the creation of the board of apportionment and member of the trial board. Miss Cronin, the secretary of the survey committee, is thus 'brought into schools, the Finance Commission will no longer hold the "key position" in the duties to that of secretary of the school building commissioners to alter and repair schoolhouses and to build, furnish and equip new schoolhouses, expending all money allocated by the school committee for these purposes."

School Committee Criticised

The report protested against the law which established the board of superintendents, which reduced much of the authority of the school committee; and by requiring the appointment of an administrative official. It is a secretary (whose duties are more administrative than the title suggests), and a superintendent of schools, all independent of each other.

Pointing out that the superintendent is appointed for but six years and the business manager for but six years and the business manager for but six months, the report stated that "if either position is superior in authority, that superiority is not obvious to obtain information of a go by the report with a unanimous vote.

The report criticised successive board committee for transferring their duties and responsibilities to the business manager and the superintendent.

The board committee should have the responsibility for the proper expenditure of the $30,000,000 a year, direction of which have been stripped of the authority with which the past was created, and the survey report insisted that it should be returned, thus centralizing authority and consequent responsibility.

While the first installment of the report criticised in detail the new School Building Commission and the lack of centralized responsibility in the administration of the school system. It was revealed that other features of the system will be placed before the public in six other reports. The report which are to be released during the next fortnight by Chairman Goodwin, made the survey report consistent with its own responsibility.

Make-Up of Survey Board

The investigation was conducted at an expense of $12,000 during the past eight months by the special survey committee, chaired by Chairman Goodwin, with William D. Parkinson, former head of the State Normal School at Fitchburg and recently bec...
CURLEY WOULD ADMIT 4 TRUNK ROADS TO N. E.

Plan Offers Only Hope for Port of Boston, Mayor Says in Letter

FAILS TO MENTION MERGER OF LINES

Van Sweringen and B. & O. Only Two Not Represented Here Now, He Points Out

Admission of the four main trunk railroads to New England on a directly competitive basis was urged by Mayor Curley yesterday as the best solution of the railroad problem of this region. In his initial contribution to the discussion, the mayor declared that in view of the influence already exercised here variously on the principal New England roads by two of the trunk lines—the Pennsylvania and the New York Central—it becomes essential in the interests of open competition to throw open the New England territory to the two remaining big trunk lines—the Van Sweringen system and the Baltimore & Ohio.

CONTAINS NO DETAILS

The mayor's views were contained in a letter to the chairman of the New England Governors' railroad committee, Rolland H. Spaulding, former Governor of New Hampshire. The question of the future status of New England's railroads, chiefly as to whether or not they should undergo consolidation, has been the subject of close study by this committee for more than a year.

Although they envisaged linking up the New England roads with the trunk lines, the mayor's recommendations contained no specific detail of the particular manner in which this should be accomplished.

His letter to Chairman Spaulding follows in part:

During this period of investigation by your committee, some of the main trunk lines of the eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be. The Pennsylvania railroad is credited with having acquired control of the Boston & Maine railroad and the New York, New Haven & Hartford railroad. The New York Central owns and controls, and has for many years owned and controlled the Boston & Albany railroad. So, at the present time, the main trunk lines of New England are in the hands of outside interests and those interests are concerned primarily with the development of ports outside New England which are in very keen competition with the port of Boston.

If New England is to receive any comfort or relief it must take action at once for its own protection. The Pennsylvania railroad has for its objective the building of the Port of Philadelphia. The Van Sweringen system has for its objective the building up of the Van Sweringen system and the New York Central system of railroad facilities in New England, namely, the Pennsylvania railroad and the New York Central, must and should have competitive lines in our territory. If these two lines have no competition, then clearly New England will remain as it is today—an outlying district served only by branch line railroads which seek to serve from New England whatever they can, but in return receive no benefit to help in its building up. A promise of relief from this situation would consist of bringing in trunk lines, if that is possible, which will enable Boston and this territory their chief objective. That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance we hope for a way to bring in the Van Sweringen system and the Baltimore & Ohio interests to place them in active competition with the Pennsylvania railroad and the New York Central.

SHOULD ENCOURAGE DESIRE

I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire and as mayor of Boston I propose to do everything that lies within my power to encourage them to come here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here. For my part, I believe your committee should do everything possible to recommend that New England territory be opened up to competition of all trunk lines that desire to serve it, in order to make New England highly competitive as other sections of the country which these trunk lines serve.

If, however, your committee should decide that it is impossible or impracticable to bring New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New England, New Haven & Hartford, and the Boston & Maine be divorced from the control of the Pennsylvania allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England, with its own railroads as a nucleus, may eventually reach a point where it may work out its own salvation.

In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England.

MAYOR CURLEY ANNOUNCES THE WIDTH OF CENTRE ST

Mayor Curley yesterday announced the width of Centre st, which has been a controversy for a year, has been definitely fixed. From Belgrade ave to the Arborway it will be 60 ft with the exception of a few places where it will be 70 ft wide. Trees marked for destruction under the original plan of a road 100-foot wide will be the least part saved. Yesterday Governor Ely signed the bill. Within two weeks the Street Commission will begin the necessary hearings and within 30 days bids will be received for the construction work. In addition to the original appropriation of $1,100,000 for the widening, $200,000 will be necessary for sewer work.

CURLEY APPROVES WIDER ARLINGTON ST

The prospective widening of Arlington st, between Piedmont st and Tremont st, was approved yesterday by Mayor Curley. The expense is estimated at $37,000 plus $150,000 for the widening of a railroad bridge at the intersection with Tremont st.

The Mayor announced the intention of New York interests to erect a $2,600,000 block where the widening is to take place. It is believed that widening will divert some traffic from Beacon and Boylston sts to Tremont st. Betterment assessments will total $3,000.

Following are sums offered as land damages by the city to owners affected by the widening:

R. T. Adams Company, $50,000; Ellen G. Furlong, $30,000; David Jacobs, $35,000; Ukrainian Catholic Church, $30,000; Raymond A. Murphy, $20,000; city of Boston, Abraham Lincoln School, $35,000; Adeline and Emily Horgan, $7000; Boston & Albany Railroad, $1,000; City of Boston, $100,000; various others.

Mayor Backs Bill for Postal Workers

Endorsement of the Kendall bill, to provide a Saturday holiday for employees of the postoffice department, was contained in communications today from Mayor Curley to President Hoover and Postmaster-General Walter F. Brown.
Mayor Curley
Favors Trunk Lines for N. E.

Notifies Railroad Committee
He Will Do All He Can to Encourage Van Sweringen Plan

Mayor Curley announces that he intends to do everything possible to encourage the coming of the Van Sweringen railroad system and the Baltimore & Ohio to Boston. He is in favor of the proposed trunk line system for New England, and gives his reason for it in a letter written to the New England Governors' Railroad Committee urging their support of the proposition. His letter, addressed to the chairman of the committee, former Governor Rolland H. Spaulding of New Hampshire, follows:

"Your committee appointed by the governors of the New England States to make an exhaustive investigation and study of the transportation needs of New England has now been engaged in this task for more than a year and as yet no report or recommendation has been made or issued by it. During this period of investigation by your committee, some of the plans relative to the eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be.

The Pennsylvania Railroad is credited with having acquired working control of the Boston & Maine Railroad and the New York, New Haven & Hartford Railroad. The New York Central has control and, has for many years owned and controlled, the Boston & Albany Railroad. So, the principal purpose is to develop ports outside of New England which, as stated before, are in serious competition with New England. Its principal purpose is to develop ports outside of New England which are in very keen competition with the Port of Boston.

Recently the public was made acquainted with the so-called four-system trunk line plan emanating from the executives of the Eastern trunk lines. This plan provides for the building up of the port of Philadelphia. The Van Sweringen System has for its object the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

"All these lines have aggressive interests in competing for the business of New England ports for its objective, and the New England ports for its objective, and they have an interest in competing for the business of New England ports. However, if New England is to receive any comfort or relief it must take action at once for its own protection.

The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia, the Van Sweringen System has for its objective the building up of the port of Norfolk, the New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

Ending the controversy over the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence motor route, Mayor Curley directed the street commission to make the roadway eighty feet wide, within a few hours after Governor Ely had signed the legislative act authorizing the expenditure of $1,000,000 on the project.

At an additional cost of $390,600, a sewerage system will be installed under the new artery, while the street commission is holding the necessary legal hearings which require that public notice be given two weeks in advance.
During this period of investigation by your committee, some of the main trunk lines of the eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be.

The Pennsylvania Railroad is credited with having acquired working control of the Boston & Maine Railroad and the New York New Haven & Hartford Railroad. The New York Central owns and controls, and has for many years owned and controlled, the Boston & Maine Railroad. So, at the present time, the main railroad lines of New England are in the hands of companies and interests which are concerned primarily with the development of ports outside of New England. The New England railroad companies are in very keen competition with the Port of Boston.

Recently the public was made acquainted with the so-called four-system trunk line plan emanating from the executive of the Eastern trunk lines. This plan proposed that the Eastern territory should be served by four main trunk lines, namely, the Pennsylvania Railroad, the Baltimore & Ohio, the Van Sweringen System and the New York Central. That plan quite definitely gives the local railroad interest a serious competition to the welfare of New England. Its present purpose is to develop ports outside of New England which, as stated before, are in serious competition with New England ports.

**Says Competition Needed!**

"If New England is to receive any comfort or relief it must take action at once for its own protection. The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen system has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

"All these lines have aggressive interest in competing for the business of New York, but not one of these lines has New England ports for its objective.

"If New England and its industries are to be developed, indeed if we are not to retrogress, the present trunk lines must not be allowed to roll over the railroad facilities in New England, namely, the Pennsylvania Railroad and the New York Central, and should have competitive lines in our territory. These two lines have an obvious competition, then clearly New England will remain as it is today—a purely agricultural district served only by branch-line railroads which seek to secrete from New England whatever they can, but in return refuse to help in its upbuilding.

"A promise of relief from that situation will consist of bringing in trunk lines, if that is possible, which will make Boston and this territory their objective.

"That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance the next best thing we can hope for is to bring in the Van Sweringen System and the Baltimore & Ohio to place them in active competition with the Pennsylvania Railroad and the New York Central.

**Offers Alternative Plan**

"I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England. In my opinion, your committee should encourage that desire, and, as Mayor of Boston, I propose to do everything that lies within my power to encourage their coming here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here.

"In other words, I believe your committee should do everything possible to recommend that New England territory be opened up to the competition of all trunk lines that desire to serve it, in order to make New England as lightly competitive as other sections of the country which these trunk lines serve.

"If, however, your committee should decide that it is impossible or impracticable to bring to New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New York, New Haven & Hartford and the Boston & Maine, be divorced from the control of the Pennsylvania Railroad, and that New England be allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England, with its own railroads as a nucleus, may eventually reach out into trunk line territory and create its own system whereby it may work out its own salvation.

"In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England."

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**SENATE REFUSES BOSTON RIGHT FOR EMERGENCY LOAN**

**House Declines to Forbid Judge Discharging Juror For a Verdict**

The Massachusetts Senate yesterday accepted without debate or division the adverse committee report on the petition of Mayor Curley that the city be authorized to borrow money for such emergency purposes as may be approved by a board consisting of the Attorney General, State Treasurer and Director of the Division of Accounts.

Another adverse report accepted was that on the bill of Representative Louis R. Sullivan of Boston that rowboats and sailboats in Boston Harbor be required to display lights at night. The Senate ordered a two-thirds reading of the House bill authorizing Belmont to revoke its acceptance of the temporary house law and passed to be enacted the bill authorizing Watertown to erect and maintain an administration building on Saltonstall Park in that town.

The House of Representatives refused, by a standing vote of 79 to 39, to substitute for an adverse committee report a bill to forbid a judge from discharging a juror because of any verdict rendered or concurred in by the juror. A rollcall was refused.

Without debate or division the House accepted the report of "no legislation necessary of the Committee on Cities on Mayor Curley's bill that certain streets in Boston, Somerville, Medford and Arlington, over which Paul Revere passed on his historic ride, be renamed "Paul Revere Highway."
CURLEY OUT FOR PROVIDENCE PLAN

Calls on Rail Committee to Bring Trunk Lines to New England

Wants Van Sweringen and B & O Systems to Enter Area and Compete

Mayor Curley declared yesterday in a letter to the New England Railroad Committee that he proposes to do everything in his power to encourage the Van Sweringens' transcontinental railway system to come into New England.

He called upon chairman Rolland H. Spaulding of the committee to encourage both the Van Sweringen system and the Baltimore & Ohio system to extend their trunk lines into New England, to add their competition to that of the New York Central and the Pennsylvania roads.

The New England Railroad Committee should do everything possible to open up the New England territory to the freest competition of trunk line carriers, the Mayor urged. If the bringing in of additional trunk lines proved impracticable, he urged that the committee "should strenuously urge" that the Boston & Maine and the New Haven roads be divorced from the control of the Pennsylvania Railroad.

Lines Up With Providence

This places the Mayor of Boston on record in support of the campaign which the Providence Chamber of Commerce has been waging to open New England to all four major trunk line systems, instead of tying up New England roads into a terminal New England system with the Boston & Maine and the New Haven as a nucleus.

He also urged the committee to extend their influence, through their influence, to get the Van Sweringen system to enter New England.

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The New England Railroad Committee should do everything possible to open up the New England territory to the freest competition of trunk line carriers, the Mayor urged.

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Reported Out to Get B. & M.

As a matter of fact it has been stated currently that the Van Sweringen system has already made an agreement in New York, the Van Sweringens made an important concession to the Pennsylvania in letting the Van Sweringens use the southern shore of Lake Erie. The Van Sweringens, most resourceful of mod-

Have Pacific Outlet Already

Aid for Rates Fight Seen

They have indicated their desire to build a great terminal here and to operate their own steamships. Those interested in the development of the port believe that such an aggressive new force as the Van Sweringens allied to the forces that have been operating to break the grip of the Pennsylvania on New England railroading, would be a most favored proposition of most business opinion has appeared to advance by Providence, it increasingly appears that Boston would be the most benefited port if a great transcontinental railroad secured the Boston & Maine. The Van Sweringen system stretches from the Pennsylvania to New England.

The recent four-line agreement gave them access over the Delaware & Hudson to the Boston & Maine at Mechanicville.

Van Sweringens May Already Have

The public imagination has been caught by the notion of this great railway system with its aggressive brothers coming into Boston. Any other railroad plan that has been put forward.

One phase of the possible entry of the Van Sweringen's Chesapeake & Ohio Nickel Plate system to New England is its effect upon the port of Boston. Alone of the trunk lines whose present or prospective ties with New England can be counted on, the Van Sweringens have no commitments to other ports, except the Southern port of Norfolk. Their lines would come into Boston without having to pass through Baltimore, Philadelphia or New York.

Promoters of a union of the Van Sweringens' and B & O trunk line carriers, the Mayor urged. If the bringing in of additional trunk lines proved impracticable, he urged that the committee 'should strengthen miles to their 12,500 miles of track. It they had closed their books many weeks ago.

In the last 10 days, since first indication was given that the Van Sweringens were going to make a strong bid to break the grip of the Pennsylvania on New England railroading, and that their hand must be taken into account in the opposition to a consolidation of the Boston & Maine with the New Haven road, the tide of local business opinion has appeared to swing strongly toward the idea of a Van Sweringen connection with Boston.

Although the idea was originally advanced by Providence, it increasingly appears that Boston would be the most benefited port if a great transcontinental railroad secured the Boston & Maine. The Van Sweringen system stretches from the Pacific Coast to the Van Sweringen-owned Missouri Pacific. If the Van Sweringens get the Boston & Maine they would then have a complete transcontinental railway, with ports in Portland, Providence, Boston, New York, Galveston and San Francisco.

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Aid for Rates Fight Seen

They have indicated their desire to build a great terminal here and to operate their own steamships. Those interested in the development of the port believe that such an aggressive new force as the Van Sweringens allied to the forces that have been operating to break the grip of the Pennsylvania on New England railroading, would be a most favored proposition of most business opinion has appeared to advance by Providence, it increasingly appears that Boston would be the most benefited port if a great transcontinental railroad secured the Boston & Maine. The Van Sweringen system stretches from the Pacific Coast to the Van Sweringen-owned Missouri Pacific. If the Van Sweringens get the Boston & Maine they would then have a complete transcontinental railway, with ports in Portland, Providence, Boston, New York, Galveston and San Francisco.

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ANOTHER SURVEY

Are we due for another altercation over the elimination of waste and extravagance in the building and repair of schoolhouses? The method on which we depend for a long-needed reform was proposed by a school survey commission less than two years ago. The necessary legislation passed the General Court in May, 1929. The people voted on it by referendum only fifteen months ago. Louis K. Rourke, the new superintendent of construction, who took office the last day of 1929, has been operating the new plan only thirteen months.

Now comes the report of another survey committee appointed by the finance commission which tells us that the new plan is all wrong. Naturally the first thing to occur to the ordinary citizen is that a system which has been tried for less than a year and a month has not had much chance to make good, although as a matter of fact it has accomplished an astonishing amount of good work.

The exact language of the new report is decidedly interesting. It agrees with the former commission, of which Judge Michael H. Sullivan and President Lowell were members, that the old schoolhouse commission plan was an "anomalous dual system." We are told that the "immediate effect of the change was beneficial." Red tape was eliminated. Repairs were expedited. But "delay and waste on the one hand and inefficiency and extravagance on the other did not cease." The operating force of the old schoolhouse department is "still intact" and "retains its old habits." "Unsavory purchasing incidents persist." The school committee still "vacillates" and there are "costly defects" in the planning of high and intermediate buildings.

The report concedes that "there probably always will be reason for criticism" as to the construction and maintenance of school buildings. Is there any plan in sight which will produce less criticism than the one now in use? The report agrees that the defects which it points out can be overcome. Can these not be cured then by the set-up now in use? Surprising is the statement that incidents characterized as "unsavory" will "persist until there are some changes in personnel" and that "the superintendent of construction should be free to reorganize the operating force he inherited." Has he no discretion in such matters now?

The fact not mentioned by the survey is that these departmental forces are amenable to civil service rules. It will be news to Mr. Rourke and to the members of the earlier survey if, aside from these limitations, he has no power over personnel. Another fact overlooked is that in the past year for the first time there has been a notable reduction in the number of portable school buildings, and that more building and repairing have been done and at smaller expense than in many a year before.

This present building system was proposed by the earlier survey in the light of a record that goes back more than seventy years. We have had the city council building schools. We have had an unwieldy school committee of twenty-five members with a building sub-committee for each school district. We have had a schoolhouse commission appointed by the mayor and financed by the school committee. And we have had various other schemes for varying periods of time.

We also have had politics and wirepulling, the manipulation of the power of the purse for private ends, intolerable waste and delay. The idea in adopting the present system is to get the schoolbuilding business out of politics. Hence the creation of the new schoolhouse commission of three members to which the finance commission's survey objects as a division of responsibility. Of the three members, the mayor names one, the school committee names the second, and the two choose the third. If within thirty days the two make no choice then the Governor names the third member. These three men appoint the superintendent of construction. The intention is to make him as independent of "influence" and "pull" as it is possible for a public official to be.

An engineer of tried and proved worth has now that responsible position. How a better plan could be devised for the election of politics from the schoolbuilding business is hard to see.

We are simply piling Pelion on Ossa. The school committee initiated a valuable survey of our entire school layout. Some of the recommendations of their report have been adopted, but none has been long in effect. Now we have in instalments the report of another survey, undertaken at the direction of the finance commission, by a body of three men, a former superintendent of the Waltham schools, a former member of the General Court who is a contractor and has built schools, and an engineer.

The new report as far as now available is an able and well-written document. It should have wide attention. But it appears to be a work of supererogation. Let it be remembered that we are getting the views of the survey now and not necessarily of the finance commission.
GREATER BOSTON COSTS

In all the discussion of the various Greater Boston proposals, there has been little if any real study of the question in terms of the relative costs of government among the forty-three cities and towns concerned. Now comes the first installment of actual figures prepared by the joint committee on municipal finance of the chamber of commerce and the Boston Real Estate Exchange. Such tabulations doubtless may seem dry as dust to the majority, but as in this case they often contain facts of great importance for all of us. The more widely such facts are distributed and discussed, the better.

Thus far the debate has been made academic rather than realistic.

How do the expenses of operation of the forty-two governments around Boston compare with the cost of Boston's government?

Notice first that two-fifths of the population of the metropolitan district live in Boston and three-fifths in the thirteen suburban cities and twenty-nine suburban towns, making a total population of nearly 2,000,000. Certainly it is a notable fact that the costs of the general governments of Boston and of these forty-two encircling communities are in exactly the same ratio, 40 per cent. and 60 per cent. No argument respecting excessive overhead expenses seems to apply either way.

Another similar relation compels attention. Boston has a little more than half of the total assessed valuation of property in the metropolis, and the other forty-two communities have a little less than half. The figures are respectively $1,950,186,000 and $1,921,259,411. The ratios are 50.4 and 49.6 per cent. Yet the Boston land area is less than a ninth that of the suburbs. Now the total maintenance charges in the city and outside are in almost the same exact ratios, 51 and 49 per cent. The cost of upkeep in Boston for charities, schools, libraries, police and fire protection, highways, health, pensions, and so through the list, including the general government costs referred to above, was $50,105,771, and for the forty-two other communities $48,349,864. This means that the unified central city and the forty-two suburbs under separate jurisdictions have just about the same ratios of maintenance costs to taxable valuation, about 2½ per cent. in each case.

It is when the costs of the separate functions of their governments are examined that disparities appear. Boston has an extensive pension system for city employees. For every $100 expended for this purpose by the suburbs and the city, the city spends $81. In the suburbs only $19. Stated in similar manner, Boston spends $67 for charities and hospitals, and the suburbs $33. For recreation, Boston spends $39 and the forty-two communities $41. In several other departments there is a more equal division, thus: for libraries $53 and $47, for health and sanitation $52 and $48, for fire and police services $53 and $48. For schools the suburbs lead with $33 to $47, and for highways also by $57 and $43.

In the one remaining category, the ratio is heavily against Boston. The city has a net debt of $103,016,332, and the forty-two suburbs have aggregate net indebtedness of $63,823,318. The ratios are 62 per cent. and 38 per cent. But we are reminded that this comparison is not altogether just, for about $45,000,000 of the Boston debt is for "the rapid transit debt which, while an obligation of the city, is self-supporting." Take this item out and the Boston debt would fall below that of the suburbs.

BOSTON SCHOOL EXPENSES SOAR

Fin Com Reports 31 P. C. of City's Payments for Education

The school portion of the city's expenditure has increased from 22 per cent in 1910 to 31 per cent in 1930.

About 30 per cent of the salary list goes to persons who are doing something other than or in addition to teaching.

Boston's overhead for schools in 1928 amounted to a little over 4 per cent as against a little over 3 per cent for Detroit; a little less than 3 per cent for Philadelphia, San Francisco and Cleveland, and only 2 per cent for New York.

The above are three of the conclusions reached by the finance commission following its detailed investigation of the Boston school system.

The commission declares that the terms of the law under which the school committee receives funds to carry on its work is very confusing. The report reads, in part:

"The principal source of funds for Boston schools is such taxation as the state Legislature authorizes. On the theory that public education is not a part of municipal government, but is a separate function of society, school funds are in many cities set apart, the Legislature attempting to determine what proportion of public taxation shall be devoted to this purpose. An examination of the financial history of the school department reveals that this
Hurley Makes Bitter Attack On Goodwin for School Report

Says "Serial Is Outrageously at Variance with Facts and Unfair"—Fin Com Head Defends Segregated Budget as Recommended

A report from the finance committee of the school board, which showed increasing costs of Boston's public school system yesterday caused Chairman Joseph Hurley of the school committee to make a personal attack on Chairman Frank A. Goodwin of the finance commission which included a charge that committee's findings are "outrageously at variance with the facts.

The statement of the committee, the second installment of a long report following an exhaustive investigation of the Boston schools, emphasizes the lack of a segregated budget. This provoked immediate controversy between Hurley and Goodwin.

Hurley quoted from a letter written by Theodore N. Waddell, state director of accounts to indicate Waddell's approval of the committee's budget system. Goodwin at once replied with a statement asserting that Hurley had misunderstood the purpose of the segregated budget, in showing the state director favors a segregated budget.

TAX LIMIT INCREASED

The report of the finance commission's committee reviewed the limit law for appropriating power, saying that beginning with 1918 the Legislature provided that the schools should have a tax limit for each year, distinct from other departments. Nine times since then, the limit has been increased. At present the school department has nine different limits, or a total of $9.21 per $100 valuation.

The report argues that the main purpose of specifying the several amounts that are not presently in the annual budget, is to fix a maximum beyond which expenditures for the several objects should not go. It would appear, therefore, to a maximum and trust that the school committee would keep within the limits thus set,...

The survey committee is interesting, informative and comprehensive. Much has been said for a number of years regarding itemized budgets and of course, it must have itemization in sufficient detail as to show function and activity costs within the several functions.

The school committee, in the first place, has no budget; therefore it has no itemized budget.

Finally, Mr. Waddell admits that he is not familiar with the inner workings of such large departments as the school committee of the city of Boston. The committee which is making this report is familiar with the inner workings of the school committees.

I am very sorry to be compelled to say that Mr. Hurley has pressed the vital parts of Mr. Waddell's letter that prove conclusively that the school committee has no segregated budget and that Mr. Hurley believes in a segregated budget.

INCREASED COSTS

A simple arithmetical process shows that less than 1 per cent, of those on the supervisory staff are teachers, and that 76 per cent, are teachers. This is far from excessive supervision. The school system has been criticized for insufficient supervision as compared with other cities. The mounting costs of schools cannot, therefore, be traced to an excessive proportion of supervisors to teachers. An analysis of the figures affecting other city departments will disclose an increase in expenditures fairly comparable with increased school costs.

The period 1916-1928 shows that cost of schools increased 172 per cent, hospitals 220 per cent, public libraries 178 per cent, park department 101 per cent, fire department 119 per cent, and the finance commission itself 100 per cent.

As the survey committee of 1928, appointed by the school committee, and composed of Judge Michael H. Sullivan, President Lowell of Harvard University and others, said: "Boston's lowest position on the table for the cost of schools and other governmental departments of the 30 largest cities in the United States in 17th place, is shared in common by highways and schools."

A second part of the report criticizes the school budget system. Mr. Goodwin himself is no accountant. The chairman of his survey committee is respectively an educator, a contractor and an architect. The problem is an accounting one. I think the people of Boston would prefer the opinion of Theodore N. Waddell, director of several large corporations and an expert on corporations and taxation of the commonwealth and accounting adviser of all state departments as well as cities and towns, who says, under date of Jan. 26, 1931, after a study of our budget system:

WADDELL'S LETTER

"There is no question but that the detail that you have prepared explaining the needs of your committee is interesting, detailed, and comprehensive. Much has been said for a number of years regarding itemized budgets and, of course, it is true that we must have itemization in sufficient detail as to show function and activity costs within the several functions. As the committee which is making this report is familiar with the inner workings of the school committees, it comes to a further detail in the appropriation so as to subdivide services other than personal. If, however, it was the intention of accounts to indicate Waddell's approach to the problem, it could

The following year to increase salaries of educational officials.

LUMP APPROPRIATIONS

In discussing budgetary procedure, the investigation committee prefaches its remarks by stating that Boston stands alone of all the large cities of the country, and alone of the municipal departments of all the states, in lump sum appropriation for school purposes by the lump sum method. The school committee appropriates in 10 items, each a lump sum, to cover classes of expenditures, five of the items absorbing 36 per cent. of the total maintenance appropriation.

The committee points out these conclusions:

The school portion of the city's expenditure has increased from 22 per cent. in 1916 to 31 per cent. in 1936

About 30 per cent. of the salary list goes to persons who are doing something other than in addition to teaching.

Boston's overhead for schools in 1918 amounted to a little over 4 per cent. against a little over 3 per cent. for Detroit; a little less than 2 per cent. for Philadelphia, San Francisco and Cleveland and only 2 per cent. for New York.

VERSATILE MR. GOODWIN

Mr. Hurley's reply follows in part:

One thing is hard to follow Mr. Goodwin. Last week the versatile chairman of the finance commission was on the front page of the newspapers attacking a State House official. On Wednesday morning he was on the front page with the first installment of the school survey book of the month. On Thursday morning he was on the front page in the matter of automobile insurance rates. And on Thursday afternoon, he is again on the front page with the second installment of the serial.

The report argues that the main purpose of specifying the several amounts that are not presently in the annual budget, is to fix a maximum beyond which expenditures for the several objects should not go. It would appear, therefore, to a maximum and trust that the school committee would keep within the limits thus set, the report says. If it did govern its action on this principle, since it could not exceed and should seldom come out precisely, even, there would usually be some balance under each of the several heads, which having been raised by taxation should properly go to reduce the amount to be raised the following year. If, however, it was the intention to limit expenditures to the sums and the purposes thus specified, that intention is nullified by the law.

Therefore, the report states, "It thus becomes lawful for the school committee not only to expand one department at the expense of another, but to use increased property in other items, if present and future needs demand, without regard to the law."

Balances of appropriations and income for any year are carried over, not always to the same appropriation, but frequently to provide for expansion or increase in other items. The report says. Money authorized for repairs and alterations and not used in the year of authorization, has been used in the following year to increase salaries of educational officials.
Second Instalment of Report

In yesterday's second instalment of the report by the Finance Committee, the city of Boston is charged with standing almost alone in the large cities of the country, and the School Committee alone of the municipal departments of the city, in charging its school purposes by the lump sum method. The School Committee is severely criticized for its lack of a segregated budget.

It is further charged that administration of the school system is growing out of proportion to education, with 90 percent of the salary list going to the office force of the superintendent, 249 percent increased 16 percent.

LANE AND OTHER SPEAKERS

Condemning the first instalment of the recent school survey report as an example of "destructive criticism," Richard Lane, chairman of the Board of Commissioners of School Buildings, speaking last night at the annual dinner of the Boston Home and School Association in the Twentieth Century Club, declared it to be "unfair and unjust the survey to criticize a department responsible for a fraction of what is going on in charge and not say a word for the good work accomplished under the leadership of Superintendent Louis K. Rourke and not say a word for the good work accomplished under the leadership of Superintendent Louis K. Rourke."

Chairman Lane also took exception to the anonymity of the report, which he said is content out in unsigned instalments, "like a detective serial," instead of being completed and then sent first to the departments affected by its findings.

"Most people think," Chairman Lane said, "that the Finance Commission is responsible for sending the report out in this manner. I don't believe that. I think the persons responsible were afraid that the report wouldn't get by that commission."

"If there is any challenge to be issued, let the people responsible issue it in a manly way."

The use in the report of such descriptive words as "untruthful" also met the disapproval of Chairman Lane. "Let them beware of the adjectives they use," he intoned, "I don't intend to let them throw the blanket with it," he said.

Chairman Lane offered heated response to the criticism of Assistant Superintendent Jeremiah E. Burke, and the Board of Assistant Superintendents. Staff Sergeant Louis K. Rourke said a list of streets in which new sewerage should be laid at an estimated cost of $2,200,000. Rourke maintained that the cost of the sewer job by the Centre street widening should be met from the appropriation of $1,100,000 for the widening and he also asserted that the sewer job by the Centre street widening should be met from the appropriation of $1,100,000 for the widening and he also asserted that it would be easy to regulate the naming of miniature golf as an amusement would "clarify the situation."

In this way, he stated, it would be possible to regulate the time of operation for such amusements.

Chairman Buxton made known that the trustees consider that 32 branch libraries are sufficient to meet all demands and that the additional expenditure which any increase in the number would force are not looked upon as advisable.

A loan order was given a loan order of $1,000,000 for sewers after Commissioner of Public Works Rourke had presented a list of streets in which sewers should be laid at an estimated cost of $2,200,000. Rourke maintained that the cost of the sewer job by the Centre street widening should be met from the appropriation of $1,100,000 for the widening and he also asserted that the sewer job by the Centre street widening should be met from the appropriation of $1,100,000 for the widening and he also asserted that it would be easy to regulate the naming of miniature golf as an amusement would "clarify the situation."

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HURLEY ASSAILS "FIN COM" HEAD

Calls Report on Schools Outrageously Unfair

Hints Goodwin Has Let Movie Talkie Rights on "Serial"

Latter Calls Quoting of Waddell "Laughable"

The printing of the second installment of the report of the special committee investigating the school system from the Finance Commission yesterday drew the fire of Chairman Joseph J. Hurley of the School Committee who in a statement last evening launched into a personal attack on Chairman Frank A. Goodwin of the Finance Commission and charged the latest installment with being "so outrageously at variance with the facts and so unfair in the conclusions which it draws from these facts, that it must be answered at once."

Chairman Hurley refers to the installment of the school investigation report as instalments of the "book of the month" and "of the serial." He charges that what the public is reading in serial form is only the report of three paid investigators given piecemeal to the press and the press only piecemeal to the public and the press. "It will be indeed unfortunate if the public should be misled as to the contents of the report which we hope to give out as a whole, and that the Finance Commission should be subjected to the personal attack of Mr Hurley over the personal attack on him."

Chairman Hurley also referred to the Finance Commission as "the Finance Commission itself" and "of the Finance Commission, noting, "We have still to hear from the other four members of the Finance Commission."

Chairman Goodwin declined to be drawn into a controversy with Mr Hurley over the personal attack on him.

He did take occasion to point out that the report of the committee is given out by a vote of the entire committee, and without committee. He stated that the Finance Commission will make a statement dealing with its own committee's report at a later date.

Hurley's Statement

Chairman Hurley's statement reads: "One finds it hard to follow Mr Goodwin. Last week the versatile chairman of the Finance Commission was on the front page of the newspapers attacking a State House official. On Wednesday morning he was on the front page with the first installment of the monthly Survey Committee and the Finance Committee. On Thursday morning he was on the front page in the matter of automobile insurance rates. On Thursday afternoon he was again on the front page with the second installment of the serial."

"One hesitates to speak because of the fact that the book is coming out in instalments and the time and the time, and time, and time again it draws from these facts, that it must be answered at once. It contains two criticisms. First: The excessive number of supervisors as distinguished from teachers, resulting in increased costs. Second: An attack on the school budget system.

"As to the first: The statement wholly neglects to give the latest available figures for the year 1929-30, which are as follows:

- Total number of teachers in the Boston school system for the fiscal year 1929-30: 3,600.
- Total number of supervisors: 83.
- Those occupying supervisory positions: school physicians, school nurses, etc. 1,017.
- School nurses, etc. 1,017.

"Total number of supervisors 58 views of the Finance Commission. We have still to hear from the other four members of the Finance Commission."

Doorwin's Reply

In reply, Chairman Goodwin said: "The giving out of Mr Waddell's letter by Chairman Hurley as a justification for the report is a segregated budget is laughable. In the letter Mr Waddell says: "I believe in the appropriation order, but I之地 alculate that expenditures should be made substantially in accordance with the estimates. That would be a segregated budget, by the only thing Mr Sullivan does is to present a so-called estimate and then the School Committee appropriates in lump sums."

"Again," Mr Waddell says, "much has been made of the number of years regarding itemized budgets and, of course, it is true that we must have itemization of the school budget system. Mr Hurley himself is an accountant. The members of his Survey Committee are, respectively, an educator, a contractor and an architect."

Quotations Waddell

"The problem is an accounting one. I think the people of Boston would prefer the opinion of Theodore N. Waddell, director of accounts, Department of Corporation and Taxation of the Commonwealth, and accounting adviser of all state districts and towns, who says, under date of April 30, 1931, after a study of our budget system:...

"There is no question but that the detail that you have prepared explains the need for your committee's report..."
$1,400,000 FOR CONSTRUCTION

Work to Be Started to Provide Jobs for Idle

Public construction projects costing $1,400,000 late yesterday received the approval of the City Council committee on finance following hearings at City Hall during which city officials urged immediate action so that the work could be started without delay to provide jobs for the jobless.

The major item was a loan order of $1,000,000 to build sewers in various sections of the city where new streets will be built this year. Chairman Herman L. Bush and his finance committee agreed to report favorably to the Council at its Monday meeting after Public Works Commissioner Joseph A. Rourke insisted that twice as much would be needed to meet the demands of residents.

Two new branch libraries will be built this year at a cost of $100,000 each. Chairman Frank W. Buxton announced that the board of library trustees had decided to erect the new branch buildings in the Fenway section of Brighton and in the Boylston section of Jamaica Plain. He declared that 32 branch libraries would be needed to meet the demands of the entire city.

The committee finally voted approval of a $300,000 loan order for the erection of a recreation building for the 1,200 patients at the Long Island hospital. Institutions Commissioner James E. Mahoney protested that the present recreation room is in the basement, and explained that there will be no basement in the new building, so that future city officials will not again be able to place the sick and aged in quarters below the ground surface. A building of sufficient size is planned so that both men and women at the hospital can attend entertainments offered by the hospital welfare committee throughout the year.

$1,559,000 FOR CITY HOSPITAL

Expansion Plan Outlined

by Chairman Manning

Expansion of the Boston City Hospital facilities through a building programme to cost $1,559,000 this year was outlined yesterday by Chairman Joseph P. Manning of the Board of Trustees at a hearing before the City Council finance committee.

In addition to $400,000 already appropriated for two major projects, which the trustees have hesitated to start until the old buildings can be razed, the committee voted to report favorably on other loan orders totaling $175,000.

Chairman Manning was overjoyed that the hospital officials did not dare to tear down the old buildings at the present time because it was necessary to reopen them to take care of the overflow of patients during the past two months.

The committee finally voted approval of a $300,000 loan order for the erection of a recreation building for the 1,200 patients at the Long Island hospital. Institutions Commissioner James E. Mahoney protested that the present recreation room is in the basement, and explained that there will be no basement in the new building, so that future city officials will not again be able to place the sick and aged in quarters below the ground surface. A building of sufficient size is planned so that both men and women at the hospital can attend entertainments offered by the hospital welfare committee throughout the year.

More practical names are urged, however, and out of the heavy mail may come the suggestion of some reader that will be handed down to posterity as the official name of the big improvement.

Mayor James M. Curley and the memory of his late son, James M. Curley, Jr., will be honored in the majority of suggestions received for a fitting name.

LONG FAVORS CURLEY NAME

Two of the leading proponents to honor the mayor and his family were William P. Long, park commissioner, and James A. Sweeney, of the Beacon Hill Association to report favorably a bill sponsored by Romney Spring, providing for construction of underpasses leading to the traffic circle at Charles and Cambridge streets, now under construction.

Mr. Spring and prospective riders would encounter great danger at the intersection and that the construction of underpasses would not only relieve this, but assist persons in reaching the hospital.

The Boston Police Department could oversee the underpasses, he declared. Dr. Frederick A. Washburn, director of the Massachusetts Eye and Ear Infirmary, appeared as a speaker and pleaded for protection for those who visit that institution.

A station without proper approaches is not even half a loaf. It will be unsafe for the lame, halt and blind to cross the roadways on the service. I appeal to this committee for protection for these people," said Dr. Washburn. Others who spoke in favor of the bill were Henry P. Mendall, a real estate owner of 32 Embankment road; Percy A. Atherton and James M. Zummweil.

H. Ware Barnum, general counsel for the Boston Elevated Railway, maintained that the cost of constructing such underpasses should not be included in the cost of the station, as they would be used by five times as many pedestrians as patrons of the Elevated.

Corporation Counsel Samuel Silverman of Boston insisted, however, that most of those who would use the passageways would be entering or leaving the station and that, therefore, the burden should not be placed upon the city of Boston.

HUNDREDS SEND IN NAMES FOR NEW TUNNEL

The Tunnel Editor didn't know there could be so many names for a traffic tunnel until his mail set him right today.

Hundreds of readers continued to send in their suggestions toward a name for the $16,000,000 project that will connect the north and south sides of East Boston, one enthusiast suggesting "Boston's Depression" in view of the men it will put to work.
Sensation Is Hinted Over School Probe

"Fin Com" Will Conduct Hearings and Will Hold Back Much from Its Reports

With the announcement by Frank A. Goodwin, chairman of the Finance Commission, today, that public hearings would be held on the operation of the Boston school system, and therefore the School Committee members and their friends should withhold criticism of the reports being published until all evidence is submitted, there came the rumour that the Finance Committee is holding much in reserve.

What has been unearthed by the commission's investigating committee is said to offer all the essentials of a sensational report, with possibly an appeal to the grand jury for an investigation of certain activities of school officials. It also is said that the public should be more interested in the developments than it was in the sensations surrounding the Exchange-street widening or the Sunday baseball scandal.

Mr. Goodwin's statement today, influenced by the attack on him by Chairman Joseph J. Hurley of the School Committee against the second installment of the Finance Commission's report printed yesterday afternoon, is as follows:

"I want to take this opportunity to appeal to the officials of the Boston School Committee and their friends to give the complete publication of the report by the investigating committee appointed by the Finance Commission, without any further personal attacks.

This is in the interest of fair play and the good name of the city. All these attacks will not alter one iota the conclusion of the work which the Finance Commission got out to do—to let the taxpayers know how their money is being spent for school purposes and how the system is being operated.

Mr. Hurley makes a bitter attack on the Finance Commission. He has been told that this is unfair, but the School Committee's own survey report was given out in the same manner. The Finance Commission decided unanimously to give the report out in this manner and it also decided to give everyone an opportunity to express his opinion about the report before it expresses its opinion.

"These hearings should be public because the time has arrived when the citizens of Boston are entitled to know the truth about the operation of the school system.

Hurley Makes Bitter Attack on "Fin Com"

Chairman of School Board Makes Use of Letter Written by Waddell

Chairman Joseph J. Hurley of the School committee, in reply to the second installment of the Finance Commission's report on the Boston school system, charges, in a public statement, that it is "so outrageous that it is difficult to write a letter this unfair in the conclusions which it draws from these facts, that it must be answered at once."

The report contains two criticisms, Mr. Hurley says. First: The excessive number of teachers resulting in increased costs. Second: An attack on the school budget system.

"As to the first: The statement wholly neglects to give the latest available figures for the year 1929-30, which are as follows:

Total number of teachers in the Boston school system on full or part time 3999
Total number of supervisors 90
Those occupied not teaching positions such as superintendents, school physicians, nurses, etc. 1782

A simple arithmetic process shows that less than 1 per cent of those on the payroll are supervisors and that 93 per cent are teachers. This is far from excessive supervision. In fact, the school system has been criticized for insufficient and unqualified supervision as compared with other cities. The mounting costs of schools cannot, therefore, be traced to an overexpenditure of supervision to teachers.

An analysis of the figures affecting other city departmental expenses discloses an increase in expenditure fairly comparable with inflated school costs.

"For the period from 1926 the cost of the school system increased 127 per cent, however, in public libraries 178 per cent, park department 115 per cent, police department 119 per cent, fire department 119 per cent and the Finance Commission itself 168 per cent.

"As the survey committee of 1923, appointed by the School Committee, composed of Judge Michael H. Sullivan, President Lowell, Harvard University, and others, said:

"Boston holds a conservative position among her sister cities in the matter of supporting public education.

"Boston's lowest position on the table of costs of schools and other governmental departments is shown for the twenty largest cities in the United States, which is shared in common by highways and police department.

"The second part of the report criticizes the school board system. Mr. Hurley is no accountant. The members of his survey committee are respectively an educator, a contractor and an architect.

Quotes Waddell

"The problem is an accounting one. I think the people of Boston would prefer the opinion of Mr. N. Waddell, director of accounts, Department of Corporations and Taxation of the Commonwealth, who is the accounting adviser of all state departments and of the city of Boston. Mr. Waddell says, under date of Jan. 26, 1931, after a study of our budget system:

"There is no question but that the report showing the proposed expenditures as found in the detailed estimate, and carried to the legislative body, surely, no more detailed picture can be expected. Of course, the detailed estimates should be satisfactory to the legislative body which they should go to, and formal according to the items of the estimates which would make it a segregated budget, but which they do not do.

"Finally, Mr. Waddell admits that he is not familiar with the inner workings of the large departmental budget of the School Committee as one of the most highly respected, efficient women in executive office that I have ever met.

Mr. Lane's Comment

Condemning the first installment of the recent school survey report as an example of "destructive criticism," Richard N. Lane, president of the Board of Commissioners of School Buildings, declared last night at the annual dinner of the Boston School Association in the Twentieth Century Club, that it was unfair and unjust to the survey to criticize a department such as the one he is in charge and not say a word for the good work which was done under the leadership of Superintendent Burke.

Tribute to the efficiency of Superintendent of Schools Jeremiah E. Burke, and the Board of Assistant Superintendents, was made by Chairman Lane. He offered a spirited response to the criticism of Miss Ellen M. Cronin, secretary of the School Council, made in the first installment. "I wish," he declared, "to offer the highest praise to the secretary of the School Council as one of the most highly respected, efficient women in executive office that I have ever met.
$138,000 FOR NO. END LAND

Father of Slain Gangster to Receive $40,000

The vote of the Board of Street Commissioners to pay $138,000 in damages for takings in the North End for school purposes on Charter st and Revere pl was approved today by Mayor Curley. For two parcels on Charter st, Carmelo Guiffre, father of the gangster of the same name whose funeral will take place at 18 Charter at tomorrow, will receive $40,000.

The property takings and awards:

- Stephen L. Leonard, trustee, 3022 square feet, buildings, $26,000.
- Carmelo Guiffre, 1080 sq ft, buildings, $10,000.
- Giovanni and Angela Rosa Santamouso, 1184 sq ft, buildings, $21,000.
- Carmelo Guiffre, 1092 sq ft, buildings, $10,000.
- Thomas McCormack heirs, 895 square feet, building, $12,000.
- Antonio Guiducci heirs and Carmela Guiducci, 1041 square feet, building, $8,500.
- Marco and Carolina Lombardi, 1055 square feet, building, $8,500.
- Owners unknown (Revere place), 141 square feet, nothing.
- Owners unknown (passageway), 61 square feet, nothing.
- Harris Leshefsky, 10 square feet, nothing.

MAYOR CONGRATULATES GOV ROOSEVELT ON BIRTHDAY

The following message of congratulation to Gov Franklin D. Roosevelt of New York on the occasion of the latter's 40th birthday, was sent today by Mayor Curley:

"I pray you will accept my hearty congratulation and every good and sincere wish upon the occasion of your 40th birthday. Your administration has stood as the splendid exemplification of popular government in our country's largest Commonwealth."

Mayor's Office Gives $100

A donation of $100 from the Mayor's office was sent by Mayor Curley today to Chairman Simon E. Hecht of the Board of Overseers of the Public Welfare, to be added to the fund for use in relieving unemployment distress.

New Specifications For Bathhouse

Specifications for the new North End Playground bathhouse and laundry are being revised in view of the fact that recent bids for the job showed the lowest bid of $129,000 with an appropriation of but $125,000. Revision of specifications will be followed by re-advertising for bids.

CURLEY AND STAFF GIVE $100 TO NEEDY

Mayor Curley today joined with the members of his office staff in contributing $100 to Chairman Simon Hecht of the overseers of the public welfare to be used for the relief of sufferers from unemployment. The donation is the first of a series of several during coming weeks.
OPEN DOORS FOR VAN SWERINGENS

Mayor Curley Urges Railroad Competition Here--Calls Pennsylvania "Dangerous and Hostile"

Charging that the Pennsylvania railroad system held a "dangerous and hostile" control here, Mayor Curley, last night, announced that he would use every power to bring the Van Sweringen system in to provide competition in aid of the ports.

His stand was contained in a letter to Chairman Rolland H. Spaulding of the New England railroad committee, which contended that the New England railroads were controlled by outside interests which take all and give nothing to New England because, he claimed, they desired to build up other ports.

He stated that the Pennsylvania system, controlling the Boston & Maine and the New Haven railroad, was interested in building up Philadelphia, and the New York Central, controlling the Boston & Albany, had as its chief objective the port of New York.

Charging that "New England must act at once for its own protection," the Mayor urged the committee to provide competition to develop New England by inviting in the Van Sweringen system and the Baltimore & Ohio as well, provided it is impossible to "divorce the New England roads from the Pennsylvania's dangerous and hostile control."

In his letter to the New England committee, the Mayor stated:

"Your committee appointed by the Governor to make an exhaustive investigation and study of the transportation needs of New England has now been engaged in this task for more than a year and as you have no report or recommendation has been made or issued by it. During this period of investigation by your committee, one of the main trunk lines of the Eastern part of the country have been very active in forcing the people as to what the transportation facilities of New England shall be.

In Hands of Outside Interests

"The Pennsylvania railroad has been very active in forcing the people in New England to the competition of the Pennsylvania railroad. The New York Central railroad and the Baltimore & Ohio have in the main railroad lines of New England are in the hands of outside railroad interests and these interests are concerned primarily with the development of ports outside New England which are in keen competition with the port of Boston."

Recently the public was made acquainted with the so-called four-system trunk line plan emanating from the executive of the Eastern trunk lines. This plan provides that the Eastern territory should be served by four main trunk lines, namely, the Pennsylvania railroad, the Baltimore & Ohio, the Van Swearingen system and the New York Central. That plan quite definitely gives but scant, if any consideration to the welfare of New England. Its principal purpose is to develop ports outside of New England and which, as stated before, are in serious competition with New England ports.

"If New England is to receive any comfort or relief it must take action at once for its own protection.

Objectives of the Lines

"The Pennsylvania railroad has for its objective the building up of the port of Philadelphia. The Van Swearingen system has as its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly interested in the development of the port of New York. The Baltimore & Ohio railroad's leading interest is in the port of Baltimore. All these lines have aggressive interest in competing for the business of New York but not one of these lines has New England ports for its objective."

"If New England is to receive comfort or relief it must take action at once for its own protection."

Open Up to Competition

"I am reliably informed that the Van Swearingen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire and make every possible effort to assist the present New England lines in the New England railroad situation now confronting them."

UNDERPASS URGED AT TRAFFIC CIRCLE

Dr Washburn Speaks for Charles-St Project

Dr Frederick A. Washburn, director of the Massachusetts Eye and Ear Infirmary, was one of the speakers in support of the construction of an underpass to the traffic circle at Charles and Cambridge ates, where a subway station will be located on the Cambridge Subway line.

The bill for the building of underpasses was before the Legislative Committee on Metropolitan Affairs and was proposed by Romney Spring.

Dr Washburn declared that a station without proper approach is "not even safe," in pleading for the protection of visitors to the Eye and Ear Infirmary and the Massachusetts General Hospital. He claimed that it would be unsafe for lame and blind people especially, to attempt to cross the busy thoroughfare from the proposed station to the hospital.

Henry P. Kendall, Percy A. Atherden and James M. Romnewell also favored the bill.

Corporation Counsel Samuel Silverman of Boston protested against the provision of the bill which stated that the Elevated Railway will not be responsible for the upkeep and policing of the underpasses. He argued that the responsibility should not be placed on the city.
ARLINGTON ST. TO BE WIDENED

Construction of $2,000,000 Apartment Block Causes Approval of Project

WIDTH OF CENTRE ST. IS SET AT 80 FEET

The probability of construction, this year, of a $2,000,000 apartment block between Isabella and Cortes streets, South end, on the southerly side of Arlington street, led Mayor Curley, yesterday, to approve the widening of Arlington street between Piedmont and Tremont streets, at an estimated cost in excess of $600,000.

A New York syndicate has been awaiting the continuation of the Arlington street widening, started during the Nichols administration before proceeding with the erection of a $2,000,000 apartment block of such pretentious type, that it will rival similar structures along Riverside drive, New York.

NEW BRIDGE NECESSARY

Mayor Curley has been disinclined to make the Arlington street widening this year, but assurances of almost definite character that the apartment block project will be carried out, led to the advancement of the widening project.

In the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence railroad tracks, at an estimated cost of $339,002. Property owners affected are reported to be unwilling to accept the awards which are: R. T. Adams Company, $80,000; Ellen G. Furlong, $130,000; David Jacobs, $21,000; Adeline and Emily Horgan, $700; Boston & Albany and Armerican Suburban Railroad, $1.

Although definite details are lacking it is understood that the proposed apartment block will necessitate the razing of many comparatively small buildings used for residential purposes.

CENTRE STREET WIDTH SET

The controversy about the width of Centre street, between Belgrade avenue and the Arborway, which has tied up the starting of work on the widening project, was definitely settled yesterday by the announcement of Mayor Curley that this important through traffic artery will be an 80-foot roadway.

In a very few areas, where conditions exist which compel a reduction of the mean width, the roadway will be but 70 feet wide.

ANTICIPATED BY MAYOR CURLEY

Arlington St. To Be Widened

FOR HOMES

Reclamation of the South End as a high-class residential district was predicted yesterday by Mayor Curley in ordering the extension of the Arlington street widening to hasten the proposed erection of a $2,000,000 apartment block similar to New York's best on Riverside Drive.

$339,002 DAMAGES

New York Interests approached the Mayor and practically agreed to carry out their plans for an apartment block in the vicinity of Isabella and Cortes streets as soon as the widening is completed. The widening was started several years ago when the Boston Consolidated Gas Company set back its new building on Arlington street and Columbus avenue.

At a cost of $600,000 the widening will be extended from Piedmont to Tremont, taking property from which the Board of Street Commissioners yesterday awarded land damages amounting to $25,000. At the same time the board levied betterment assessments for the improvement of abutting properties in the amount of $7,500, thus bringing the net amount of damages to $35,002. But included in this amount is $5,000 which will remain in the city treasury, being allowed by the Street Commission to the school committee for taking the old Abraham Lincoln School.

The other damage awards were: Ukrainian Church, $9,000; R. T. Adams Company, $9,000; Ellen G. Furlong, $20,000; David Jacobs, $5,000; Raymond A. Murphy, $5,000; Adeline and Emily Horgan, $700; Boston & Albany and Boston & Providence railroads, $1.

NAME CURLEY ON FLOOD COMMITTEE

Mayor Curley yesterday received notification that he had been appointed a member of the advisory committee of the Waterway and Flood Control Association of the Mississippi Valley by Mayor "Big Bill" Thompson of Chicago. In the interests of the valley, Boston's Mayor recently, in Washington, urged the federal expenditure of $2,000,000 on the Mississippi River.

CENTRE STREET TO BE 80 FEET

Spending of $1,100,000 Is Authorized

Finding the controversy over the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence railroad tracks, the City Council yesterday awarded land damages amounting to $25,000. At the same time the board levied betterment assessments for the improvement of abutting properties in the amount of $7,500, thus bringing the net amount of damages to $35,002. But included in this amount is $5,000 which will remain in the city treasury, being allowed by the Street Commission to the school committee for taking the old Abraham Lincoln School.

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In the widening of the street to a uniform width of 80 feet, the city will replace the old Arlington street bridge over the Boston & Albany railroad tracks, providing a thorough traffic artery from Beacon to Tremont street.

Curley Urges Bill to Fee Pee-Wee Golf Links

Representing Mayor Curley, City Censor John M. Casey yesterday appeared before the legislative committee on cities and urged favorable action on a bill which would place miniature golf, both indoor and outdoor, on the statute books as an "amusement" within the city of Boston.

The speaker declared that the proposed legislation is needed to "clear up a more or less vague situation." Casey maintained that both Attorney-General Joseph E. Warner and Corporation Counsel Samuel Silverman of Boston have ruled that so-called pee-gee golf is an amusement.

A fee of $100 annually would be paid under the proposed law by indoor courses and $50 by the outdoor courses. The difference in the figures is made in that the outdoor courses can only remain open part of the year. There was no opposition voiced to the bill, and the committee took the matter under advisement pending its report to the Legislature.
HURLEY DECLARES
GOODWIN A "SCOLD"
Says "Fin Com" Head Has Made Use of Innuendoes

Goodwin Laughs—Won't Bother
With Replies "Until Proper Time"

Statements, relative to the report of the investigating committee appointed by the Finance Commission to investigate the school system, passed yesternight by the School Committee, were made by Chairman Frank A. Goodwin of the Finance Commission and Joseph J. Hurley, chairman of the Boston School Committee.

Yesterday's tiff started with an appeal by Chairman Hurley to the officers of the School Committee to await the committee's report without any further personal attacks. In his appeal, Chairman Hurley declared that Goodwin, in his statements, has made use of innuendoes and insinuations and that Goodwin has been for years a common scold.

Hurley's Statement

"Were this the first offense of the kind, in the opinion of this commission, one would be inclined to be indulgent to him and take a charitable view of the situation. However, his recent charge that two members of the School Committee were guilty of malfeasance, which charge he quickly dropped when the meaning of the word 'malfeasance' was explained to him, brings me to a similar unwarranted attacks upon persons whose reputations are unquestioned. Here is a partial list of those who in the past have been victims of his characteristic attacks: John F. Moore, Richard E. Laney, Louie K. Rourke, Gov Alvan T. Fuller, Herman MacDonald, his secretary; the Judiciary of Massachusetts, and a number of individual judges.

"Originally Mr Goodwin was an able Registrar of Motor Vehicles, but his forays into fields other than his own, constrained the Governor of the Commonwealth to remove him from office.

Charges Meddling

"In a word, he has been for years a common scold. Whatever his politics, he has used his position as a member of the School Committee to try to influence the decisions of the committee. He has used innuendoes and insinuations in an attempt to damage the reputations of others. It is time to put an end to this sort of behavior."

GOODWIN WON'T REPLY NOW

On being told of what had been said by Chairman Hurley, Mr Goodwin indulged in a bit of laughter. Asked for a statement, Mr Goodwin asserted that he would "not be bothered making any more replies to Mr Hurley until the proper time arrives."

Mr Hurley concluded an open letter to the Finance Commission, as follows:

"Speaking for the members of the School Committee and its officers, I desire to state that none of the innuendoes contained in the news reports which carried Mr Goodwin's statement, we welcome public hearings on the conduct of the school system and would like to have them start at once, preferably Monday morning next."

GIUFFRE'S FATHER TO GET DAMAGES FROM CITY

Carmelo Guiffre, father of the gangster, whose funeral will take place at 18 Charter st, will receive $40,000 of the total of $138,000, which vote of the Board of Street Commissioners to pay damages for takings in the North End for school purposes on Charter st and Revere pl.

Guiffre will be awarded the $40,000 for two parcels of property on Charter st. The remainder of the $138,000 is divided into awards of various sizes to seven other persons. Mayor Curley yesterday approved that the vote of the Street Commissioners awarding the $138,000.

CROWD SEeks SNow JOBS

One Man Collapses—Work Given to 1,000

Several hundred unemployed men rushed the city employment office at 20 Church st this morning in an effort to obtain work shoveling snow.

All of the work had been given out according to Director John Shields, but he stated that he expected to have more applications for men.

His staff made an effort to line the men along Church st and to prevent the rush. However, Pat McCann, 45, of West Dedham st, collapsed and was taken to the City Hospital for treatment.

Snow removal problems engaged the attention of 1500 regular employees of the Public Works Department this morning and before night. In addition to that force, there will be 1800 men from the unemployed ranks at work.

In transportation of snow, 175 large trucks, 100 small trucks and 150 horse-drawn carts are being used.

 Mayor Putting Pressure Upon School Board

Will Seek to Curb Power Unless Early Action Is Taken on Spending Balance

More and more are the influences of the mayor's office extending to school headquarters. Yesterday afternoon Mayor Curley called the school committee into conference concerning the policy of school building construction and particularly with reference to the allotment of $1,106,000 unexpended at the start of the year. One of the members, Mrs. Pigeon and Dr. Lyons, were absent. The mayor informed the others that he would await action from the school committee Tuesday and that if the board refused to act favorably as would have the corporation counsel draw up a bill for the Legislature, making a three-to-two vote, instead of a four-to-one vote the necessary power over appropriations.

The policy of school construction, as already formulated by the authorities, calls for a three-year program of expenditures, or $4,000,000 each year. The School Committee's bill filed before the time limit expired was in blank figures and policy. Mayor Curley's idea of departing somewhat from the pay-as-you-go policy in school construction apparently wins the favor of the school department.

It was in 1916, when Mr. Curley was mayor the first time that he caused the adoption of the policy of payment for school construction from the tax levy. The total valuation of school land and buildings was $22,000,000, and the indebtedness for school construction had amounted to $16,000,000. Since 1916 the city has spent $6,000,000 on new buildings and the valuation of land and buildings has risen to $58,000,000, with a decrease of indebtedness to $4,000,000.

Mayor Curley called the school committee into meeting at Monday night's meeting and that Mayor Curley's idea of departing somewhat from the pay-as-you-go policy in school construction apparently wins the favor of the school department. Mayor Curley said that as the ratio of valuation and indebtedness has been so significantly altered since 1916, we can safely depart from the strict line of our pay-as-you-go policy," said the mayor. "We shall ask for $5,000,000 a year for three years, with the provision that for the first year it shall be raised by loan and that for 1932 and 1933 two-thirds shall be by loan and three-thirds from taxes."
CURLEY HALTS PAY INCREASES

No Raises for City Employees Outside Police And Fire Forces

PUTS OBLIGATION TO TAXPAYERS FIRST

Mayor Curley announced yesterday he will never sign the retirement papers of Supt. of Police Michael H. Crowley as long as he is Mayor of Boston, when questioned yesterday about the fact that Supt. Crowley's retirement papers had been sent him by Commissioner Hultman, as the law requires. The mayor stated that he did not have a conference with his Commissioner. Michael H. Crowley, superintendent of police, will remain in that position as long as Mayor Curley is chief executive of the city, it was stated yesterday by the mayor following the receipt of the retirement papers for the superintendent at City Hall.

The papers were sent by Police Commissioner Eugene C. Hultman, who is known as a great admirer of Supt. Crowley, to withhold his signature from the papers until the Commissioner had had a conference with him.

Mayor Curley, in a statement, said he saw no reason why he should sign the papers. In the Capt Patterson retirement case, Corporation Counsel Samuel Silverman ruled the Mayor had nothing to do with retirements.

CURLEY NOT TO RETIRE CROWLEY

Michael H. Crowley, superintendent of police, will remain in that position as long as Mayor Curley is chief executive of the city, it was stated yesterday by the mayor following the receipt of the retirement papers for the superintendent at City Hall.

The papers were sent by Police Commissioner Eugene C. Hultman, who is known as a great admirer of Supt. Crowley, to withhold his signature from the papers until the Commissioner had had a conference with him.

Mayor Curley, in a statement, said he saw no reason why he should sign the papers. In the Capt. Patterson retirement case, Corporation Counsel Samuel Silverman ruled the Mayor had nothing to do with retirements.

He also released statistical information gathered by Budget Commissioner Charles J. Fox, revealing that Boston not only leads all of the large cities in the country in the matter of police protection, but that a police officer is maintained for every 33 percent of the population, and that 49 patrolmen are maintained for each square mile of area within the city.

In comparison with 39 cities of a population in excess of 200,000, Boston heads the list with 3.3 police department employees per 1000 of population; a record exceeded in 491 American cities only by Hoboken, N.J., which maintains 3.7 police employees per 1000 of its population of 56,523.

Financial problems which must be faced this year, including probable loss of sufficient revenue to affect adversely the city tax rate, now $30.80, from $30.90 to $2; the necessity of appropriating far more money than ever before for the public welfare department, and of appropriating $600,000 additional to meet the cost of increased personnel at the City Hospital, prompted Mayor Curley to make the decision that he will not approve any salary increases during the year.

He expressed regret that the decision cannot be questioned since the members of both forces are exposed to the same degree of danger in pursuit of their occupations.

There is no indication of a lessening of the demand for aid from persons without employment either in Boston or any other American city, and the first duty of government, as I interpret it, is to provide for the well being of the citizens as a whole. It would be most unwise for me to comply with every request for increases in salaries that are made because of the joy which would come to the recipient but my obligations is to the entire people rather than to the 20,000 men employed by the city of Boston.

No salary increases will be allowed city employees this year other than police patrolmen and privates in the fire department whose compensation has not reached the maximum of the sliding scale schedule.

MAYOR OPENS NEW SERIES ABOUT CITY

Major problems encountered by Mayor James M. Curley in administering the municipal affairs of the city of Boston will be brought to the attention of the voters through a series of radio broadcasts from the Shepard Stores station WNAC starting Tuesday afternoon, Feb. 3, at 4:15.

Lines have been secured connecting the mayor's office in City Hall with the broadcasting studios in the Buckminster Hotel and each Tuesday the mayor or one of his lieutenants in various departments of the city will address the radio audience of Boston on such subjects as seem of vital interest to the citizens.

The series will augment the WNAC Educational Features that have met with wide approval. The mayor will be the speaker on these programs at least once each month.

The mayor will open the series with a talk on the subject "Municipal Administration."

TRIBUNE ON COMMON PURCHASED FOR $250

Building Erected at Cost of More Than $100 000 Sold by Mayor of Boston

Mayor James M. Curley, in administration of the municipal affairs of the city of Boston, will be brought to the attention of the voters through a series of radio broadcasts from the Shepard Stores station WNAC starting Tuesday afternoon, Feb. 3, at 4:15.

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DAVISON TO EXPLAIN AIR CORPS MANOEUVRES

In preparation for the army air corps manoeuvres, which will bring 550 army planes of every type used in military warfare to the East Boston airport in May, Assistant Secretary of War John J. Duane and Trubee Davison, in charge of aeronautics, will outline tomorrow night the purposes of the manoeuvres.

Mr. Davison will be the guest of Mayor Curley at a dinner at the Curley Plaza which will be attended by 500.
Declining to approve the order of the City Council recommending an increase of $200 a year in the pay of the members of the Boston Police Department, Mayor Curley yesterday sent a communication to the Council in which he declared he will approve of no increases in salary for city employees in any department during 1931.

The Mayor feels that, during this period of unemployment and business depression, when the city through its relief work is experiencing a heavy financial drain, his first duty is to consider "the well being of the citizenship as a whole." At the same time, the Mayor promises that there will be no reduction in the number of the city employees. He will, if possible, increase the number but, in order to do this, he must refuse to allow any salary increases for the present year.

Calls Positions Enviable
In his communication to the Council, the Mayor describes the "enviable position occupied by those in public service," as contrasted with the lot of many persons employed in private industry who, when the depression began, made an effort to make itself felt, suffered salary cuts or lost their positions, regardless of the length or value of their service.

While admitting that there are "many inequalities in the matter of wages of various individuals in the different municipal departments," the Mayor states that these can properly be adjusted during a year of prosperity and announces that he has directed "the Budget Commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads with the exception of increases provided in the Police and Fire Departments for patrolmen and privates. "These employees," the Mayor explains, "enter the service of the city at a substantial minimum and advance by regular step-rate increases on the anniversaries of their original appointments, until the established maximum is reached. This custom has been followed for so many years that the city is impelled bound to continue the arrangement."

Increase $755,400 a Year
Accompanying the Mayor's communication to the Council, is the report of Budget Commissioner Charles T. Fox, relative to the proposed increase in the salaries of Police Department members.

The report points out that there is "an unwritten law" not only in Boston, but throughout the country that any increase granted to members of police departments be granted to members of the Fire Department.

"In the Police Department," the Budget Commissioner says, "any increase in salary men would be eligible for the proposed increase and, in the Fire Department, in 1931, or salary rises anywhere.

Granting a $200 increase to the members of this group would mean a permanent addition or increase to the payrolls of the city of $755,400. With the city facing an increased expenditure of about $2,000,000 during the current year for welfare relief and old-age assistance, it is hard to see, in view of the existing situation, how consideration can be given, at this very time, to the proposed pay- roll increase.

"Over and beyond the heavy financial burden, which the request of the City Council would place upon the tax-paying public of Boston, is the concern for the proper treatment of the 20,000 women and men employed in the Fire Department. More than 65 years he is eligible for retirement or the occupant of the tenement, taxes are demanded and they are paid whether the individual is employed or is without employment.

"When the individual in private employment is either made in industry or through age is no longer able to compete with younger men in his particular vocation he is replaced and scant consideration given by the employer when an increase is given to the worker or the family of the worker.

"In the public service the concern for the hours being of the citizenship as a whole."

No Reduction in Employees
"There is no way in which to justify a reduction in the number of persons in the employ of the city. "It is not my purpose to reduce the number, and provided conditions permit, I shall increase the number. It is only possible, however, to do this through elimination of the number provided, conditions which to the city employees may at first glance appear a hardship, but which upon mature consideration of the needs and wants of his fellow citizen will appear the proper course, and that it is increases in salary during the year 1931.

"Unquestionably there are many inequalities in the wages of various individuals in the different municipal departments, but these inequalities can properly be adjusted in the year of prosperity. Certainly there is no way to justify advances in salaries at the present time, when the expenditure of the Public Welfare Department, provided the ratio established during the prosperous year of 1929 and the budget for the present year, will exceed the increase in salary during the year 1931, by more than 200 per cent.

"I have accordingly directed the Budget Commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads, with the exception of the increases provided in the Police and Fire Departments for patrolmen and privates. These employees the first duty of Government, as I interpret it, is to provide for the well being of the citizenship as a whole."

The first duty of Government, as I interpret it, is to provide for the well being of the citizenship as a whole. It would be most painful for me to comply with every request for increases in salary that are made because of the joy which would come to the recipient but my obligation is to the entire people rather than to the 20,000 women and men employed by the city of Boston.

"It is only in periods of depression that there are present the true perspective of the enviable position occupied by those employed in the public service.

"When depression comes in private industry the rule in the past and at present is to dispense with the services of the least efficient and least necessary and secondly to reduce the salaries of those remaining. The question of length of service is rarely considered and all suffer alike.

"In the public employment the situation differs materially."

"Regardless of industrial depression and the burden borne by the homeowner or the occupant of the tenement, taxes are demanded, and they are paid whether the individual is employed or is without employment.

"When the individual in private employment is either made in industry or through age is no longer able to compete with younger men in his particular vocation he is replaced and scant consideration given by the employer when an increase is given to the worker or the family of the worker.

"In the public service the concern for the hours being of the citizenship as a whole."

Obligation to Entire People
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"I have accordingly directed the Budget Commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads, with the exception of the increases provided in the Police and Fire Departments for patrolmen and privates. These employees
STORM PROVIDES WORK FOR 1600
City Hires Unemployed to Remove Snow
Augment Regular Force of 1800
in Clearing Streets

Solving overnight an acute unemployment problem that had vexed the minds of civic leaders for months, an "old-fashioned" snowstorm descended upon New England yesterday, and "in a silence deep and white" created work for idle hands and brought back to hundreds of disheartened men the courage that comes with the earning of "an honest dollar."

The storm labored late Friday night and early Saturday morning, piling up the drifts on roadways, even in the heart of the city, and yesterday morning enough snow lay upon the ground to provide work for more men than even the most hopeful optimist anticipated.

The army of the unemployed mobilized early yesterday morning, gathering around the city employment office at 29 Church St. The job seekers were ordered to line up and await their turn, and in an incredibly short time 1600 men had been given work and were sent out armed with shovels to augment the regular force of 1800 Public Works Department employees in making way for the traffic of the city.

Work With a Will
Proof of the joy the men found in at last getting work was given by the mayor's retinue after Mayor James Curley yesterday approved the work to be done by 1800 Public Works Department men, a force to which the numbers had to be increased by 400 to clear the streets of the formidable drifts.

Every man worked with a will and the Public Works Department foremen in more than one instance were obliged to warn the snow-removers that they had set for themselves a pace too hard for a man to maintain without soon becoming exhausted.

The men given temporary employment were also assured that their services would be required today, and the same large force will be out early in the morning to join the "regulars" in cleaning up the remainder of the snow.

Vehicles Mobilized
The Public Works Department has turned over 175 large trucks and 100 smaller vehicles for use, together with 350 horse-drawn carts, in carrying away the snow as it was cleared from the streets by the workmen. No outside contractors have been called in by Mayor Curley, and the unemployed will be permitted to work as many hours as they care to or are capable of.

Working conditions today will be good, according to the local Weather Bureau. The official forecast for today promises fair and continued cold weather. Slowly rising temperatures are expected on Monday.

BUY'S TRIBUNE ON BOSTON COMMON FOR $250
John J. Duane of L St, South Boston, is the new owner of the Tribune on Boston Common built by the State for Tercentenary purposes, at a cost of $80,000. Mayor Curley yesterday approved the sale to Duane whose payment of $250 for the structure will be divided between city and State treasuries. Duane bought for salvage purposes.

LEGION PLANS BIG BANQUET TO O'NEIL
National Commander in Boston Next Saturday

Will be Greeted by 2500, Among Them Gov Ely and Mayor

The American Legion, Department of Massachusetts, and its commander, Richard F. Paul of Canton, will give a banquet in honor of national Commander Ralph T. O'Neil of Topeka, Kan, next Saturday evening at the Hotel Statler. The banquet will be one of the largest ever held in Boston with 2500 Legionnaires and members of their auxiliaries present.

The program for the day Commander O'Neil will be in town begins with a breakfast at the Copley-Plaza Hotel, to be given by Mayor Curley. State and city officials of the Legion will be present at the breakfast.

After breakfast Commander O'Neil will visit Gov Ely at the State House and will go from the Governor's suite directly to City Hall where he will make an official call on Mayor Curley.

To Chelsea Hospital
Then Commander O'Neil will be escorted to the Chelsea Naval Hospital and Home, where he will greet the soldiers and sailors there and inspect the institution.

Gov Ely will have Commander O'Neil as his guest at a luncheon at 1 o'clock at the Copley Plaza. Present at this affair will be all State officers of the Legion and prominent citizens of Massachusetts.

Commander O'Neil will motor to Bedford in the afternoon and visit the United States Veterans' Bureau's Hospital. Under the direction of Maj. H. M. Hoppin, chief of the Middlesex County Council of the Legion, the national chief will make an inspection of the hospital and greet the veterans.

A reception to Commander O'Neil will be held at 6 o'clock at the Statler. At 7 o'clock the banquet will begin.

After-dinner speakers will be Commander O'Neil, Gov Ely, Mayor Curley, and representatives of the Army and Navy.

Medal for Admiral Sims
A feature will be the presentation to Admiral William S. Sims, commander of the United States fleet in European waters during the World War, of the American Legion's Distinguished Service Medal, awarded to him some time ago. Commander O'Neil will make the presentation.

Only eight other ranking officers of the World War have received the medal.

Admiral Sims will also have his membership conferred upon him by Oliver Ames Jr Post, No. 117, at the hands of Department Commander Paul.

The committee in charge of the affair is headed by William J. McCormick, Roslindale, chairman; Fred S. Melien, Roxbury, secretary; John D. Crowley, treasurer, Cambridge, and a large group of Legionnaires from all parts of the State.

Mrs Marie O'Connell Murray will sing during the dinner.
**Mayor Seeks $15,000,000 Schools Fund**

Mayor Curley announced yesterday that he has two very decided plans concerning the financing of Boston schools.

He will file a bill with the Legislature at once seeking authority to abandon the "pay-as-you-go" policy inaugurated by him in 1916 and to restore the bond issue plan which will involve a $15,000,000 construction program over a period of three years at the rate of $5,000,000 a year.

He challenged the Boston school committee when he announced that he would file a second bill to change the present approval powers of the committee if that body failed at its meeting tomorrow night to take some definite action on the school construction program in order to relieve unemployment.

**MINORITY RULES**

"As matters stand now a minority vote really rules the school committee," said Mayor Curley.

"In the law it is necessary to secure four out of five votes to pass a measure. Two members can defeat the will of their three colleagues. Unless action is taken at Monday's meeting on school construction, which has been dallying too long, I shall instruct Corporation Counsel Samuel Silverman to draw up a bill seeking legislative supremacy and to present it to the three-to-two vote effective.

"Mr. Silverman has already started the work of drafting a bill for substitution of the bond system for the pay-as-you-go system which was adopted by the Boston school system in 1918, under which system school house construction was paid out of taxes received each year.

**VALUE NOW $55,000,000**

"The total valuation of Boston school property under that system was $23,000,000 and the total indebtedness was $16,000,000. As a result of the pay-as-you-go system the indebtedness was reduced from $16,000,000 to $4,000,000 while at the same time the total valuation of school property, because of more construction, was increased from $23,000,000 to $55,000,000.

"Present conditions make it not only desirable but imperative to revive the bond system in order to relieve Boston taxpayers of further burden.

**$200 Rise for Police Turned Down by Mayor**

City Cannot Afford It Now, He Says, Rejecting Council's Order

The $200 a year salary increase voted Boston police by the City Council was turned down yesterday by Mayor Curley, who declared economic conditions made it impossible to permit any city salary increases at present.

Patrolmen of five years' service now receive the maximum of $2100 a year.

When policemen enter the department they receive $1600 a year, the salary being increased automatically $100 a year for five years.

In a communication to the City Council, Mayor Curley said:

"I have accordingly directed that system school house construction was paid out of taxes received each year.

**TO ENTIRE PEOPLE**

"It would be most pleasant for me to comply with every request for increases in salary that are made, because of the joy it would give to the recipients, but my obligation is to the entire people rather than to the 20,000 men and women employed by the city of Boston.

"The mayor pointed out that it is only in periods of depression that "the true perspective of the enviable position occupied by those employed in the public service is presented."

"When depression comes in private industry," he said, "the rule in the past, and at present, is to dispense with the services of the least efficient and least necessary. And, secondly, to reduce the salaries of those remaining.

**NO ALTERNATIVE**

"I have accordingly directed the budget commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads, with the exception of increases provided in the police and fire departments for patrolmen and privates who have not reached the maximum.

"Economic conditions in the country and in the community permit of no alternative."

**Differentials Fight on Again Tomorrow**

Interstate Commerce Commission Auditors Coming Here to Hear Details

Boston's fight for rail differentials to equalize its port business with that of New York and other ports will be resumed tomorrow in the Chamber of Commerce after postponement of nearly two months.

Before auditors of the Interstate Commerce Commission, assigned here from Washington, alleged injustices in lighterage and transfer charges will be outlined under the direction of Atty. Johnston B. Campbell and Corp. Counsel Samuel Silverman.

The hearing was interrupted early in December by Boston interests to allow proper preparation of the case that charges the port of New York and 70 railroads with "unfair practices."

**Parker to Appear**

J. H. Stear and C. B. Paulson, examiners for the Interstate Commerce Commission, will hear the case and legal arrays on both sides will argue before them on shipments in and out of Boston as compared with other cities.

Boston interests announced yesterday that George H. Parker, internationally known railroad attorney of Washington, alleged in the case that charges the port of New York, will appear in the role of star witness for Boston.

December's hearing precipitated a number of verbal clashes between counsel for both sides with Mayor Curley the center of one.

**25 To Be Called**

Testimony that business in New England declined on account of the alleged discriminations; the free lighterage at the port of New York was presented at that hearing.

At least 25 Boston witnesses are due to be called starting tomorrow in an effort to end the seven-year fight for a lift in the restrictions of rail-to-water shipments that increased the cost to shippers if they used the port of Boston.
Ex-Gov Spaulding of New Hampshire, chairman of the New England Railroad Committee, intends to indulge in no debates with the Providence Chamber of Commerce or the Mayor of Boston over the railroad situation until the New England committee's report is ready.

It may be some time before the report is completed. The ex-Governor takes the position that there is no call for haste and he does not mean to be smoked out by publicity for other proposals.

In Boston yesterday and hard at work over details of the New England railroad puzzle the ex-Governor intended to answer Mayor Curley's letter during the day. But he found he had to attend to other things and put his answer off for a better opportunity.

The answer, when made, will not reveal the plans of the New England Railroad Committee. Mr Spaulding has let it be known that he is not going to let his committee be hurried by the discussion going on all around them. The New England railroad problem has been in the air for 10 years and nobody has solved it yet. He does not feel called on to finish the committee's year of study with a hurry-up job.

It was revealed yesterday that the committee's difficulty is in getting full details of the recent four-party railroad consolidation plan whose main features have been in the air for 10 years and nobody has solved it yet. He does not feel called on to finish the committee's year of study with a hurry-up job.

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Common Scold

School Board Head Welcomes Investigation of the Boston School System Conducted by a Special Committee, in Which Class Favoritism in the Expenditure of Funds Was the Sensational Charge, to the Second Installation, Declaring That the Charges Made, the Sooner the Better.

The third installment of the report of an investigation of the Boston School System conducted by a special committee, has been published, and is likely to put to the committee a body of pupils. Claiming that the proposal for military training in the elementary schools, nor in the kindergartens, nor in the pre-kindergarten classes.

Hygiene Department

Stress was laid on the department of hygiene expenditures about $1,123,000 a year with an annual salary of $7,000 a year for the director's job and big salaries for other supervisors marked by the committee as "supernumeraries," including six supervisory physicians serving over sixty doctors and four assistant supervisory nurses over fifty graduate nurses.

The expenditure by this department of $56,000 on 400 children in nutrition classes promised the eventual cost of $2,500,000 a year for the other 10,000 who, according to the committee, should be aided by the health department in the George Robert White health units or in their homes rather than in the schools.

Chairman Richard J. Lane of the commission on school buildings denied that the Girls' Trade School Building was a fire menace, contending that a recent investigation revealed it to be a fireproof structure of first-class construction. In a recent report, the building was emptied in two and a quarter minutes.

Referring to the warning of the commission, he had been a committee that military drill would soon be terminated by the end of the school year. Chairman Hurley characterized the "Goodwin surveyors as had prophets." He declared he never heard of any proposal for military training in the elementary schools, nor in the kindergartens, nor in the pre-kindergarten classes.

City to Hear of Big Aircraft Maneuvers

Monday evening Mayor Curley will tender a superintending tribute to Davison, assistant Secretary of War in charge of aeronautics, at the Copley Plaza Hotel, when Mr. Davison will outline the plan and project of the Army Air Corps exercises, to be based at the Boston Airport and conducted over the New England States.

In the extent of these maneuvers from an aeronautical view point and their tremendous magnitude in affecting the security and safety of at least 60 per cent of the population of the nation, is regarded as tremendous. It is contemplated that over 550 airplanes, consisting of pursuit, attack, observation, bombardment and transfer types will be based at the Boston Airport or such adjoining airports as may be available for working out a war problem to demonstrate the possible destruction of Boston by enemy aircraft. These planes will be brought from every section of the United States.

The governors and mayors of the various New England States and cities and others interested have been invited to the dinner.

Police Supt. Michael H. Crowley will continue at his post so long as he is physically capable of performing his duties, according to Mayor Curley today in commenting on the fact that Supt. Crowley's retirement papers had reached City Hall. Supt. Crowley was 55 years old on Jan. 16.

The papers arrived this morning accompanied by a letter from Police Commissioner Hultman which, it is understood, contained the request that the Mayor defer signing the papers until the Police Commissioner Hultman saw them.

Mayor Curley in a statement said that he saw no good reason why he should approve the papers and that he would withhold his signature until such time as Supt. Crowley is physically incapable of performing his duties.

It is evident that so far as Mayor Curley is concerned Supt. Crowley will hold his post as long as the present Mayor is in office, if the Superintendent chooses to continue.

In the Capt. Patterson retirement case, Corporation Counsel Samuel Silberman ruled that the Mayor had nothing to do with retirements, but Commissioner Hultman continues to send retirement notices to the Mayor.
The ‘Red’ Racket
Mayor Curley Calls the Turn

Mr. Canter, Communist chief, marched his “army” of unemployed up the hill to City Hall and he marched them down again.

He got his name on the first page of the newspaper. THAT was a victory.

Mayor Curley offered the leaders jobs. They didn’t want them for themselves; they wanted them for the unemployed— they said.

He asked them to propose suggestions for relief of unemployment. They had none.

He asked them if he had done everything the Mayor of a city possibly could do to provide employment. They admitted he had.

Why the demonstration?

The country has more rackets than you could shake a stick at. Most people earn their money by hard work. The others catch hold of a vagrant idea, organize it, assemble a following of dues-paying members and then live in clover themselves.

Some of these agitations are conspired by people behind the scene to bring really progressive movements and worthy labor contests into disrepute that they may suffer the loss of public sentiment.

More often than not the agitators who carry “No God, No Country” banners in labor dispute parades are professionals paid to steal the show.

Public officials who can ascertain the sources of the incomes of professional agitators and expose them will be doing the public a real service.

SCHOOL REPORT IS EXPECTED TOMORROW
Probe Under Supervision of the “Fin. Com.”

The report of the committee that has been investigating the administrative methods of the Boston School Department under direction of the Finance Commission will be submitted to the commission tomorrow afternoon. It was learned last evening.

The report will include findings reached during seven months of study dealing mainly with the executive functions of the School Committee and its subordinates. During the investigation heads of departments and practically all the major officials of the School Department were interviewed.

It is expected that soon after receiving and examining the report, the Finance Commission will release some statement with regard to the study which has just been completed by its own special committee, which comprises William L. Parkinson of Pittsburg, former principal of the State Normal School of Pittsburg, former superintendent of schools in Waltham and former member of the State Department of Education; Benton Whidden of

City Honors Doak
Tomorrow Morning

Secretary of Labor William N. Doak of Washington will be the official guest of the city at a breakfast to be given tomorrow morning at 9:15 o’clock at the Hotel Statler. Because of Mayor Curley’s absence in Washington on municipal business, Director of Public Celebrations J. Philip O’Connell will serve as host.

FLAWS IN CURLEY PLAN
The statement says in part:

“Furthermore, the Beale-Bennett plan comes nearer to being a federation, and has possibilities. It proposes an intricate and far-reaching organization of the district and should be made the subject of thorough study before final decision is made on it.

FOR REFERENDUM

“There are, moreover, some obvious defects in the Beale measure which should receive first attention. The first arises from its executive features. It very properly constitutes a metropolitan council, but it places the executive management in the hands of a body of five, four elected by the council and one elected by the entire district. This at once introduces conflicting sources of power which can only lead to trouble; and besides we have all the evils of the present election of a mayor in Boston only on a still more extended scale.

“Furthermore, the Beale measure does not make provision for a referendum of the bill. We do not believe that cities and towns should be forced into any such arrangement. With a completely actory plan, such force will not be necessary.

“As a practical and conservative consideration it would be wise to provide that bond issues require the assent of the Legislature for the first few years of operation.”
HURLEY TELLS GOODWIN TO 'PUT UP OR SHUT UP'

School Board Head Counters Intimations of Grand Jury Action

HITS FIN COM HEAD AS "COMMON SCOLD"

Charges "Whispering Campaign"—Hopes for Public Hearings

Intimations from the Boston finance commission yesterday that its investigation of the Boston school system might call for grand jury action were immediately countered by a challenge from Chairman Joseph J. Hurley of the school committee that Frank A. Goodwin, chairman of the finance commission, "put up or shut up."

Hurley said Goodwin is a "common scold" and he charged the finance commission head with conducting a "whispering campaign in the dark."

The Hurley statement was made in reply to an announcement by Goodwin that the commission would hold public hearings on the report of its special committee of three which has been investigating the school system as soon as the seven instances cited in the committee's report are made public.

In explanation of this sudden move, it was hinted at the finance commission that persons in the school system at private hearings before the committee had made such serious charges that public hearings are necessary to put them under oath and to decide whether the sworn evidence should be placed before the grand jury.

HURLEY'S CHARGE

Hurley charged that such hints must have come from Goodwin. He declared he has no objection to any open investigation but protested against what he called unsupported insinuations.

He sent an open letter to all five members of the finance commission, saying that on behalf of the school committee and because of the intemidos in the news reports about the public hearings he hoped the hearings would begin at once, preferably on Monday.

In a personal blast directed at Goodwin, Hurley said he had spent much of his time criticizing judges and other public officials, and recalled his removal from the commonwealth of

motor vehicles by former Gov. Fuller.

Hurley said also: "The conclusion is unescapable that the chairman of the finance commission issued a statement to the press and then whispered what he dared not state over his own shoulder. I have seen evidence about the official acts of certain individuals."

"Mr. Goodwin will present your evidence or hold your peace. Speaking your own language, 'Put up or shut up.'"

Frank A. Goodwin, the finance commission chairman, after hearing Chairman Hurley's statement, said:

"I am not interested in anything Mr. Hurley says."

In the midst of the excitement over the grand jury reports, the finance commission made public the third installment of the report of its survey board, which consists of William D. Parkison of Fitchburg, Canton Whelden of Brookline and Matthew Sullivan of Canton.

In this third chapter the survey board called attention to the Girls' Trade school, which one of the survey board, but not in the report, characterized as a fire trap.

It pointed out that the 600 children were housed in an apartment house with the usual apartment house exits and corridors, which were inadequate for the safety of 600 girls in case of fire.

It also criticized the heavy overhead expense of the hygiene department because of unnecessary supervising physicians and supervising nurses.

It found, with the variance in the cost per pupil in different playgrounds, ranging from more than $18 in one one-fourth of a dollar to $5,000, when there were the 10,000 children equally in need of the same care and treatment, that the schools need reform. It fully developed, this department would cost one million and a quarter dollars a year or out of all proportion as a school department, the surveyors said.

The most decisive phraseology is used in connection with criticism of the Girls' Trade school, of which the board report says: "The school is strangely housed in a palatial apartment house on the Fenway designed for a group of wealthy tenants, with guards and servants. The apartments have independent elevators not intended to be used in common, and consequently dangerous labyrinths for so large a body. Designed to be occupied by a few small independent groups, the building has no adequate exits for a group of 600. Its one usable entrance is directly upon the sidewalk and there are no exits or rooms for exercises. Neither light, ventilation or arrangement of rooms is what is wanted in a city school. The building should be used for a schoolhouse, or an employer would demand for a shop. Service rooms and servants are more numerous than living rooms, and are so small that to use them classes must be cut 30 per cent below the low maximum set by the board, or requiring many teachers than would be necessary in a suitable building. If such a building were used for an annex, the high school would be crowded and the pupils in the event of fire could not escape."

NO CO-ORDINATED DESIGN

Consideration of the departmental organization of the schools inspired the commission with 12 recommendations, and 11 divisions equivalent to departments, all, but two, headed by directors. Conditions prove that there has been no co-ordinated design of departments which have been permitted to develop haphazardly. The frequent change of superintendents and the lack of continuity in the heads of the various departments, and too much, too little, or no expenditure for the improvement of the physical plant, have resulted in the confusion. The report says: "The clerical school. says the report, "is a new enterprise which may prove an entering wedge. It is a distinct competitor of the private commercial schools, offering short courses as they do, endeavoring to give intensive training in specific positions. If it succeeds in providing free training equal or superior to that offered by the private commercial schools, it is likely to expand rapidly, and expansion should be encouraged is a question of policy for the school committee. The expenditure for education is probably quite as large as any other form of vocational education. It is accepting too many pupils and leading too many of them up a blind alley. It needs supervision."
I sincerely hope the citizens of Boston will not get a wrong impression of the school system from the head quarters relief I have in the head quarter's school, said Chairman Goodwin, referring to the challenge to put him or her up.

Trouble at the Board

"On many occasions in its report, our investigating committee has commented upon the splendid personnel, both men and women, throughout the various departments and at the heads of them. The trouble is at the top.

"The school department," stated Chairman Goodwin, "might be likened to a fine Rolls-Royce operated in stuff and manipulated by unpracticed hands. What it is needed is to rein the operator and put a responsible head behind the wheel.

The stenographic report of Mr. Hurley's testimony before the investigating committee is a lack of responsible leadership. The testimony of another high official, relative to the chairman, says that Mr. Hurley, I don't think, is in the building very much... I suggested to the chairman if he would come in often, there might be an opportunity to tell him what was going on.

Hurley Hits Back

"How long would any business corporative spend 10,000,000 a year for investigation of a corporation? How much more vital is the education and care of 150,000 of our future citizens and a higher official?"

He declared that the good citizens of Boston are ready to defend their position and to give him what he deserves reply to the criticism levelled at him.

Goodwin Refers to Vote

"I was elected chairman of the school committee June 5, 1930," said Chairman Hurley, "and after one year's service I was, Jan. 5, 1931, unanimously re-elected by my colleagues. The members of the school committee are the best judges of my work as chairman. My re-election shows that their views are generally opposed to Mr. Goodwin's."

"In opposing Mr. Goodwin the members of the high school committee found themselves in the distinguished company of legislators, judges and a Governor of the Commonwealth," Chairman Hurley stated.

Referring to his removal, former Register of Motor Vehicles Goodwin stated: "After I was removed by Fuller, I received 10,000 votes in the Republican primary, in 1930, although I conducted the campaign for Governor with no money and no organization. I think it might be said at this time that if some of the members of the school committee knew what Mr. Hurley had said about them in the office of the Finance Commission, he never would have been re-elected unanimously."

PREDICTS DEFEAT

Chairman Hurley Says Goodwin Is Up Against a "Committee of Five Ready to Defend Their Position and to Give Him What He Deserves"

Joseph J. Hurley, chairman of the Boston School Committee, predicted last night the defeat of Frank A. Goodwin and the report of his survey committee attacking the Boston public schools.

In an address before 300 school teachers at the annual session of the Boston Normal Teachers' College Association at the Hotel Statler, Chairman Hurley declared that Goodwin was "battling against a committee of five who are ready to defend their position and to give him what he deserves in the Department of Education." His remarks aroused the hundreds of teachers present to vigorous applause.

"The chairman of the finance commission has referred to me as a stuffed dummy," he said. "Due to your hardheadedness, for the dinner was a good one, but I don't propose to be dumb."

"At the dinner I told me that it is practically impossible to secure an impartial report from the gentlemen who have been approached by Mr. Goodwin. The committee apparently faced its job with the attitude of a critic and with no intention of telling what the Boston school system really is."

"I was astounded at the personnel of the committee. The names had a familiar ring except that the gentleman from Brookline. They finished their work in nine months and I have been on the Boston school committee three years, but I don't feel competent to advance any criticism of the system as a whole. It took the Wickersham committee nearly three years to deal with the problem of prohibition."

"Mr. Goodwin has disposed of his task in nine months and is now offering his report to the public in seven thrilling installments."

"Apparently all the committee did was to interview the school board for a short period, then the board of superintendents and the superintendents, with visits to the schools and the reading of schools on education. They should have read the survey report of 1916."

"Of course, I cannot discuss the three reds already issued, but would like to say that the impression has gone out that the committee was only for the Mexican army, all generals. There are 500 employees, of whom 50 are superintendents, teachers and nurses, physicians and other non-teaching employees."

"You have heard something about favoritism in the feeding of children in certain schools. Well, there are three alternatives in respect to special feeding. You can dispense with them entirely or maintain as many as you think conditions warrant and funds will permit, or you can put them in every school building. The survey committee does not say which plan we ought to adopt."

"The chairman of the Finance Commission, who is an ingenious tactician, actually made school committee to be a reactant from the rest of the system. He wanted to give us the impression that the five member school committee were not to be criticized, but the rest of the system was to be blame. Fallacy in this lies in his own statement given beyond the report and put the responsibility on the shoulders of the committee, where it theoretically is.

Stuffed Dummy Can Fight

"He has called me a stuffed dummy. I accept the name. The last time I thought I had a stuffed dummy to fight was back of the front line trenches in France, but when I got face to face with him, I found he had a bayonet just as sharp and as efficient as mine."

Mr. Goodwin is going to find that his stuffed dummy can fight just as well as that other one over there, and that he will give a bayonet thrust for bayonet thrust, as vigorously as his own."

The teacher and the selection of officers, turned the meeting into a reception at Jeremiah E. Burke elementary school. Although the superintendent is only an employee of the School Board, his praise of the teaching staff was in the nature of a reply to criticism levelled at the board by the Goodwin report. He declared that the teaching staff in the Boston public schools stood higher, all things considered, than the teaching staff in any other city in the country.

"There is no question about the need of organization," he added. "Most of us are keen about its value, which he so far as it brings the teacher at the desk and the pupil in his seat closer and more harmonious relations the teachers are the king men in our system."

"Tonight I want to express my appreciation of the teachers at their post in the classroom for it is upon them that we must base all our aspirations and hopes for accomplishment. However, I feel that this problem appears, there is no body of teachers more scholarly trained in education than the teachers in our schools. No matter what disturbing influences arise, the reason to feel that this pride is justified. God bless our public school teachers."

The new organization is Anna M. Xiland, president; Mary E. Vaughan, vice president; Anna M. Sheehan, corresponding secretary; Jesse G. Palm, recording secretary, and Theresa O. Regan, treasurer.

MAYOR Warns

Unless the school committee approves $11,109,000 for the construction of two intermediate schools at its meeting tomorrow night, Mayor Curley will instruct the Legislature to compel the use of the money for public improvements.

Approval of the projects has already been voted by Chairman Joseph J. Hurley, Committeemen William Arthur and Joseph J. Hurley, Finance commissioners and the Mayor's warning is considered an ultimatum to Mrs. Elizabeth West Pigeon and Dr. Joseph V. Lyons, who insisted that the money should be used for the construction of a girls' school.

Yesterday the Mayor directed Corporation Counsel Samuel Silverman to draft a bill for presentation to the Legislature provided construction work is not ordered to start tomorrow night. The bill would seek to change the required number of votes on appropriation orders from four to three.

Chairman Frank A. Goodwin of the Finance Commission, in supporting the construction of one intermediate school, gave the Mayor's warning is considered an ultimatum to Mrs. Elizabeth West Pigeon and Dr. Joseph V. Lyons, who insisted that the money should be used for the construction of a girls' school.

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SUGGESTED REMOVAL OF HURLEY

Goodwin Refers to School Official as Stuffed Dummy

RESPONSIBLE HEAD IS NEEDED, HE SAYS

Hurley Hits Back at Former Registrar’s Discharge

CROWLEY SET TO KEEP POST

Tenure in Office Depends on Curley, Hultman

When asked to comment on the action of Commission Hultman in sending his retirement papers to Mayor Curley with the request no action be taken with regard to them, Superintendent Michael H. Crowley stated last night that he is ready to remain on the job as long as the Mayor and the police commissioner desired him to. "I will remain as long as they are willing to have me," the superintendent said. "As long as my health is good, I am in good physical condition." Commissioner Hultman had left his office when news of the affair became known and could not be reached for comment.

MAJOR GOING TO CUBA SOON

Miss Mary Curley will accompany her father to Havana within the next fortnight when the Mayor will present silken flags to the chief executive of its capital on behalf of tributes from Boston, similar to those recently sent to Premier Muni, according to present plans under consideration.

Fourth Installment

Chairman Hurley declared that the members of the school committee were influenced by his personal value on the board, noting that they recently re-elected him chairman with a unanimous vote.

After issuing his “blast” at the school head, Chairman Goodwin went about the work of getting out the fourth instalment of the survey report which will be made public tomorrow morning.
Mayor Vetoes Order for General Police Increases and Announces All Other City Employees Must Work at Their Present Pay

Money to Be Devoted to Jobless Relief, He States

NO JUSTIFICATION IN BURDEN UPON PUBLIC

Firemen Would Also Receive Raise If Police Did

Salary increases this year for Boston's 20,000 city employees were barred yesterday by Mayor Curley and the $350,000 saved in this item of the 1931 municipal budget will be used to provide jobs for the jobless.

The Mayor made the announcement in vetoing the order of the City Council which sought an increase of $200 a year for each of the 2,412 members of the police department.

With the demands for poor relief

200 per cent in excess of the 1929 dole, and threatening to reach $75,000,000 this year, the Mayor declared that there was no way to justify salary increases that would put in extra burden on the public.

During the periods of economic depression city employees hold enviable positions, he said, with civil service regulations to insure them their jobs, and with hours "not unduly long," vacations, paid during illness and pensions to make them independent in their late years, as contrasted with their brothers in private employment.

Declaring that there was no indication of an early drop in the poor relief disbursements to the jobless and independents, the Mayor stated that it was his duty to the taxpayers to suspend the usual sliding-scale salary increases, granted annually to classified city employees until they reach the maximum.

Some Policemen, Firemen Excepted

The only exceptions will be made for the police, patrolmen and the firemen, who have not reached the $100 maximum. It was explained that there was a moral obligation on the part of the city to make these increases in view of the fact that the Civil Service Commission advertised the positions as paying $100 a year to start and a $100 increase each year until the $200 maximum was reached.

About 90 patrolmen and 400 firemen will comprise the exclusive company to benefit by this act, but the total for the year will be only about $60,000 because the individual policemen and firemen receive their increases not at once but on the anniversaries of their entrance in the city service, some not becoming effective until the last month in the year.

Police Cost Highest in Boston

Further reasons for not increasing the pay of the policemen by $200 this year were given by the Mayor in the report of a survey made by Budget Commissioner Charles J. Fox, showing that Boston is paying more for police protection than practically any other city in the country, at a cost of $7.58 for each resident of the city.

Commissioner Fox reported that there is a Boston policeman for each 363 residents, as compared to one for every 416 in New York. There are 45 policemen for each square mile in Boston, he said, explaining that although their maximum is $200, they receive free uniforms. The highest paid here are the metropolitan police, who receive $2100, but are forced to purchase their own uniforms, he said.

Additional Reason Given

Increases for policemen would have to be followed by similar increases for firemen with the result that adoption of the Council's order for a $200 raise would cost $75,000 more each year as a permanent item in the budget, Commissioner Fox stated, explaining that there were 2,412 policemen and 1,355 firemen who would be eligible for the vetoed raise.

There is a policeman to protect every 33 residents of Boston, 41 in New York, 45 in Philadelphia, 52 in St. Louis, 61 in Detroit, 26 in Baltimore, 23 in Chicago, 75 in Cleveland and 66 in Los Angeles.

To the square mile there are 45 policemen in Boston, 34 in New York, 23 in Philadelphia, 25 in St. Louis, 13 in Detroit, 12 in Baltimore, 17 in Chicago, 7 in Cleveland and 5 in Los Angeles.

Text of Message

The Mayor's message which will be presented to the City Council at tomorrow's meeting, states:

"In reply to the order of your honorable body adopted Dec. 29, recommending an increase of $200 per annum in the salaries of members of the Boston police department, I beg to advise that the same does not receive my approval."

The reasons for this action have been...
**Big Banquet to Honor Legion Head Saturday**

LEADING FIGURES IN AMERICAN LEGION BANQUET

William J. McMorrow, left, chairman of committee in charge of banquet to National Commander Ralph T. O'Neil of Topeka, Kan., guest of honor, centre. Admiral Sims, right, is to be presented with the Legion's Distinguished Service Cross.

Nearly 300 Massachusetts legi-

naries are expected to take part in the annual get-together banquet and reception to be tendered to National Commander Ralph T. O'Neil by Department Commander Richard E. Paul and offi- cers of the department of Massachusetts Saturday evening at the Hotel Sta- tler, to be followed by the presentation of the Legion's Distinguished Service Cross to Admiral William S. Sims, commander of the European fleet of the United States navy during the war.

According to plans announced yester- day Mayor Curley will be host at a break- fast to the national commander at 5:30 o'clock that morning at the Cop- ley-Plaza Hotel. Following the break- fast calls will be made on Governor Ely at the State House and Mayor Curley at City Hall. Commander O'Neil will then visit the soldiers and sailors at the Chelsea Naval Hospital and the Chelsea Soldiers' Home, inspecting both insti- tutions.

At 1 o'clock, in the salon of the Cop- ley-Plaza, the national head of the Le- gion will be tendered a luncheon by the Governor Ely, at which will be present all State officers and many prominent civilians. After the Governor's luncheon, the national commander will motor to the United States Veterans' Hospital at Bedford, where an inspection will be made, in charge of Commander John H. Hooley, commander of the Middlesex County Council. Return will be made to Boston in time for the reception at 8 o'clock.

The departure commander's banquet to the national commander will prob- ably be the largest ever held in New England, more than 300 legi- nanaries and members of the ladies auxiliary being present. The speakers will be Na- tional Commander O'Neil, Governor Ely, Mayor Curley and representatives of the united services. The Legion's Distinguished Service Cross has been awarded to eight of the rank- ing officers of the World war. The award was made to Admiral Sims, who has never been in a place where the formal presentation could be made.

The committee in charge is composed of William J. McMorrow of West Rox- bury, who is chairman, Fred S. Mellen, Rolindale, secretary, and John F. Crowley of Cambridge, treasurer, who are being assisted by a State-wide committee.

Furthermore, he intimated quite plainly that he has no intention, either in his answer to Mayor Curley's letter or through any other means, of being led into revealing what the contents of that report will be. He admitted that the committee is having considerable difficulty in securing details of the four- party consolidation plan announced a month ago by President Hoover, and said it may not get them until the pro- posal comes before the Interstate Com- merce Commission. Anyhow, he said, the committee has no intention of being hurried into making a report.

**NO DEBATING WITH CURLEY**

Spaulding Has No Intention of Hurrying Report

There will be no debate with Mayor Curley on the railroad situation in the Northeastern States, or with the Providence Chamber of Commerce by former Governor Rolland H. Spaulding of New Hampshire, he declared last night, at least until the report of the New England railroad committee, of which he is chairman, is ready. And it may be some little time before that report is issued, he added.

**PORT CASE TO RESUME TOMORROW**

Differential Fight Is Expected to Last All Week

Tomorrow morning at 10 o'clock, in the library of the Boston Chamber of Commerce, the second stage of the port differential case, suspended a few weeks ago, will be taken up, in what is described as the greatest economic struggle in the history of the Port of Boston. Unfair prac- tices in vogue at New York, with the railroads serving that port, absorb lighterage and other charges, whereas no such situation exists here, form the basis of the Boston and New England complaint.

EXPERTS GATHERING

A great array of legal talent representing the port interests of New York, Philadelphia and Baltimore, as well as the local side, together with traffic and railroad executives, is gathering here to take part in the struggle. The case for Boston is being presented by the city and the Boston port authority.

The hearings will be before two mem- bers of the Interstate Commerce Com- mission, Examiners J. H. Stur and C. R. Paulson, who presided at the brief session held in December. At that time the hearings were postponed, to enable port interests here better to develop their case.

The star witness will be George H. Parker, nationally known railroad attorney of Washington, who for several months has been preparing various ex- hibits to show how business of New England has been allegedly damaged by the practices complained of. Early in the week some 25 exhibits will be intro- duced, which will purport to show how business in this area has declined due to the alleged discrimination in favor of New York. It is expected that the hearings will last for a week. New York's defence will be heard in April.

Boston's case is to be presented by Samuel Silverman, corporation counsel of the city of Boston and Attorney Johnston H. Campbell, former chairman of the Interstate Commerce Com- mission.
MICRODEX
No. 2
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