1931

James Michael Curley Scrapbooks Volume 48

James Michael Curley

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Volume 48
LEO CURLEY STARTING THE K. OF C. MILE RUN

CONGER WINS CURLEY TROPHY IN K. OF C. MILE

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

It was Conger’s race, hook, line and sinker. The great Illinois flash, who is about as graceful as Paavo Nurmi and who has much of the Finnish killing power, took pace most of the way, but two laps from home he leaped by Venzke and won by a dozen yards. The time, 4 minutes 19 4-5 seconds, is a very fine performance. Frank Crowley, the interscholastic record holder at the mile, running for the University of Pennsylvania, was the other starter in the race. It was no contest when Conger was ready.

The visiting foreign amateur boxers and members of the local team which competed in an international series at the Garden last Monday night were guests of St. Joseph's T. A. S. at a dinner at the City Club last night. Former Congressman Peter F. Tague represented Mayor Curley on behalf of the city of Boston. The Rev. Maurice O'Brien, spiritual advisor of St. Joseph's T. A. S., was leading speaker. Others included Dr. Walter G. Kendall of the B. A. A. Dist. Atty. William J. Foley, Carl Larson, manager of the Norwegian boxing team; George T. Vedeler, Norwegian consul; Peter Brachenien, manager of the Belgian boxing team; Gen. William Murphy of Ireland; Bill Cuddy, president of St. Joseph's T. A. S., who conducted the recent tournament; Galveney Foley, Irish consul; Boxing Commissioner Eugene Buckely; Dr. W. Goode; J. Frank Facy, secretary of the N. E. A. A. 9. U.; John J. Fitzgerald, city councilor; Mayor John Murphy of Somerville, and Billy Griffin and Edie Shea, court officers. Henry McKenna, treasurer of St. Joseph's T. A. S., was toastmaster.
HEAD OF FIN. COM. DENIES THAT AIM
Explains That Both, However, Represent Unfairness to Less Fortunate Pupils

Abolition of English high school and Girls' high school is "unthinkable," Chairman Frank A. Goodwin of the Finance Commission said today. He asserted that the latest in the series of school survey committee's statement should not be interpreted as advocating doing away with these historic schools, but merely as recommending scrutiny of their pt in the educational system of the city. English high school is said to have been the first free high school in the world, while Girls' high was the first free high school for girls in America.

UNFAIRNESS CHARGED.
In spite of a tradition of high excellence that attaches to both, they represent unfairness to pupils attending the various local high schools, the survey committee stated. Chairman Goodwin's statement was as follows:

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

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

"All the investigating committee said was this: Besides the unfairness of offering a double opportunity to a few who may feel themselves superior to their mates, and the unneeded cost to the taxpayers, it is unfair to the local high school.

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

"This process, once started, gains momentum. One of the important high schools is now almost wholly restricted to the subjects of the two vocational courses, trade and commercial, while the central high schools are drawing its students away.

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

"The school committee has in its program a new girls' high for Dorchester and one for West Roxbury. When these schools are built, at least 175 of the girls who are now in the central girls' high will be enabled to go to their local high schools. Why waste the people's money?"

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

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

GIVES FIGURES
"From 1919 to 1929, Davis said, the Government collected $1,656,916.42 in Boston or $20,182.12 more than the amount expended in the same period on Boston Harbor improvements.

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

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

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

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

TUBE NAME S HONOR CURLEY FAMILY
The tunnel namers are hard at it—and the bewildered Tunnel Editor is up to his hips in names.

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

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

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

And each ball brings in more and more votes.

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

A few voters and their suggestions are: E. W. Friend of 105 Lafayette st., Salem, with The Atlantic Tunnel; George Wyatt of 20 West Tremlett st., Dorchester, with Bay State Tube; Mrs. Madeleine of 163 Longdale st., Dorchester, with Freeland Tunnel; John D. Drury of 103 Germains ave., Bradford, with Commodore Barry Tunnel; Frank F. Rappo of 221 New st., Somerville, with Metropolitan Tunnel, and W. F. Fellows of Union Station, Providence, with Bay State Tube.

PULASKI SUGGESTED
Others are Paul Carvin of 306 Washington ave., Chelsea, who submits Mystic Tube; Adolph S. Glimka of 66 Shrewly st., Chelsea, with K. Pulaski Tunnel; Agn Foley of 32 Wensley st., Boston, with The Cunard Tunnel; Edward Cox of 101 Clarence st., with Meriport Tunnel; Anthony Catin of 385 Frankfort st., East Boston, with City Tunnel, and Phillip J. Carson of 6 Whipple st., Somerville, with The Harbor Way Tube.

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

Send in your name today. Merely fill in your name and mail it to The Tunnel Editor, Boston Evening American, 5 Winthrop sq., Boston.
MAYOR DEMANDS SCHOOLS ACTION

Threatens to Seek Legislation to Break Deadlock On Committee

GOODWIN STRIKES BACK AT HURLEY

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

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

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

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

His statement said: I sincerely hope the citizens of Boston will get a wrong impression of our school system from the interminable remarks of its head. On many occasions our investigating committee has commented upon the splendid personnel, both men and women, throughout the various departments and at the heads of them. The trouble is at the top.

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

The stenographic report of Mr. Hurley's testimony before the investigating committee shows a woe-some lack of responsibility by our school department, he added.

Another important agreement of the mayor's committee will result in an appeal to the Legislature to authorize the borrowing of $15,000,000, with a provision that the money shall be spent in equal annual portions.

When that was the "high official," named by Chairman Goodwin in his statement as having intimated that Chairman Hurley did not remain long enough in the school committee building to learn what was going on, Miss Ellen M. Cronin, secretary of the school committee, said: "I cannot say now what I might have said in July in answer to questions from the investigating committee, but I do know that whatever I said was not intended as criticism of the chairman."

Meanwhile the mayor's conference will result in an appeal to the Legislature to authorize the borrowing of $15,000,000, with a provision that the money shall be spent in equal annual portions.

Ingenious Strategist Foiled by School Board, He Says

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

Thus was explained the plan of Chairman Goodwin, "ingenious strategist," by Chairman Joseph J. Hurley of the school committee, speaking last night at the annual reunion of the Boston Normal School and Teachers College Association at the Hotel Stater. Before the dinner, a reception was held for Dr. Jeremiah E. Burke, superintendent of schools, who was guest of honor. Poking fun at the school report of the finance commission, Chairman Hurley said that he "expected that in the fourth of the seven thrilling instalments, the hero and heroine would become engaged, estranged in the fifth and sixth and reconciled in the final instalment, which would tell of their happy marriage."

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

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

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

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

Goodwin has characterized the deliberations of the commission as an attempt to antagonize them; but it is very apparent that co-operation does not exist.

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

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

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

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

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

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

Another important agreement of the mayor's committee will result in an appeal to the Legislature to authorize the borrowing of $15,000,000, with a provision that the money shall be spent in equal annual portions.

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

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Mayors Curley Presenting Resolutions to Louis B. Kirstein

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

"The new Kirstein Memorial Library, housing on the first two floors a business library and on the third floor a general library for adults, was opened to the public on May 7, 1893. The building and its equipment has proven most admirable in all respects, while its use has exceeded all expectations. The total number of persons who have been served by the library from the date of its opening on May 7 to the closing hour on Jan 30 was 33,779 (business branch, 83,189; general branch, 41,059), being an average of 638 persons each day. The library is open evenings, Saturday afternoons or Sundays.

"The average number of person using the business branch each day was 108. The average number of persons using the Kirstein branch on the third floor was 203 persons. The maximum attendance for both the business and the general branch was on Jan 12 when the business branch served 859 persons and the general branch 329 persons, or a total of 1,088.

Ready Reference Books

"As stated, the first two floors are occupied by the business branch. The third is occupied by a unit of the regular library branch system known as the Kirstein branch. Use of the material in the business branch may be had by calling at the branch, by telephoning, or in certain cases by taking books away for use. The first floor is devoted to ready reference material. Here are to be found city and trade directories, cable codes, maps, atlases, investment services, timetables and countless other ready reference books.

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

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

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

Port Hearing Reopens Today

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

The Foreign Commerce Club, composed of about 250 harbor businessmen, will intervene on behalf of the Boston arguments, which was announced last night. Since the earlier hearings, directors of the maritime association of the chamber of commerce have voted to throw their full resources to the Boston cause and that evidence of support will be introduced in early testimony today.

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

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

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

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

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

The hearings are expected to take about one week. This will coincide with the Boston complaint, and the next step in the prolonged fight will be the presentation of the New York defense in that city in April.
ASST SEC OF WAR DAVISON HERE BY PLANE FOR MAYOR'S DINNER

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

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

The plane was met at the airport by Col A. B. Lincoln, air officer of the 1st Corps Area, and Robert Choute of the Boston Herald, who escorted the guests to the Copley-Plaza. They were accompanied by Maj Gen Fox Connor, commander of the 1st Corps Area.

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

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

LOANS COW TO BOSTON ZOO

Fine Jersey From Priest for Franklin Park

Boston's park department now possesses a cow, a three-year-old Jersey which will be on exhibition at the animal range at the Franklin Park zoo for the enlightenment of the younger school children, it was learned last night from Park Commissioner William T. Lene.

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

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

THE SCHOOL BOARD MESS

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

In five years it has changed its mind six times on this question. Four times it has gone on record in favor of the high school. Three times it has favored the intermediate schools.

As the law now stands, two of the five members can block action. There is no majority rule in the school committee on such matters. Four members must agree or nothing can be done.

No wonder the mayor threatens to ask the Legislature to change the law so that three members of the five can order things done. If that seems an extreme remedy, either Mrs. Pigeon or Dr. Lyons can prevent such action.

As a matter of fact a site was bought for a central girls' high school nine years ago and more than $100,000 was expended for it. Four years passed with nothing done large to convert the high school site into a playground.

In 1926, as still another substitute for the central high school, $50,000 is spent for land and plans for a girls' high school in Dorchester.

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

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

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

In 1928, as still another substitute for the central high school, $53,000 is spent for land and plans for a girls' high school in Dorchester.

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

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

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

When does patience cease to be a virtue? Surely the limit has been reached. The mayor, the chairman of the finance commission, and three members of the school committee, Chairman Hurley, Francis C. Gray and William A. Reilly, believe the intermediate buildings are far more urgently needed than is a girls' central high school. Mrs. Pigeon and Dr. Joseph C. Lyons take the opposite view.
“MISS EUROPE OF 1930” RECEIVES KEY TO CITY

Aliki Diplarakos of Greece Has Been Visiting Here For a Week

Mayor Curley presents key to city to “Miss Europe of 1930”

Miss Aliki Diplarakos of Greece, the “Miss Europe” of the 1930 crop of world pulchritude, called on Mayor Curley today and was presented a key to the city. She expressed her pleasure and had many nice things to say about the city of Boston. She has been visiting here for about a week.

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

Davison Flies Here to Attend Mayor’s Dinner

Is Piloted by Captain Ira Eaker and Accompanied by Hanford MacNider

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

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

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

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

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

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

PANDEMONIUM REIGNS

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

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

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

TROUBLE STARTS ANEW

Davis, at this time, was reading from a government report known as Port Series No. 60, the Port of New York, which was issued jointly by the war department and the U.S. shipping board in 1926. In accordance with section 302 of the transportation act of 1920 and section 8 of the merchant marine act of 1920. After these objections were overruled the objects remained quiet for a few minutes when several again made objection.

The objections were made on the ground that this testimony should not be introduced since it was not shown who the authors were of this quoted testimony. Again the arguments between the proponents and opponents waxed high until Inspector Stear rapped loudly for order with his jackknife.

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

HUB PORT'S ADVANTAGES

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

Davis then gave a long list of achievements of his association which included many in the Boston harbor and the Boston waterfront. He spoke of Boston's advantages as a shipping port over other ports of the Atlantic, showing that it had deeper and wider entrance channels, that it possessed greater berthing facilities at the army base and Commonwealt pier, both government owned, one by the United States government and the other by the state, that it was miles nearer European ports and to the east coast ports of South America than any other port along the entire Atlantic seaboard.

Following this, he spoke of the expenditures made by the United States government in the 10-year period from 1919 to 1923. He showed from statistics that although the expenditures made by the federal government for deepening and widening the main ship channel and also the subsidiary channels which make off from the main ship channel, such as the Fore river channel, Wentworth back channel, Dorchester channel and others, were far less than the governmental expenditures for harbor improvements in New York and other ports, that the government had received a far larger percentage of income from the Port of Boston.

CROSS-EXAMINATION

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

Later Davis was taken in hand by Atty. Thomas P. Hailey, counsel for the New York Central railway, Pennsylvania Railroad, and the Lackawanna, Lehigh Valley and the Central of New Jersey railroads. He termined his examination was entirely technical. Hailey attempted on several occasions to trip the witness, but failed to move him from his original statements. When he finished, Atty. Parker McCormick, special counsel for the Chamber of Commerce of the State of New York, as well as other commercial and civic bodies of New York state, took up the examination.

HIGH SCHOOLS WILL NOT BE ABOLISHED

Fin Com Head Calls Suggestion Unthinkable

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

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

The Mayor and the Radio

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

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

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

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

Mayor Curley, Louis E. Kirstein, Councillor Bush

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

Kirstein Gets Testimonial

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

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

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

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

Since its opening the library has been visited by 154,779 persons, an average of 658 each day.

MANEUVERS ANNOUNCED BY DAVISON

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

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

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

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

PRAISES MAYOR AND LONG

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

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

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

ARRIVES BY PLANE

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

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

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

Following the dinner, Davison will go by midnight train to New York, and will leave there tomorrow night for Washington.
bring into play a varied program of combat demonstrations.

On Other Cities

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

MAYOR SAYS PRESIDENT AND GOVERNOR BEAT FOUR KINGS ANY TIME

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

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

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

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

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

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

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

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

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

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

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

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

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COUNCIL ASKS $480,000 TO AID 2000 JOBLESS

An order requesting Mayor Curley to appropriate $480,000 to provide work for 2000 men for a period of two months was passed by the City Council yesterday. The order was introduced by City Councillor John F. Dowd of Roxbury, who said the men could be assigned to clean the streets and back alleys of the city. He made such a stirring appeal for passage of the order that at the conclusion of his remarks there was an outburst of applause from spectators in the gallery.

City Councillor Edward Gallagher of Brighton, presiding in the absence of President Joseph McGrath, who is suffering from a severe cold rapped for order and threatened to have the gallery cleared if there were any further demonstration.
DAVISON TELLS OF NIGHT AIR “ATTACK” ON BOSTON MAY 24

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

Boston will be the scene of the greatest night air attack in the history of aviation on the night of May 24. Huge bombers and zooming planes, composing the largest concentration of air forces in the world, will keep the inhabitants of Boston and nearly all New England awake all night while the section theoretically will be bombed and destroyed.

A total of 672 planes, comprising the First Air Division, 205 pursuit planes, 55 observation, 51 attack, 36 bombardment and 43 transports, will take part in the attack.

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

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

Great Air Exercises

The Boston program will feature the elaborate air exercises to stimulate great interest in aviation. Nearly 150 prominent leaders in military, Naval, aviation and civic life listened to Mr. Davison outline the plans for the air maneuvers and heard Mayor Curley tell of the proposed aviation program which will put Boston an airport in East Boston unequaled in the entire country.

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

The valuation of the district, he said, is $10,000,000, while the airport investments, listed as follows, reach $35,000,000; East Boston tunnel, $10,000,000; highway between tunnel and airport, $5,000,000; Strandway Park in vicinity of Wood Island Park near airport, $1,000,000; development of State highway connecting with East Boston, $2,000,000; extension of rapid transit to Day sq. $5,000,000; building this year sought before Legislature, $1,000,000; development of airport, $1,250,000; investments of private interests, $2,000,000; expended by Commonwealth, $3,500,000.

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

Stress Preparedness

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

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

Concerning the possibilities of such a division in the air, he pointed out that one single squadron, the smallest fighting unit in the air, can release 64,409 rounds of ammunition and drop 28 tons of bombs in one minute. He painted a vivid picture of the division in the air.

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

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

As the division comes northward, Hartford, New Haven and Providence will be attacked and at night there will be night attack over Boston. On May 25th, war conditions will...
VOTES $1,119,000 FOR TWO SCHOOLS

Committee Agrees to Put Central Girls' High Next

Work Begins Soon on New Brighton and Dorchester Intermediates

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

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

Girls' School to Follow

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

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

Compromise Settlement

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

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

For Sale of Employment

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

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

The two buildings which will be built immediately are to be 60-room intermediate schools, in the Brighten district of Brighton and the Gilbert Stuart district in Dorchester.

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

Further Appointments

Other appointments were: Margaret C. Baker, Dudley district; Julia H. Collins, instructor of crippled children in homes; Maud C. Hartnett, Chestnut district; Joseph P. Donovan, Sumner Meredith. Joseph Walker, department of manual arts; Arthur B. Weener, department of household science and arts; Francis W. McPhee, Mechanics Art High School; Lee V. Halvorson, Charlestown Evening Commercial High; Alice L. Morse, Dearborn Evening School; Lucile H. Harbison, Ely Evening School; Frederick W. Lincoln, Claire E. Morgan, Evelyn V. Drew, Grover Cleveland Evening School; Ruth E. Kelley, Rose Woldt; Ruth E. Lynch, Washington Irving; Helen F. Eddy, Day School of Practical Arts; Elizabeth A. Beasley, Thomas J. Cannon, Caroline H. Brennan, extended use of public schools; John J. Brennan, custodian Peter Faneuil School.

BOSTON AIRPORT'S NEEDS DISCUSSED

Passage of Bill Appropriating $250,000 for Building Urged

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

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

"The bill also provides for such adjustment of the facilities as may be deemed necessary.

It further provides that 'any lease or leases executed by the Secretary of War under the authority of this act shall reserve to the United States the right to utilize the present area of Governor's Island and the underwater lands pertaining thereto to such extent as in the opinion of the Secretary of War may be necessary and to transfer such property suitable for airport purposes.'"

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

Curley's Request Granted

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

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

The Committee on Public Health reported the Governor's Island lease bill to withdraw the petition of Lewis B. Cutler that provision be made for locating local health officers and agents.

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

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

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

$50,000 STORM PAY TO JOBLESS

Emergency Force May Wind Up Work Tonight

Boston's snow fighting division, comprising 1,600 emergency shovelers recruited from the ranks of the jobless, will continue today to clear away the remaining white banks along the curbs of the city's streets.

Mayor Curley's order canceling overtime payments for the regular city forces provided a harvest for the unemployed, which will probably reach more than $50,000, for four days' work. Fully 1,600 wielded their shovels all day yesterday until they were relieved at 5 o'clock by a night crew of 600. They will complete their work tonight probably.

CITY HALL NOTES

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

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

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

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

Proposed legislation increasing the salary of Police Commissioner Hultman from $8,000 to $12,000 a year was questioned by Councillor Robert Gardiner Wilson, Jr., of Dorchester, yesterday, when the Council received Mayor Curley's message, disapproving increases of $200 for the members of the police department.

"If serious consideration is to be given the suggested increase of $4,000 for the police commissioner," said Councillor Wilson, "like consideration should be extended to all other members of the police department."

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

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

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

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

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

To the Fair!

Mayor James M. Curley shown yesterday at City Hall as he gave keys to the city to Miss Alkiki Diplanakos, of Greece, selected as "Miss Europe" in foreign competition of beauties.
Boston Children Now Can See Cow at Zoo

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

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

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

"Bossy," loaned to the city by the Rev. John Connolly, procurator of the Brighton Ecclesiastical Seminary, will continue to hold a prominent place in the city's animal family as long as Mayor Curley remains in office. Eight years ago he bought a cow for the zoo but during his absence from City Hall for four years, it was sold. Not having heard of the sale, the Mayor recently stated at a convention of poultry men that he had placed a cow and some hens at Franklin Park because city children did not know what domestic animals looked like, though they were on friendly terms with the hippo, the elephants and the other great beasts of the jungle. It was only when a Post photographer went out to the zoo to get a picture of the cow that the Mayor learned his acquisition of 1922 had been driven from home.

BIG HONORS TO LEGION CHIEF
Banquet, Reception to O'Neil Saturday Night

More than 250 Legionnaires from all over New England will attend the banquet and reception for National Commander Ralph T. O'Neil of the American Legion next Saturday night at Hotel Statler.

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

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

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

BOSTON TAX LIMIT AT $16
Bill Fixing Amount Reported to General Court

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

Last year the committee allowed a maximum limit of $16, but the Mayor found it unnecessary to go that distance. This year, despite the heavier expenditures for welfare work and unemployment conditions generally, Mayor Curley expressed his belief that the limit would have to be only 75 cents higher than a year ago.
Dayton, O., on May 18 and will end over Washington on Memorial day, will take in the entire country. They are expected to be seen by 75,000,000 people, said the speaker. In order to give a word picture of the gigantic bombardment which will be staged over Boston, Secretary Davison said:

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

Those who fought in the battles of Lexington and Bunker Hill will turn over in their graves, he said, if they could see the progress which has been made in military science. The new American planes can release more ammunition than was fired in all the battles of the revolutionary war. One unit of this first division can fire 68,400 pounds of ammunition in one minute and drop 214 tons of shells in one minute.

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

Mayor Curley, who presided, emphasized that the development of the airport is essentially in the interest of national defence. He said that he was confident that the legislature will appropriate $250,000 for national guard hangars and buildings at the airport and $50,000 for its development.

Other speakers included Councillors Herman L. Bush and Laurence Curtis, 2d, Dr. Edward L. Logan, Senator Caspar P. Bacon, Rear Admiral Louis M. Nulton, commandant of the Boston Navy Yard, DeWitt C. DeWolf, who represented the Governor and Gen. Fox Conner.

The various air corps and national guard squadrons will concentrate at Wright and Fairfield aerodromes near Dayton, O., on May 18 and 19, and on May 26 by flying westward over Spring- \ndale, Troy, Schenectady and Albany.

GOVERNOR'S ISLAND LEASE APPROVED

House Unanimous for Boston Airport Extension

[From Herald! Washington Bureau]

WASHINGTON, May 25—The House late this afternoon unanimously passed the bill leasing Governor's Island to the city of Boston for development as an extension of the airport. The measure now goes to the Senate for approval, which can be obtained this session if consideration is expedited as rapidly as in the other chamber.

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

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

Councillor Curtis offered no opposition to the amendment proposed by Representative Shafter of Wisconsin, providing that in case the government should subsequently reclaim the property in time for Federal use, or for any other reason, it should not be put to any expense. Then the House passed the bill unanimously, without a voice vote.

Chairman W. Frank James of Michigan of the military affairs committee obtained an important and unanimous favorable report from that body.

Mayor Curley of Boston appeared before it personally to urge prompt action. A flight to Boston for a personal inspection had a few days previously impressed the chairman with the progress being made at the airport.

PAINTS FIRE PERIL ON PARKER HILL

Councillor Power Asks for Better Protection

A dramatic picture of the conditions which he said exist in the Parker Hill section of Roxbury whenever fire breaks out was presented yesterday by Councillor Leo F. Power in support of his order asking for adequate fire protection. He said:

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

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

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Lieutenant-General Edward L. Logan cited the importance of aviation when he related a story of two battalions of the 101st Regiment being raked "fore and aft" by German artillery on Oct. 23, 1918, because they had been discovered awaiting the 9:00 hour by a German plane. That day the 101st suffered more casualties, he said, than had been received up to that date in the war.

Admiral and Councillors Speak

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

KIRSTEIN IS GIVEN THANKS

Resolutions Presented by Mayor Curley

In appreciation of his gift of a $50,000 memorial branch library to the city and his service on the board of library trustees, Mayor Curley yesterday presented to Louis E. Kirstein, Boston merchant, an embossed set of resolutions adopted by the City Council. City Councillor Herman L. Bush of Roxbury, who introduced the resolutions in the Council, assisted the Mayor in their presentation to the founder of the Kirstein branch memorial library for business men at City Hall avenue and Williams court, the site of old police station 2.

In his presentation address the Mayor declared that the use of the new library branch had exceeded all expectations by serving an average of 63 people a day, of whom 45 received books in the business branch on the first two floors, while the remainder went to the general adult's branch on the third floor of the beautiful brick structure.

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

GREAT ARMY AIR FLEET TO ‘RAID’ BOSTON IN MAY

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

DAVIS ON OUTLINES PLANS FOR ‘INVASION’

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

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

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

The manoeuvres, which will begin at
HUB TO SEE BIG AIR MANEUVRSES

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

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

DIN WILL BE TERRIFIC

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

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

Airport Plans Approved

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

Mayor Curley brought home to the audience how gigantic those plans are when he pointed out that while the total valuation of East Boston was $46,000,000, by 1928 with the completion of the airport development and East Boston tunnel, the Strandway development at Wood Island, the Porter street extension, and other projects now under way, the total cost of such work would amount to $35,000,000, or $5,000,000 less than East Boston is actually worth at the present time.

Manoeuvres to Start May 18

While lauding the East Boston airport as "magnificent" and declaring no other large city in the country had a better one, Secretary Davison stated that he was particularly interested in the dinner discussion of the State appropriation for the national guard hangars. The Massachusetts National Guard aviation unit should be in the forefront, he said, of the 50 similar units in the country and when the new hangars are built the national guard will be supplied with the finest equipment the government can supply as well as being recognized by the Federal Militia Bureau.

The aerial manoeuvres will start on May 18, when the fleet of 627 planes starts from Dayton, Ohio, and "attacks" New York on May 21. In battle formation it will strike Boston next on the night of May 22, and repeat the combat manoeuvres the following day, he said. Squadrons will go as far north as Bangor and then the whole fleet will leave the State by the western Massachusetts gateway. The manoeuvres will extend throughout the nation and be witnessed by 75,000,000 people.

Tells of Governor's Interest

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

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

Stresses Need of Preparedness

"When the war broke out America had little or no aviation," he said. "One of the first things done in the war was to vote millions for aviation. The bill was passed in the spring of 1917. I was chief of operations with the A. E. F., and one of the difficulties we had was to get planes. On Nov. 11, 1918, I think we had 512 planes at the front. More than a billion dollars was expended and practically all of the 511 planes were of foreign manufacture. You cannot prepare after the war breaks out."
Mayor's Policy on Common Hit

Defendant Also at Hearing on Free Speech Issue

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

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

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

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

Petitioner Explains

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

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

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

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

"I strongly object to having any man," attorney Thompson continued, "tell me what subjects I may discuss or not," because it is a public park.

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

"Not Speaking as Radical"

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

"I don't think the Mayor or the Governor or any other man is wise enough to say what any man, no matter how ignorant, is to think, believe or tell other people about," he said, adding the committee might think there were in existence un-

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

The Councilor from Roxbury was so his element and following his attack on the "Goos Goos," his order was passed making the President of the City Council to name a committee of five Councilors to call upon Gov. Sheehy and request that a partial investigation be conducted of the Civil Service Commission. His cited cases of men rejected by the commission.

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

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

A ledge on the John J. Connolly Playground, Ward 31, was the subject of an order by Commissioner Kelly. The ledge he termed a menace to the children and also its presence prevented the field being used for skating. His order called for an appropriation of $25,000 for the removal of the ledge and asked that when the work was done, that provision be made whereby skating will be possible in the Winter.

Asks Police Pay Rise

Mayor Curley's answer to the Council request for raises for policemen and firemen, that this was no time for it, received some attention from Councilor Sullivan, who after paying a tribute to the men who had already contributed $2000 from wages to the unemployed fund, said that if Police Commissioner Sullivan received a raise, that the policemen should get one.

Councilor Leo F. Power forcibly called attention to the fact that Ward 10, Roxbury, where there were hospitals, convents, many various institutions and hundreds of dwellings, was not a single piece of fire apparatus and in case of fire depended upon apparatus from Wards 4, 5, 6, 7 and 11.

Residents of his ward, he said, were called firemen and on many occasions had to do rescues for firemen, but he insisted the ward should have at least a fire house and one piece of apparatus on top of Parker Hill, a fire house that existed 20 years ago, was destroyed by fire because apparatus could not reach the scene because of the grades.

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

Dowd Lauds Mayor

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

Councilor Dowd advised the secretary of the organization to return to Syracuse, and request that Mayor Curley be sent a letter there was more graft in that city than Boston. Members of the organization were told to stay at homes in Brookline, Newton and Beverly and not tell Boston how to run its affairs.

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GRADUATES RALLY TO FIGHT PROJECT

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

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

COMMITTEE E.H.S. ALUMNI

The registration of English High would drop from 2384 to about 680, and the Girls’ High enrollment would fall from its present total of 2085 to 1200. It was pointed out that only the residents of the South End, North End, Beacon Hill and lower Back Bay were permitted to attend the favored old central high schools, as the remainder of the pupils now come from other residential sections of the city.

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

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

School department statistics revealed that 225 pupils at English High School, only 650 reside in the so-called Boston proper district. Of these, 373 come from the South End, 163 from the West End, 123 from the North End and 36 from the Back Bay.

Where Others Come From

Of the remainder, 353 travel into town from Dorchester, 135 from Roxbury, 121 from Roslindale, 114 from Jamaica Plain, 94 from West Roxbury, 94 from Brighton, 73 from Allston, 49 from West Roxbury, 48 from Brookline, 43 from East Boston, nine from Forest Hills and nine from Hyde Park, indicating that the Boston Elevated will oppose the proposed plan to force students to attend their local high schools.

Similar conditions prevail at the Girls’ High School, according to the school records, showing that of an enrollment of 2620, only 85 girls lived in Boston proper. Of these 260 came from the South End, 231 from the West End, 177 from Beacon Hill and the lower Back Bay.

Of the traveling students at Girls’ high, 361 came from Dorchester, 211 from Roxbury, 161 from Brighton, 139 from Charlestown, 139 from West Roxbury, 76 from Jamaica Plain, 120 from South Boston and 31 from East Boston.

Mayor Curley to Address Improvement Ass’n

Mayor Curley will be invited to address members of the improvement association on his plan of annexing adjoining cities and towns to make a Greater Boston. It was announced yesterday by President Frank R. Mahoney. The meeting will be held every next month at the North Junior High School, Quincy.

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

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

The council passed the order under suspension of its rules.

“This order is a condemnation of the Good Government Association and is a means of telling the members of that organization that the City Council has faith in Mayor Curley,” Dowd said “Recently the association criticized Mayor Curley’s system of awarding contracts to those who are prepared to begin work at once. The present unemployment situation justifies Mayor Curley’s action,” Dowd continued.

“Sherard, the secretary of the association, should go back to Syracuse. He will find that there is more graft there.”

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

BRIGHTON SCHOOL PLANS IN 30 DAYS

Action in Dorchester Building at Once Also

Plans for the erection of an intermediate school in Brighton, to cost about $600,000, should be ready for advertising within 30 days, according to an announcement of Mayor Curley today. This morrow the Mayor communicated with Public Works Commissioner Rouke and the latter informed the Mayor that Albright Blaney, architect, were notified to complete the plans.

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

Board Backs Mayor for $1,119,000 Construction

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

CALLED "COMPROMISE"

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

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

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

Will Meet Opposition

Despite the fact the committee unanimously voted to use the construction of the new girls' high school the paramount issue in the new buildings program, when the Legislature gives the money, it was pointed out by several last night that this step would meet with opposition at New York.

Mayor Curley and Finance Commissioner Goodwin have insisted from the start, it was stated, that no new high schools be built until five intermediate schools are constructed. Goodwin contends that out of 27,998 pupils of the intermediate school age, 9,677 have been provided with seats in regular intermediate schools. He says that the school committee has expended $825,155 for five sites for intermediate schools, none of which has been used to date.

Last night's action by the school committee was only came as a distinct surprise to those favoring the Mayor's plan, but caused keen disappointment to those fighting for the past six years for the new girls' high school.

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

Chairman Hurley announced that pending the construction of the new central girls' high school the pupils now in the annex of the girls' high school on Massachusetts Avenue will be transferred to the Bowdoin School in the West End or, if found more practicable, to some other school. This transfer of students is to take effect at the start of the next school year in September. The committee adjourned at a call to go to lunch, and after luncheon resumed a star-chamber session. They issued no statement concerning this, but it was reported as being for the purpose of considering action on the sections of the survey board report already made public. At the conclusion of the meeting Mrs. Pigeon, speaking to the newspapermen, stated she hoped it was understood that the sacrifice she made in this matter.
**DEFEND BOSTON’S RIGHT TO RATE DIFFERENTIALS**

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

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

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

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

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

**Atty Parker Tells of Studies**

When attorney George H. Parker took the stand in the late afternoon he testified as to his experience as consulting analyst and attorney, and spoke in particular of a special study for the New England Governor’s Railroad Committee on the subject of transportation within New England with particular reference to factors which may measure the relative density of traffic or business activity.

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

**Costs to Boston Lower**

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

"I think it is accurate to say that, in regard to most important origins and destinations in the territories spoken of, if suitable recognition were given of the relative transportation costs that a material readjustment of the rate structure to and from the port of Boston and to and from New York free lighterage limits would be inevitable."

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

"The study shows a straight average cost for the transportation of general traffic between trunk line and central territory based on a study with reference to 14 representative points in those territories and Boston of $5.25 per ton. Between the same representative points and New York free lighterage points the straight average similarly computed amounts to $6.33 per ton if based on the east-bound costs and $8.55 per ton if based on the west-bound costs."

**20 Percent More to New York**

"In other words, the figures with respect to New York traffic are 120.5 percent and 124.8 percent of the Boston traffic."

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

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

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

**Taking Boston’s Business**

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

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

"In 1922 the total foreign commerce of New York and Boston combined amounted to 27,000,000 tons, of which New York handled 22,765,000 tons, or 84 percent, while Boston handled 4,257,000 tons, or 16 percent.

"In 1929 the total foreign commerce of New York and Boston combined amounted to 29,903,000 tons, of which New York handled 27,377,000 tons, or 91 percent, while Boston handled 2,525,000, or 9 percent."

"If the same test is applied to foreign exports, it is found that in 1922 the foreign export commerce of New York and Boston combined amounted to 11,089,000 tons, of which New York handled 10,389,000 tons, or 93.7 percent.

"In 1929 the foreign export commerce of New York and Boston combined amounted to 10,245,000 tons, of which New York handled 9,037,000 tons, or 87 percent."

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

**Explains “Vicious Circle”**

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

"Despite the fact that the soliciting agents were unable to secure any export business for this port," he said, "the reason given was that the rate differential was in favor of Philadelphia, Baltimore, and Montreal and the more frequent and diversified steamship services available at New York."

"This simply confirms what we know to be the fact that in an effort to build up the business of the port of Boston we are traveling in a "vicious circle."

"The steamers are forced to make Boston simply a port of call because they cannot procure bulk cargo offerings here, and the only bulk cargo available from the Middle West cannot be secured on account of the rate differentials, handiwork, and the occasional and frequent steamship services available at New York."

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

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

**DRAFTING PLANS FOR CHARLES-ST STATION**

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

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

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

PERHAPPS THE DISTINGUISHED BROADCASTERS WILL OCCASIONALLY COMBINE IN A VOCAL DUE TO THE TAXPAYERS.

NO DOUBT THE STATE CARUSO WOULD CHIP IN TO HELP PUT THE ELY HOUR ACROSS WITH A BANG.

MR. PRESIDENT, I MOVE AN ORDER FOR A G.O.P RADIO STATION HERE TO HEAD OFF THE DEMOCRATIC SLAMMING OF OUR GRAND OLD TRADITIONS ON THE AIR!

BUT GUY ELY WONT HOG THE STATE AIR WITHOUT A G.O.P COMEBACK.
of January of the present year, 1931, with the fact that the sum of $7,000,000 will be necessary to meet the requirement for the year of the Public Welfare Department. This sum is 200 percent in excess of the amount expended in any normal year and $2,000,000 more than the expenditures made during the year 1930.

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

"I have already announced that with the exception of the sliding scale system in operation in the case of the Police and Fire Departments, no increases in salaries will be allowed for the year 1931. I have discussed with the school authorities the advisability of abandoning for the year 1931 the pay-as-you-go policy as applied in the construction of school buildings and the substitution of a system of bonded indebtedness similar to that which obviated in operation in the case of the school authorities the advisability of abandoning for the year 1931 the pay-as-you-go policy as applied in the construction of school buildings and the substitution of a system of bonded indebtedness similar to that which obtained prior to 1918.

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

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

CITY HALL BROADCAST BY CURLEY
First of Series on Government of Boston

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

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

LOSSING LEADERSHIP

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

In the census.

The report also attacks the great prestige is a burden to them.

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

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

Curley Approves Plan for $280,000 Street

Mayor Curley last night approved plans for the laying out and construction of Preble St., South Boston, from the junction of Dorchester Ave. and Dorchester at to Old Colony. It is estimated that the project, including land damages of $18,000, will reach a total cost of $280,000.
MAYOR INAUGURATES
CITY RADIO LECTURES

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

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

The burden upon the city because of unemployment, according to the Mayor, has grown so great that expenditures last month for relief indicated that in 1931 the sum of $7,000,000 will be necessary to meet the requirements of the Public Welfare Department. This is 200 percent in excess of the amount expended in any normal year and $5,000,000 more than the expenditure made last year.

Mayor Curley's Address

The Mayor's address follows: "The city of Boston is indeed grateful to the officials of station WNBC for this most unusual courtesy of being permitted the opportunity to acquaint the public as a whole, and not merely that minute details of municipal administration, for after all there is no business in the entire world that is more important or that is greater in volume or that represents a larger expenditure of money or that has a more important bearing upon either the happiness, health or misery of the people as a whole than the business of government as applied to the city of Boston.

"The expenditures during the month of January, under the control of the Mayor of Boston, I had an investigation conducted as to the financial status of the schools. The total valuation of school lands and buildings in 1916 was approximately $22,000,000, and against the $72,000,000 dollars there was an outstanding indebtedness of $18,000,000, and the margin of safety being so small, I recommended at that time a pay-as-you-go policy for the Public Welfare Department. This policy has proved so successful that under the pay-as-you-go policy inaugurated by me during a previous term as Mayor of Boston, the bonded indebtedness, on the other hand, has been reduced from $16,000,000 to about $4,000,000, so that we have $58,000,000 of valuation in school buildings and lands at the present time against an indebtedness of $10,000,000 in 1916.

Funds for Public Welfare

"An unprecedented situation has arisen during the last two months of 1930 and is greatly in evidence during the first month of 1931. I consider the most important business of Government is the welfare of the people and that the people might not suffer from industrial depression for which they are in no way responsible. Prior to 1909 there was a general division of authority in the conduct of the city activities. Prior to 1909 the City Council or the Board of Aldermen and Common Council, as they were in those days, had powers that were in many cases equal with the powers that were enjoyed by the Mayor. With a view to centralization of responsibility, in 1909 the charter was revised and almost absolute authority was vested in the Mayor.

"Prior to 1909 there was a general division of authority in the conduct of the city's business from the standpoint of expenditures when you consider that the total actual expenditures in a given year, say the year 1930, the year just closed, approximate $76,000,000. We are further impressed with the importance of the business of the city and the necessity of consolidating the departments of government directly under the control of the Mayor of Boston.

"Funds for Public Welfare Department of approximately $2,000,000,000. The busi

Greater City Movement

"Fifteen years ago, the movement started in America for greater cities and as a consequence, due to the failure of the cities and towns adjacent to Boston to federate with the city, we have gradually lost our position in the forefront of American cities. Today the city of Boston is more important bearing upon either the happiness, health or misery of the people as a whole than the city of Boston.

"The expenditures during the month
CONDEMNS EXTRA PAY FOR TEACHERS

"Fin Com" Committee's
Fifth Instalment

Would Have Evening and Summer Teaching Joined to Day Positions

Some way should be found of organizing the teaching program so that evening teaching and Summer teaching could be included in single full-time jobs, with a modified day school program, at a single salary, declares the investigative committee appointed by the Finance Commission to make a study of the school system.

The committee pointed out that more than $230,000 was paid last year to teachers in addition to their annual salaries.

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

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

Protective Recruiting

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

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

"This is a perfectly normal and natural thing; in fact, it is a perfectly protective one," "protective in more than one sense." Citing the high standards set by examination for admission to the eligible list and for admission to the Teachers' College, the committee declares that this, in effect, protects the school system against the unfit, but that it does not invite the best.

Nonresidents Shut Out

"The survey committee called attention to this fact and recommended open competition. The School Committee, itself, took minor steps to comply with this recommendation, but it has now clinched the nail by shutting out all nonresidents from the competition. This shows the very distinct purpose to protect, not the schools, but the insiders of the system.

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

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

"No matter how far a classification may be carried, it will always be true that the indicator of best qualified for one position will not be the best qualified for some other in the same classification. Somewhere there might be a way to be judged, if it is not commercially or seeking out the best available teachers."

The committee declares that the present scheme tends to lose safety first; that it protects the administration from any charge of discrimination between teachers from within the city, and the successful candidate; that once admitted to the "charmed circle," new recruitment is difficult, and that even admission to the Teachers' College seems equivalent to "old-age insurance."

District Lines

The committee assures that when population school population falls off in places common sense requires that the force be reduced. If the welfare of pupils were the first consideration, there would be a work of sifting out the less efficient teachers under such circumstances.

"No matter how ignorant, is to think, believe, do anything, and if enacted, would abolish advance to speech, and if enacted, would abolish advance to speech."

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

COUNCIL LISTS PLANS TO RELIEVE IDLENESS

Reports on New England Industrial Survey

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

The committee recently sent out a list of measures calculated to promote employment maintenance, and more than 70 percent of those replying declared that they would enact the measures to hold actual layoffs to the minimum and substitute the elimination of overtime and the restriction of work hours. The next essential is aggressive merchandising and development of new products for existing needs; and the third, that New England firms provide wages and working conditions that will prevent employees from moving to the South. The committee's report was submitted at a joint meeting yesterday of the committee and the presidents of the State Manufacturers' Association of New England.
Parker Submits Data on Costs at Rate Hearing

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

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

NATIVE OF ENGLAND

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

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

He is a native of Leicester, England, came to Canada when seven years old, and to this country at 14. He has been vice-president of the Delaware & Hudson railroad, comptroller of the Philadelphia & Reading railroad, and expert witness for some 400 railroad enterprises against the government. He is now counsel for the New England Lumber Producers' Association, and for two years was transportation expert for two Canadian provinces.

NEW YORK'S ADVANTAGE

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

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

Parker analyzed the costs in Boston of handling freight per ton mile as approximately 45 cents for the New Haven road and 40 cents each for the Boston & Maine and Boston & Albany, whereas the freight costs in New York harbor, which is now absorbed by the big trunk lines, vary from a red ink figure to a maximum of 47 cents per ton mile.

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

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

It is expected to be necessary to introduce a mass of statistics supporting the contention that existing railroad freight rates discriminate against the port of Boston in favor of New York.

George H. Parker, rate expert, was the single witness. When the hearing adjourned Parker, after answering a few questions, said he would meet with his direct testimony, and that by tomorrow attorneys for the opposition will be able to cross-examine him.

CURLEY STARTS BROADCAST SERIES

Stresses Need of Federated Boston in Radio Talk

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

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

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

CITY ADVANCES PLANS FOR DORCHESTER SCHOOL

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

Mayor Curley yesterday afternoon approved taking of an additional 480 acres of land for the school. The land is located at Alliea road and Hurlburt av.
Curley Scored for Placing Ban on N. E. Goods

Common Orators Exceeds Rail Cost

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

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

Mayor Curley was criticized by Attorney Thompson for the practice of obtaining permits to speak in advance of meetings. The chief executive, he said, "in the exercise of his power to regulate 'terrible acts' cadres is a candidate 'what a man is to think or believe or try to make others believe.'"

"Thank God," declared Representative Lewis R. Sullivan of Dorchester, coming to the defense of the mayor, "we have a Jim Curley to protect Boston and America." Edward D. Collins, legislative agent for the city, also defended Mayor Curley, in opposing the proposed measure. According to the large crowd at the hearing, declared, "Mayor Curley is not opposed to free speech by any decent, respectable agent for the city, also defended Mayor Curley for free speech-makings, asserted that the average cost of lightweight, east-bound, for the Boston net rate per ton-mile, while the rate from New York to Boston is 120.6 per cent of the cost from the same points, east-bound, and 124.8 per cent westbound.

"The charge that lighterage costs at New York for certain shipments from New England points are greater than the railroad's revenue from the rail haul is made at the hearing of the investigations today in the rate controversy between the city of Boston and the Boston Port Authority and New York. Other features of the case, pany of George O. Parker, its president, said, the rate of per ton-mile, I have, throughout the comparisons on which this summarization is based, taken the average cost of terminal costs at that point of 45 cents per ton for the New Haven, 40 cents per ton for the Boston & Maine, and 48 cents per ton for the Boston & Albany, these figures having been furnished by the carriers in questions."

Average Cost to Boston Lower

Mr. Parker's testimony, which frequently was interrupted by protracted arguments between opposing counsel, was resumed this morning with an analysis of railroad costs between a number of representative cities and Boston and New York. In conclusion, he charged that the average cost of shipping a ton of freight between these cities and Boston is $5.25, while from New York the average is $8.25 eastbound and $8.55 westbound, or that the rate to New York is 120.6 per cent of the Boston rate, while the rate from New York to Boston is 124.8 per cent of the rate from Boston.

Another instance he mentioned was a recent transfer of steel goods from ordnance, N. H., to New York and Boston. The rate to New York, a distance of 256 miles via the Boston & Maine, is 74 cents per 100 pounds. Of this, he said, the lighterage cost absorbs 85 per cent, leaving the railroad revenue of but 6.8 cents per ton-mile. Mr. Parker's testimony, which the committee had established, stated that the average cost of lightweight from Springfield to New York is 19 cents per 100 pounds. At 63.30 a ton, 90 cents per 100 pounds, he said, is $2.75 paid out by the railroad in lightweight, leaving a return for the rail haul of only 0.6 per cent. The rate to Boston on the same goods, he said, is 16 cents per 100 pounds, or 84.30 a ton, of which but 4.5 cents is paid into terminal costs.

Smaller Transfer Costs Here

From Pawtucket, R. I., he said, 6 cents per 100 pounds, and substituting New York is 19 cents per 100 pounds, on the same basis for 63.30 a ton, 90 cents per 100 pounds, they obtain, he said, 3.75 per cent paid out by the railroad in lightweight, leaving a return for the rail haul of only 2 per cent. The rate to Boston on the same goods, he said, is 16 cents per 100 pounds, or 84.30 a ton, of which but 4.5 cents is paid into terminal costs.

Smaller Transfer Costs Here

From Pawtucket, R. I., he said, the rate on bird compounds and substitutes to New York is 19 cents per 100 pounds. At 63.30 a ton, 90 cents per 100 pounds, he said, is $3.75 paid out by the railroad in lightweight, leaving a return for the rail haul of only 0.6 per cent. The rate to Boston on the same goods, he said, is 16 cents per 100 pounds, or 84.30 a ton, of which but 4.5 cents is paid into terminal costs.

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"Massachusetts Should Have the Best Air Corps"

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

Assistant Secretary of War Describes Scheduled Night Attack Over Boston

By Franklin Jordan

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

"Massachusetts should have the best Air Corps," said Mr. Davison. "We all know that the National Guard plays a fundamental role in the National defense and of the 91 squadrons Massachusetts ought to be and can be in the first rank. I've talked with many people here tonight about it and they are all in favor. Since everyone agrees why shouldn't we have them?"

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

Colonel Bacon Speaks

Mr. DeWolf said the governor wanted the audience to know how urgently the $250,000 appropriation is needed for the Air Corps. There is grave danger of losing the State Air Corps if improvements are not made immediately, said Mr. DeWolf. More than 40,000 citizens from the Berkshire to Cape Cod and from North to South in this great State have signed petitions asking their representatives in the legislature to do something to improve the guards.

Governor Ely followed the governor's speech by saying that before the appropriation was in the General Court the requests of the General Court be granted. Mr. Davison, in his capacity as assistant secretary, expressed his personal support for the proposal.

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

Preliminarily to the "war" planes will gather at Portland as follows: 204 pursuit planes, 325 observation planes, 54 attack planes, 56 bombardment planes, and 45 transports with a total of 740 officers and 431 enlisted men. Then from May 18 to 20 there will be practice work under command of a major general. On May 21, the fleet will attack New York city, where division headquarters will be established at Mitchell Field and operate from there to New England. On May 29 it will start for Washington.

Reports Bill Fixing Tax Limit for Boston at $16

The legislative Committee on Municipal Finance has reported a bill fixing the tax limit for Boston, or the appropriated amount, at $16 per $100 of valuation. Mayor Curley had appeared before the committee in favor of abolishing the city's present rate and allowed the $16 per $100 valuation. A delegation was present from Connecticut, including Colonel Clarence Knox, Connecticut Commissioner of Aviation, and Mayor Herbert H. Mills of the 43rd Division Aviation.

Kirsten Given an Embossed Tribute

One of the pleasing duties of Mayor Curley, at the dedication presentation to E. Kirsten, Boston merchant, of an embossed set of resolutions adopted by the city council in appreciation of his gift to the city library of the American branch.

The Committee on Education has reported adversely on the bill of Representative Lewis R. Sullivan that corporal punishment in all schools be abolished.
Mayor Curley Rushes Action on Building Two New Schools

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

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

ROURKE STARTS, TOO
The mayor communicated with Superintendent of Schools Louis K. Rourke. Rourke had also started in to get things done.

Girls' High and English High

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

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

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

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

SACCO COUNSEL ATTACKS MAYOR

Mayor Curley was severely attacked, and just as vigorously defended today during a hearing on free speech before the legislative committee on legal affairs. The attack on the mayor came from William G. Thompson, one time chief counsel for Sacco and Vanzetti. His criticism was based on the refusal of the mayor to grant permits to persons to speak on Boston Common.

The hearing was on a petition of Francis G. Goodale to require municipalities to set, apart portions of public parks for free speech making. The defense of the mayor came from Representative Sullivan of Dorchester and Edward D. Collins, legislative agent for the city of Boston, who opposed the bill.
American 2/3/31

Curley Tunnel Leading in Tabulation of Names

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

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

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

RESULTS

The results, so far tabulated, follow:

- Curley Tunnel: 46
- James M. Curley Jr. Tunnel: 27
- Curley Tunnel: 21
- Curley Tunnel: 9
- North Shore Tunnel: 2
- Paul Revere Tunnel: 2
- Curley Memorial Tunnel or Trench: 2
- Tercentenary Tunnel: 6
- Victory Tunnel: 5
- Hoover Tunnel: 3
- Noddle Island Tunnel: 4
- Gen. Edwards Tunnel: 4
- Curley Airport Tunnel: 4
- Tercentenary Tunnel: 4
- Prosperity Tunnel: 4
- Mayor James M. Curley Tunnel: 3
- Paul Revere Tunnel: 2
- North Shore Tunnel: 2
- East Boston Rapid Transit Tunnel: 2
- Curley Memorial Tunnel: 2
- Gov. Fuller Tunnel: 2
- East Boston Tunnel: 2
- East State Tunnel: 2
- Gen. Clarence R. Edwards Tunnel: 2
- Curley Transit Tunnel: 2
- Fish Tunnel: 2
- East Boston Airport Tunnel: 2
- Metropolitan Tunnel: 2
- Boston American Tunnel: 2
- Curley Traffic Tunnel: 2
- Meridian-Porter Tunnel: 2
- Meriport Tunnel: 2
- Ely Tunnel: 2
- Habano Tunnel: 2
- Byrd Tunnel: 2
- Abraham Lincoln Tunnel: 2
- Meridian St. Tunnel: 2
- Joffre Tunnel: 2
- Weckersham Tunnel: 2
- Boston Harbor Tunnel: 2
- Woods Hole Tunnel: 2
- Harbor Tunnel: 2
- Meridian Tunnel: 2
- Traffic Tunnel: 2
- Atlantic Tunnel: 2

OTHER NAMES OFFERED

The following designations have been submitted once each: Curley Under Boulevard, North East Side Tunnel, East Boston Curley Tunnel, Mayor James Curley Tunnel, Curley Clip, Ely-North Tunnel, Curley Jr., Tunnel, Curley Motor Tunnel, Curley’s Tube to Airport Curley Welfare Tunnel.

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

CURLEY ORDERS 2 NEW SCHOOL BUILDINGS

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

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

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

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

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

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

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

Contract Let for New Tunnel Site

A contract for removal of 15 wooden buildings from the approaches to the East Boston traffic tunnel on the Noddle Island side of the harbor was awarded to the Fellsaw Builders Co., of Boston, by Mayor Curley today. The contract will save much of the material contained in the buildings and will receive only $200 from the city.
CHECK FOR $30,000
TO AID UNEMPLOYED

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

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

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

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

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

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

CURLEY RETURNS
CHECK TO FORESTERS

Would Have Benefit Paid on Death
Of Son Used as Fund

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

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

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

City Faces Insignificance,
Say Greater Boston Backers

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

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

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

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

Silverman urged the committee to support either bill.

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

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

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

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

Chairman Kenneth D. Johnson of the Milton board of selectmen, one of the first opposition speakers, declared that Mayor Curley's bill was a camouflage and an opening wedge to annexation.

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

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

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


Law on Mash Dumping
In Sewers Is Rejected

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

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

Silverman argued in favor of Mayor Curley's bill for such limited amalgamation and also urged on the committee a somewhat similar bill of Prof. Joseph H. Beale, of Harvard, which goes a great deal further than the Mayor's proposal.

OPPONENTS PRESENT

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

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

The most important part of the measure, Silverman said, is that which provides for creation of a board of directors, called him the superintendent of police, fire and the intermunicipal boundaries, with a view to solving these and the intermunicipal boundaries, with a view to solving these for the economic welfare of each locality.

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

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

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

"There is no fear for Cambridge."

As a resident of Cambridge, Prof. Beale said he had no fear that city would be swallowed up by Boston, but feared it would be swallowed up by the railroad commission.

He agreed with another speaker, George R. Nutter, an attorney, that it would be well to have a referendum or any official votes on the subject of a metropolitan city. He declared the mayor's bill was a camouflage for annexation and that "we are the jackasses who are supposed to carry the load."

PROF. BEALE EXCUSES BLAME

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

"Boston is regarded as decadent," he said, "by the railroads and the Interstate Commerce Commission. That's because our demands have the force of only 800,000 persons. With a metropolitan city we would have the force of 3,000,000 and we would be heard. Prosperity can come from such a union."

NO FEAR FOR CAMBRIDGE

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TRAVELER 2/4/31

$30,000 FOR AID OF HUB JOBLESS

Sears Roebuck Company, Boston, Gives Check to Mayor Curley

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

The check was presented to the mayor through District Manager Chauncey S. Williams and General Manager Claude M. Henry, in addition to regular contributions made to charitable organizations of every character by the company.

"Sears Roebuck Company, Boston, Gives Check to Mayor Curley"

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CURLER OFF FOR PALM BEACH

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

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

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

CURLEY GIVES TEN MARRIED MAN JOBS

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

Sears, Roebuck Check Handed to Mayor

A CHECK FOR $30,000 was put where it will do the most good today when Mr. Henry, general manager of the Sears, Roebuck interests in Boston, handed it over to Mayor Curley and the mayor in turn passed it on to Mr. Hecht, chairman of the Overseers of Public Welfare, for use in aiding the unemployed. The sum was contributed by employees and officials of the Sears, Roebuck Company of Boston.

The mayor turned the check over to Simon Hecht, chairman of the Overseers of the Public Welfare.

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

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

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

Claude M. Henry

Mayor Curley

Simon Hecht

$30,000 GIFT TO AID JOBLESS

N. E. EXPORT TRADE GOES THERE

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

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

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

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

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

In industrial machinery, Boston shipped $1,000,000 worth, while New York shipped $10,000,000; cotton goods, Boston $1,750,000, New York $7,500,000; leather goods, Boston $2,400,000, New York $4,500,000; rubber goods, Boston $800,000, New York $2,800,000; textile machinery, Boston $700,000, New York $1,200,000; woolen goods, Boston $143,000, New York $500,000.

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

Boston, with 2000 vessels and 2,000,000 tons in 1900, had dropped to 1800 vessels in 1928 and had increased its commerce only 2,000,000 tons.
Asks Greater City in Radio Speech

In the first of the weekly broadcasts about municipal affairs, which are to be heard by a large number of persons who are not able to attend meetings of the legislative committee on metropolitan districts, Mayor Curley appeared yesterday on the air in Boston. Said the mayor: "We in Boston do not see where we would gain by such plans, but we do see one whit by such plans, but we do see one whit where we would lose," he said.

Mayor J. J. Beale of Somerville, president of the Federation of Municipalities, said it was a mistake to consider annexation as a way of solving the problems of Boston. He stated that the mayor's plan was not to annex any territory, but that it was to be a way of solving the problems of Boston, and that the city's prosperity was not dependent upon annexation. He said the cities and towns would not co-operate with the mayor's plan, but they would co-operate with any scheme of annexation.

Establishment of a Greater Boston, in the interests of all the people in the metropolitan district, was advocated today by a number of speakers before the legislative committee on metropolitan affairs. Appearing at a hearing in the State House on bills sponsored by Mayor Curley and Prof. Beale of Harvard, which call for the limited incorporation of the municipalities of the metropolitan district into a unit, the various speakers stressed the great advantages which would result from such a plan.

SCOPE OF PLAN

If you don't want to Boston lose its identity and the suburban towns lose their identity, then the smaller suburbs would have a better chance of getting a smaller identity, he said. The bill now going to the House would make the smaller suburbs feel more like the larger city, he said. The mayor's bill calls for the formation of a Greater Boston.

The mayor's bill calls for the formation of a Greater Boston, a city which would include all the towns of the district. The mayor said the idea of the bills was to give the small towns a chance to develop into a city, to be a part of a metropolitan area. The mayor said the bill now going to the House would give the small towns a chance to develop into a city, to be a part of a metropolitan area.

Opposes Referendum

In answer to questions of committee members, the mayor said that either bill would not be a menace to any particular town or city. He stated that the bill did not like the idea of submitting the question to a referendum. He said that the majority of the municipalities of the district would not co-operate with the mayor's plan.

He said that the question of annexation was a matter of a metropolitan mind. He said that the question of annexation was a matter of a metropolitan mind. The mayor's bill calls for the formation of a Greater Boston, a city which would include all the towns of the district. The mayor said the idea of the bills was to give the small towns a chance to develop into a city, to be a part of a metropolitan area.
Greater City Called Real Necessity

Silverman Tells Legislature
Boston Must Have Help or Will Sink Lower

By Forrest P. Hull

Greater Boston as more of a real necessity than ever before was argued before the legislative Committee on Metropolitan Affairs today by petition of Mayor Curley and Professor Joseph H. Hollis of Harvard Law School, the mayor acting for himself and the latter acting for a committee which the mayor acting for himself and the latter acting for a committee which the mayor had appointed to look into the problem. Two bills were discussed, each setting up an organization for the forty-three cities and towns in the metropolitan district for the taking over of the functions now entrusted to State commissions, each was termed a simple measure which would take away none of the political autonomy or pride which each community possesses.

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

Professor Beale’s Argument

Professor Beale reminded the legislators that the mayor’s committee was not comprised of Bostonians alone, but all members were metropolitan-minded, not looking for any particular favor but were interested in the conditions of their homes in the Greater Boston district.

Wanted an Organization

The mayor’s bill, as Mr. Silverman explained, provided simply for a political entity known as Greater Boston and would comprise the cities and towns that in the water, sewer and park districts, or other functions to be managed.

Advantages in the Bill

In discussing the advantages that would accrue from the bill, Professor Beale spoke first of a mill to prosperity. The district is now in the doldrums, he asserted. It got there earlier than other communities and should recover more quickly. A metropolitan organization would have the weight of 2,000,000 persons behind it in developing business. It is not the desire to appear big, but to be prosperous again that lies behind this bill.

Mr. Silverman was subjected to a series of questions from members of the committee, some of them facetious, and he handled himself with effectiveness. More than once he declared in terms that if the legislature pled to give relief Boston would soon become a menace.

When asked by Representative Twohig of South Boston why not Boston in a referendum should tan Boston in a referendum should run for a Greater organization that would satisfy the United States law of recognition for census purposes. March cannot support such a bill.

Mr. Silverman admitted that the present laws protect the localities and provide for the various services rendered, but he declared that it was all a slipshod method of handling community interests.

When Representative Standish of Stoneham suggested that he was merely setting up a balloon of great size without any practical advantage, Mr. Silverman declared that there were great advantages which could hardly be realized.

"Please take this bill as not a selfish proposition from the city of Boston," Mr. Silverman protested. "It is for the benefit of the entire State, yes, for New England has no control—only one vote. Boston is the commercial and transportation interest of the State, and I hope you will. I hope there will be an organization that would satisfy the United States law of recognition for census purposes. A Greater Boston is a very good idea, but he that he was not altogether in favor of the plans for the executive administration for such a proposition. He said present Boston elections are not altogether favorable to his plan and he expressed the fear that such elections would enter into the minds of the people in both small and large cities."

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

George R. Nutter stated that he was in favor of the proposition of a Greater or Metropolitan Boston, but that he was not altogether in favor of the plans for the executive administration for such a proposition. He said present Boston elections are not altogether favorable to his plan and he expressed the fear that such elections would enter into the minds of the people in both small and large cities.

A Greater Boston is a very good idea, he continued, but that "we should be impressed with the quality of citizenship rather than the quantity." He suggested that the plan of a Greater Metropolitan Boston be put before the cities and towns affected or else the plan should be tried experimentally for a period of ten years or so.

"However, if you are going to try it, and I hope you will, I hope there will be a bill to put the executive management on a proper basis."

Professor Beale told the committee that he and the members of his committee were perfectly willing to put the
to annexation. In reference to the petition of Professor Beale, he said the boroughs would carry the load and would be ready to do so if they were not set up. "We in Milton do not see where we would gain from such plans, but we do see where we would lose," he said.

Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the metropolitan district, said that his organization is not opposed to annexation. He said the cities and towns would co-operate to aid Boston but they will not co-operate with any scheme of annexation.

Asks Greater City in Radio Speech

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

He devoted some attention to a presentation of the financial situation of the school construction problem, contrasted the impressive existing condition with the indebtedness of $16,000,000 upon school property, valued at $25,000,000 in 1910, and voiced the belief that a departure for at least one year from the pay-as-you-go policy responsible for the practical elimination of schoolhouse indebtedness cannot be criticized.

Greater Boston Battle Opens at State House

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

Establishment of a Greater Boston, in the interests of all the people in the metropolitan district, was advocated today by a number of speakers before the legislative committee on metropolitan affairs.

Appearing at a hearing in the State House on bills sponsored by Mayor Curley and Prof. Joseph H. Beale of Harvard, which call for the limited incorporation of the municipalities of the district into a unit, the various speakers stressed the great advantages which would result from such a plan.

SCOPE OF PLAN

"If you don't help Boston, Boston will sink lower, and the other cities and towns of the state will follow," said Corporation Counsel Silverman, appearing to represent the mayor.

The mayor's bill calls for the formation of a municipal corporation to be known as Greater Boston.

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

Each municipality in the district would be a borough, while the entire new municipality would be governed by a president, elected from the district at large, and a council consisting of one member from each borough and one additional member from each borough for each 20,000 population. Silverman urged that either of the bills be reported favorably and said either plan would bring the cities and towns together to discuss problems of crime, disease, fire, traffic and taxation.

OPPOSES REFERENDUM

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

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

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

Silverman Tells Legislature
Boston Must Have Help or Will Sink Lower

By Forrest P. Hall

Greater Boston as more of a real necessity than ever before was argued before the legislative committee on metropolitan affairs today by petition of Mayor Curley and Professor Beale. As a member of Harvard Law School, the mayor acting for himself and the latter acting for a committee, which the mayor acting for himself and the latter acting for his committee, the mayor had appointed to look into the problem. Two bills were discussed, each setting up an organization for the forty-three cities and towns in the metropolitan district for the water, sewer and park districts now entrusted to state commissions, and each was termed a simple measure which would take away none of the political autonomy or pride which each community possesses.

It was not like other days in the relatively small committee room capable of seating upward of 40 persons. Here before this room had been crowded by citizens either curious to hear the arguments or to speak for or against proposals for more drastic action to be taken as possible. The committee was not comprised of Bostonians alone, but of all the various representatives from the communities affected. Time was available only for two community protests in the morning session, one from Judge Kenneth D. John-son, chairman of the board of selectmen of Milton, and the other from Mayor John J. Murphy of Somerville.

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

Seeks Political Entity

The mayor's bill, as Mr. Silverman explained it, provides simply for a political entity known as Greater Boston and would comprise the cities and towns that are in the water, sewer and park districts, the organization to be managed by a board of mayors and chairman of board of selectmen, each to hold office during his term of office, when the election of a new official he automatically becomes a member of the council. The mayor of Boston would be chairman.

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

A Greater Boston is a very good idea, he continued, but that "we should be impressed with the quality of citizenship rather than the quantity." He suggested that the plan of a Greater or Metropolitan Boston in itself should be put before the cities and towns affected, or else the plan should be tried experimentally for a period of ten years or so. "However, if you are going to try it, and you will be, you will have to adopt a bill to put the executive management on a proper basis.

The proposal would restore to the various districts of Greater Boston functions of government taken from them by law. George R. Nutter stated that he was in favor of the proposal of a Greater or Metropolitan Boston, but that he was not altogether favorable to the plans for the executive administration for such a proposition. He said present Boston elections are not altogether favorable to a city that would be swallowed up but it won't be by Boston. It will be in the obscurity of decadence, unless a change from the present system is made.

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Advantages in the Bill

Mr. Silverman argued that the advantages that would accrue from his bill, Professor Beale spoke first of a flippant to prosperity. The district is now in the doldrums, he declared, but is not the desire to appear big, but to be prosperous again that lies behind this movement? An increasing completion in transportation interests and appears before the Interstate Commerce Commission as a small city and is set down by the railroad people as decadent. Boston as the fourth city would give it the needed force. Fourthly, the bill would give to the Metropolitan district self-government.

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

Mr. Silverman told the committee that the change would result in the "swallowing up" of the smaller places, to which Professor Beale retorted that it would not be swallowed up but it won't be by Boston. It will be in the obscurity of decadence, unless a change from the present system is made.
SCORE PLANS FOR
GREATER BOSTON

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

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

Kenneth D. Johnson, chairman of the Milton Board of Selectmen, for example, in expressing his opposition, said that the "most objectionable part of the bill" was "simply camoflague and an opening wedge to annexation." Attacking Professor Beale's plan, which would make boroughs out of the existing cities and towns, he said the "boroughs would carry the load and would be in a way like the Richman, carrying the load for Boston."

"We in Milton," he continued, "do not see why we should be governed by a president elected from Metropolitan Boston at large, and a council consisting of one member from each borough and one member additional from each borough for each 20,000 population."

Likens Bill to Octopus

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

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

Arlington Well Satisfied

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

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

Arguments for Consolidation

In presenting arguments in favor of the bill of Mayor Curley, Corporation Counsel Silverman declared that no such plan of consolidation as suggested by the mayor is not eventually adopted that the outlying districts will suffer as will Boston. He argued that through a consolidation beneficial results would follow, particularly for outlying communities as well as for Boston.

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

Weymouth Voters Opposed

Skeptical of any benefits that would result to his town from any consolidation, Senator Newland H. Holmes of Weymouth viewed the situation as one designed to "swallow Weymouth and prominent Weymouth business men."

Representative George R. Nutter, prominent Weymouth attorney, who presented the plan for executive operation of the Metropolitan Boston, did not suit him. He said that he was not altogether satisfied with Boston elections in many instances and he further said he feared those unsatisfactory conditions as he viewed them might continue to result under a Metropolitan Boston.
CITIES AND TOWNS OPPOSE GREATER BOSTON BILLS

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

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

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

Business Aid, Says Silverman

Corporation Counsel Samuel Silverman opened the hearing. He said: "There is a feeling that the time has come when there ought to be a political entity or board incorporated known as Greater Boston. Boston has slipped and is fast becoming one of the small cities of the country. The great business minds of the country, for some reason or other, go to the large centers of America and look to the population of these cities for business. But the real Boston goes beyond the city of Boston. The real Boston is the Metropolitan Boston, the Boston that is tied together in the Metropolitan water system. We have a form of Metropolitan Boston, but we can't gain recognition as such, because it is not a separate political entity. We have a Metropolitan Boston for various purposes, but we are not established as a body corporate so that it will take rank with the big cities of the world. It is not a selfish proposition. We want a greater Boston not only for Boston, but for all the people of the cities and towns."

Mr Silverman said he did not like the idea of submitting the question to a referendum vote of the citizens of the cities and towns affected, but thought the Legislature could remedy the situation.

Beale for 2,000,000 City

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

He held that the drive for foreign trade being waged by Boston through more advantageous freight rates would be given greater impetus by being furthered by a city of 2,000,000 population than by one of 600,000.

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

Nutter Suggests Referendum

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

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

Prof Beale said the recommending committee was willing to hold a referendum; but suggested that it be after a trial period of 10 years or so. The first of the speakers in opposition was Judge Kenneth D. John-

MAYOR CURLEY GOES FOR A MONTH IN FLORIDA

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

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

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

Weymouth and Lynn Against

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

Representative Marion C. Burrow of Lynn told the committee that Boston for many years has had its eyes on the many valuable projects of her city and that citizens of Lynn have no right to propose any change to Boston after working so hard to establish them.

Crosby of Arlington Opposes

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

Either bill is like an octopus, with tentacles reaching, Repre.

sentative Josiah Babcock of Milton stated in opposition. He said he was a member of the Board of Education and could not see any benefit whatsoever to his town by the bills.

Frederick G. Bower, town counsel for Weymouth, said the Selectmen of his town were opposed and prophesied that the proposed boroughs would be the only ones to gain by the passage of either bill. He stated that the Town was not within any legitimate Metropolitan area and had everything to lose by coming into Boston. He expressed the opinion that the bill would absorb the powers of neighboring towns.

Cambridge, Chelsea, Quincy

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

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

Others appearing in opposition were Senator John D. Mackay of Quincy, Peter B. Biller of Cambridge, Representative Albert H. Burnham of Wel-

ington and C. F. Godfrey, assistant city solicitor of Cambridge.
GREATER BOSTON BILLS
FAVORED BY SILVERMAN

City’s Corporation Counsel Says Either “Ought to Satisfy All Objections”

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

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

“There is a feeling,” said Mr Silverman, “that the time has come when there ought to be a political unit or body incorporat...”

Unhelped, “Boston Will Sink Lower”

“The great business minds of the country, for some reason or other, go to the large centers of America and look at the population of these cities for business. But the real Boston goes beyond the city of Boston. The real Boston is the Metropolitan Boston, the Boston that is tied together in the Metropolitan water system. We have a spirit of Metropolitan Boston, but we can’t gain recognition as such, because it is not a separate political entity. These bills ought to satisfy all objections because no city or town loses its identity. We have a Metropolitan Boston for our water, sewer and transit purposes. As a matter of fact, we have a Metropolitan Boston for various purposes, but we are not established as a body corporate so that it will take rank with the big cities of the world. It is not a selfish proposition. We want a greater Boston not only for Boston, but for all the people of the cities and towns. If Boston takes a proper position everyone will benefit. If you don’t help Boston, Boston will sink lower and the other cities and towns of the State will follow.”

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

Prof Beale Tells Idea of Bills

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

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

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

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

Smaller Towns Well Represented

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

Prof Beale replied that proportionately they had a greater representation than Boston itself, and he added the control of the Metropolitan Council would be in the hands of the smaller communities. The power of the smaller places in this respect would be greater than that of Boston because their populations would be larger and be recognized as such by the mayor.

March Bennett of Boston, in favor of the proposal, was not in favor of the various districts of Greater Boston functions of government taken from them by law.

SEARS-ROEBUCK FOLK GIVE FUNDS FOR IDLE

$30,000 They Contributed Is Presented to Mayor

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

Curtley on Way to Palm Beach

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

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

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

The mayor and his companions plan to play considerable golf and to spend much time on the beach. The mayor intends to visit Havana to present the city’s municipal flags to President Machado and to the mayor of that city.
Waste in the sums devoted to administering the human factors of the schools, where results are intangible and not so easily measured, is the charge laid at the door of the school authorities with building schools with little regard for the real educational system. The committee charges the school authorities with building schools with little regard for the real educational requirements, the report states:

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

Overhead Multiplied

"Multiplying districts multiplies overhead," the report says. "Indeed the districting plan lies at the base of the educational system. When the elementary districts have been entirely relieved of the seventh and eighth grades, there will arise the question whether elementary districts will all be administered by masters of the same rank as those in Intermediate schools, or by principals of the rank of superintendents, or some similar rank, without a vast amount of waste, delay and misdirection." Of the administrative system. When the elementary districts have been entirely relieved of the seventh and eighth grades, there will arise the question whether elementary districts will all be administered by masters of the same rank as those in Intermediate schools, or by principals of the rank of superintendents, or some similar rank, without a vast amount of waste, delay and misdirection.

"It seems to us," says the committee, "that until a real study program, based upon a comprehensive redistricting of the city's division irregularly by its thoroughfares, physical barriers setting several sections apart, and the limitation fixed upon further growth of population by the city's narrow boundaries, is made possible, there is no real progress possible for the city's educational system."

Says City Needs Central Artery Now

Planning Board Chairman Addresses Truckmen

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

The city population is limited. No other city faces such a situation. The population increase must stop before many years and this should be taken into account in future building plans and other city plans. The school building problem is simplified by this condition. The substantial completion of a construction program over a period of 25 years, but Mr. Fay pointed out last night that "the type which will provide most immediate relief will have to come from the construction of the Central Artery circling the downtown business section." He explained that Mayor Curley had filed a bill in Legislature seeking authority to finance the project.

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

Mr. Fay explained that the plan calls for modernization of the present highway system by the development of a limited mileage of express roads and parkways of generous width to permit a continuous flow of traffic.
Sears Roebuck Gives
$30,000 to City Relief

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

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

Half of the contribution was made by the Boston employees of the firm, who turned in a day's pay each month for a period of four months, and an equal sum was added to their fund by the officers of the company.

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

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

"The splendid example set by the Sears-Roebuck Company," the Mayor stated, "is worthy of emulation by every business concern in Boston, and it is all the more creditable to the city's business men to do a like manner; the lot would be easier and the burden lighter for those who have for nearly a year been walking in the shadow of depression and adversity."
NEW YORK

CHIEF FOE

OF BOSTON

Free Lighterage Driving Ships From Hub, Says Expert

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

NOT ONLY GRAIN

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

It affected not only the export of grain he declared, but New England-made goods as well. In 1928 New England exported $75,761,460 worth of goods. Of this amount, he said, only about $100,000 worth went through the port of Boston, while about $18,000,000 worth went through the rival port of New York. Even in the export of cotton goods, all of which were manufactured in New England, he showed that New York received more than her fair share. The figures were $1,700,000 for the port of Boston and $7,500,000 through the port of New York. Similar conditions, he said, were shown in the export of textile machinery, rubber goods, hardware, paper and other lines for which New England is famous.

New York, Not Montreal

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

Under cross-examination by Wilbur La Roe, counsel for the Port Authority of New York, Mr. Parker was confronted with a report just issued by the Boston Grain and Flour Exchange, in which “the entrance of the government into the grain business” was complained of as one of the factors in lessening the amount of grain shipped through the port of Boston. “I don't know what the report means,” said the witness.

Built Up by Discrimination

Q—Do you think New York has a natural advantage in drawing to itself the passenger business to Europe as a result of the railroad rates that serve it?

A—Yes, because she has built up this business through discriminating rates. She has no geographical advantage; she would not have these passenger ships if there had been a proper adjustment of rates years ago. Boston would have them because she is nearer to Europe.

Ships go to New York on account of a situation that has cried out for adjustment for years. It is too bad the Interstate Commerce Commission when it finished the lighterage case did not go ahead and fix the rates.

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

Under cross-examination by John Finner, counsel for the Brooklyn Eastern Terminal Co., Mr. Parker was asked if any undue prejudice would be involved if lines serving Boston through New York harbor were permitted to meet the rate of lines serving New York. He replied: “I don't think it would.”

The hearing will be resumed at 9:30 a.m. today.

MISS CONNOLLY GETS CITY JOB

Fired 'Phone Girl on Hall Switchboard

Having failed in her attempt to secure reinstatement with the telephone company on appeals to the State and to the courts, Miss Margaret J. Connolly of 345 Bowdoin street, Dorchester, secretary of the Boston Central Labor Union, was placed on the city payroll yesterday by Mayor Curley at a salary of $27 a week.

Because her name appeared on a petition of the union which the telephone company considered as opposed to its interests, Miss Connolly was removed from her position, it was alleged.

With officials of the union supporting her, she took legal measures in an attempt to regain her job, but without success.

Under the appointment granted her yesterday by the Mayor, Miss Connolly will serve as a temporary operator at City Hall for three months, starting tomorrow.

PLANS FOR $650,000

SCHOOL ORDERED

For the construction of a $650,000 intermediate school building in the Gilbert Stuart school district at Neponset, Mayor Curley yesterday approved the award of a contract for plans to John M. Gray, architect.

Girls' High—English High

THOSE persons who would put into force a program for the gradual elimination from English High school and Girls' High school of pupils from communities other than the central district overlook one important advantage of continuing the present system of taking in boys and girls from all parts of Boston.

We wrote several days ago about the desire of many parents to send their girls to girls' schools and their boys to boys' schools. Critics of the present system say that some day there will be in every district a high school for boys and a high school for girls.

Even then there is good reason for continuing to use Girls' High school and English High school for girls and boys from every district of Boston. Throughout the city there is a variety of prosperity in the various districts. Some districts generally are more prosperous than others. From all these districts, rich and poor, boys and girls go to Girls' High and English High. There is a democratic commingling, an excellent training for a life to come. Any other system tends toward provincialism. There is some degree of difference in material prosperity within each district, but no such variety as exists throughout the entire city.

At these two schools youngsters mix in a fraternity and sorority that through the years have produced gratifying results.
CURLEY, WITH DAUGHTER, OFF FOR FLORIDA

Mayor Curley and his daughter, Mary, left Boston last night for a brief trip to Palm Beach, accompanied by Budget Commissioner Charles J. Fox, City Treasurer Edmund L. Dolan and City Greeter Thomas J. A. Johnson.

Commissioner Fox and the mayor, during the journey, to clean up the budget for 1931. The commission will return to Boston soon after reaching Florida.

The entire party will return by March 1. Mayor Curley said he has planned to make a short trip to Cuba, and will present the mayor of Havana with a city of Boston flag.

The mayor's last official act before leaving the city was to appoint Miss Margaret Connolly of Bowdoin St., Dorchester, a telephone switchboard operator at City Hall, for a three-month period. Miss Connolly, who is recently discharged by the New England Telephone Co. for alleged activity in behalf of a telephone rate reduction.

Curley Leaves for Rest in Florida

Mayor Curley left yesterday after a month's vacation at Palm Beach. He was accompanied by his daughter, Mary Curley, City Treasurer Edmund L. Dolan, Budget Commissioner Charles J. Fox and City Greeter Thomas J. A. Johnson. During the journey they will present the mayor and Mr. Fox will complete the appropriation budget for presentation to the City Council.

Curley Invited to Speak in Chicago

Mayor Curley was today invited to be the guest of honor and principal speaker at the annual St. Patrick's Day dinner of the Irish Fellowship Club of Chicago in that city on March 17. More than 1,000 prominent residents of the city of Irish birth or extraction will attend. Michael Igne of the Democratic National Committee is president of the organization.

E. P. WILL VETO SALARY RAISES

Curley's Bill for Increasing Governor's Pay Called Inopportune

Gov. Ely will veto Mayor Curley's bill to increase the Governor's annual salary from $10,000 to $12,000. If the Legislature passes the measure now before it is for consideration. He likewise will refuse executive sanction on bills seeking to give increases to high-salaried employees in the state service.

The Governor is convinced that the salary of the chief executive should be increased but he is opposed to legislation of that character this year because of the depression in business and the widespread unemployment situation. For the same reasons he is not in sympathy with other salary increases.

The Curley measure has been heard by the committee on public service. It was supported at the open hearing by Samuel Silverman, corporation counsel for the city of Boston. The committee has withheld its decision on the measure and there is a chance that it will be redirected to become effective in 1933. The Governor may be willing to sign it under such a provision.

PLAN TO ELIMINATE MANY STREET POSTS

Conry Reveals Program to Group Signs and Signal System Units

Elimination of unnecessary posts and poles on Boston street corners, and grouping of signs and signal system units on one ornamental pole is a program of civic beautification now under way in Boston. Traffic Commissioner Conry disclosed last night at the 43d annual banquet of the Boston Jewelers Club at the Copley-Plaza.

"We have been cumbering our street corners with too many obstructions. Sign posts, fire alarm poles, police signal posts, electric light posts, trolley poles, fire hydrants and now traffic signal light posts are being put in," said Mr. Conry. "We are trying to correct this congestion by grouping all on one pole. All fire hydrants should be located on the building line and recessed into the building. This is a reform which will add to the beauty of our streets."
Rourke Fears Extra Fire Hazards Near

City Resents Short Notice to Reduce Fire Fighting Service One Half

Summary notice has been served upon the City of Boston, by the public trustees of the Boston Elevated system, that the high pressure steam fire station at Lincoln Wharf must be vacated by June 1. The railway is terminating the lease as of March 1, and thus gives the city only three months to relocate and maintain the efficiency of the auxiliary fire fighting service that embraces the entire business district.

Commissioner Rourke, who announced the Elevated's action today, expressed his resentment at what he calls "this indecently short notice to abandon one-half the pumping capacity of the high pressure fire system," indicated a degree of fear that the business district would not be sufficiently protected during the summer and criticized Mayor Andrew J. Peters for having provided for the installation of high pressure stations on leased premises.

As a cause of additional worry on the part of the city officials, there comes the announcement, also through Commissioner Rourke, that the other high pressure pumping station, situated at the plant of the Edison Electric Illuminating Company on Atlantic avenue, may have to be vacated within a few years. Therefore, it will be necessary for the city administration to find two new locations, preferably on the waterfront for the system which has been in full operation only since 1922.

Commissioner Rourke considers it a shame that Mayor Peters did not follow Mayor Curley's plan at that time for locating the pumping station at the North End paving yard. If that course had been followed, Mr. Rourke says, "the city would not be in its present predicament."

Rourke's Statement

Commissioner Rourke's statement follows:

"The public works commissioner and the fire commissioner received notice, by letter, on Feb. 8, from the Boston Elevated Railway that they must vacate the premises now occupied by the high pressure steam fire station at the Lincoln Wharf generating station of the Elevated, fixing June 1 as the limit when all of their equipment must be removed."

"This is one of two high-pressure pumping stations, the other being located in the Atlantic avenue plant of the Edison Company, and which we have just learned may have to be vacated within a few years. This means that the city of Boston must seek a site for, and build, one or more high-pressure pumping stations. In order that this valuable adjunct of the fire-fighting equipment, in which there has been invested up to date over $2,000,000, may be kept in service.

"The pumping equipment is the heart of the whole system and connected hydrants, and this unexpected and indecently short notice from the Boston Elevated to vacate means that the Edison station with only two electric pumps of a total capacity of approximately 6000 gallons a minute at three hundred pounds pressure, would be available after June 1, so that were we threatened with two simultaneous, large fires within the high pressure area, this service could not respond, and dependence must largely rest upon the motor equipment of the fire department.

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1922. "At the Elevated steam station conditions are extremely congested and disgraceful for the men who stand here, and the reason the location is practically unbearable on account of the excessive heat from the steam mains. The Edison electric station is more comfortable, but both are a disgrace to the city.

"All the other cities having high pressure fire services, including New York, Philadelphia, Brooklyn, Cleveland, Toledo and Baltimore, have creditable public buildings in appearance and comfort, and it was left for Boston, with the example of all the other cities before it, to disgrace our civic pride by these cheap and ill-considered makeshift pumping stations in leased premises, one of which we must vacate at such short notice, and the other perhaps within a comparatively short time.

"We knew of no civic activity with less excuse for being accommodated on leased premises, where we are and have been tenants at will, than the high pressure fire service. Had the Peters administration proceeded with the construction of a pumping station, for which bids had been opened just previous to Mayor Curley leaving office in 1922, located in the North End paving yard adjoining the North End Park and electrically operated with current from the Elevated services, the city would not be in its present predicament, and we would have had a pumping station complete with those in the other cities, handsome and commodious, well located, municipally owned, and providing pleasant and comfortable quarters, with fresh air and sunshine, for the men in attendance.

"Unfortunately, due to the construction of the harbormen's police station and fireboat crew quarters by Mayor Peters, this site in not now available, and it is indeed a pleasure to find a location on the most suitable waterfront from a new station, as during Mayor Curley's first term we fought, unsuccessfully, almost all the other favorable locations in this vicinity.

"The Elevated letter states the additional space is needed at the Lincoln Wharf station for the installation of a new turbo generator and new boilers, and perhaps it is not our business to question the advisability, during this period when the revenues are at a minimum or very greatly reduced, of spending a very large sum for additional power generating units."

"We certainly do resent this indecently short notice to abandon one-half the pumping capacity of the high pressure fire system, which has done so much to reduce the conflagration hazard in this city, and particularly is it to be condemned when the Elevated affairs are supposed to be directed by a board of public trustees."

Automobile Bodies for Central Artery

Mayor Curley's petition for construction of the Central Artery extending from Charlestown and Merrimac streets through Haymarket square to State street and to Arlington square, as embodied in House bill 1259, was unanimously approved by representatives of nine automobile organizations meeting at the Hotel Statler last evening.

These organizations were: Automobile Association of America, Automobile Legal Association, Motor Vehicle Conference Committee, Motor Truck Club of Massachusetts, Boston Automobile Dealers' Association, Boston Commercial Motor Vehicle Association, Massachusetts Automobile Dealer and Garage Association, Motor Coach and Bus Association of New England, and Metropolitan Garage Association.
Battle Royal Expected Over School Report

School Board Prepared to Fight Hard in Public Hearings Soon

That a battle royal is in prospect over the report of the Finance Commission's investigation of the Boston school system is indicated by statements, following the publication of the final installment of the report, made by Chairman Frank A. Goodwin of the Finance Commission and Joseph J. Hurley of the School Committee.

Chairman Goodwin declares that he and his associates welcome criticism of the report. Chairman Hurley charges that the report is "the hand of Goodwin but the voice of the National Education Association." Another installment will soon be made of the beginning of public hearings.

The School Committee is charged with the education of 130,000 of our future citizens and that is a matter of far greater importance. The report of the committee employed by the Finance Commission to investigate the school system is a severe criticism of both the educational system and school expenditures. The report deserves serious consideration because it was made by responsible, trained experts.

"Until the report has been carefully read and digested and the facts disclosed upon which the investigators based their conclusions, it will be unfair to put the investigators and the importance of the subject for anyone to indulge in abuse or ill-advised criticism."

Chairman Hurley calls the report a severe criticism of both the educational system and school expenditures. The report deserves serious consideration because it was made by responsible, trained experts.

Hurley's Statement

Joseph J. Hurley, chairman of the Boston school committee, answering Mr. Goodwin, said last night:

"The hand is the hand of Goodwin, but the voice is the voice of the National Education Association."

"It is highly essential that the parents and taxpayers of Boston's 130,000 school children give this grave consideration. We, the members of the Boston school committee, feel that the National Education Association is responsible in large part for many of the facts and fancies that exist in school system country over. It is a factor to be reckoned with seriously."
"FIN COM" TO HOLD HEARINGS ON REPORT
Goodwin Says Copies Will Be Distributed Soon

Hurley Thinks N. E. A. Responsible for Survey Recommendations

Chairman Frank A. Goodwin of the Finance Commission, in a statement
concerning the report of the committee to investigate the school system
of Boston, announced yesterday that copies will be ready for distribution in
large numbers in a few days.

The Mayor and City Council appropriated $10,000 especially for the inves-
tigation and the Finance Commission spent about $500 in addition. The report
is the result of eight months of labor.

The statement of Chairman Goodwin reads in part:
"In the past 20 years the cost of operating the Boston School system
has risen from $4,914,557 to $26,403,945. This is a matter of great concern to
taxpayers of Boston.

The School Committee is charged with the education of 130,000 of our
future citizens and that is a matter of far greater importance.

The report of the committee employed by the Finance Commission to
investigate the system of the educational system and school expenditures. The report
is the result of eight months of labor.

"Until the report has been carefully read and digested and the facts dis-
cussed, the investigative work of the Finance Commission will be unjust to the
investigators and the taxpayers of Boston.

The Finance Commission is the legally constituted body to pass upon
this report, but in view of the fact that the fathers and mothers and the
taxpayers of Boston are the ones most vitally concerned, the commission
intends to invite criticism of the investigatory committee's findings at
hearings to be open to the press."

Hurley's Statement

Joseph J. Hurley, chairman of the Boston School Committee, answering
Mr. Goodwin, said last night:
"The hand is the hand of Goodwin, but the Voice is the voice of the Na-
tional Educational Association.

It is highly essential that the parents and taxpayers anxious to save this
deptment pass out of their control into that of politicians. The present
educational system is unlikely to produce the results desired by the parents.

"Abolish the present School Committee, which is elected by the people,
and substitute for it an impartial body and there is grave danger you
will have little or nothing to say concerning the education of your children.

The National Educational Association would run our school system with a
high hand. Moreover, Boston has now too little home rule. This suggestion
would further reduce Boston's autonomy and bring the State into another
purely municipal function.

Committee to Study Report

"That no inane answer may be made to the serial report of the Survey
Board, the Boston School Committee will take sufficient time to study each
and every angle of the report before making a detailed answer.

The School Committee is, and has been, composed of men and women
who have spent—not a few weeks—but years in working and planning for
the needs of our school children. Boston's school system is sound.

We will give consideration to the report of the Survey Board. We feel
it is our duty to do so. We shall, moreover, consult the 1928 Survey
Committee, which considered the suggestions now made by the Goodwin
committee, and did not propose them to us."

Making a Farce of It

If the city of New York, its power, financial interests and its selfish allied railroads, have determined to make a Roman holiday out of the Boston differential rate hearings they have pretty well succeeded.

The seventeen or more lawyers, like an army of Mexican generals, have cluttered the records and delayed the hearings with all sorts of obnoxious, petty, pestiferous, ridiculous and capricious objections.

All that is needed is a circus band and a Kickapoo medicine man to make the show complete.

But the people of New England know that this is a serious matter not to be treated with ridicule, contempt or fanciful humor.

The evidence sought to be precluded shows that the freight rates discriminate against the port of Boston and against the New England shippers to the extent of many millions of dollars annually.

A system of exemption from wharfage and lighterage charges and other forms of subsidies has been conspired in order to attract shipping away from Boston to New York.

New England wants to use the port of Boston and it desires to see this historic port with its modern wharves and splendid harbor developed to its utmost capacity.

We can hardly blame the New England shippers for accepting the advantage of low rates held out to them by the port and railroad authorities of New York like honey to a bee.

But we can blame the national Government for permitting this unwarranted discrimination to be practiced in favor of one American port against another.

And we have the right to expect that the examiners of the Interstate Commerce Commission will ignore the clouting, will get to the substance of the case and will give a verdict that will forever remove the unjust discriminations which Boston has suffered for generations.
CITY’S PLIGHT LAID TO PETERS REGIME

Rourke Comments on Order to Move High Pressure Fire Station

Short notice to vacate premises now occupied by one of the two high pressure fire stations has aroused Public Works Commissioner Joseph A. Rourke. The Commissioner, in a statement issued today, criticized the leasing of premises instead of erection of a plant by Ex-Mayor Andrew J. Peters and resents notice of the Boston Elevated to get out as soon as possible after March 1, but at any event to be out June 1.

The premises are at the Lincoln Wharf generating station of the Elevated. There is another station, also under lease in the Atlantic-av plant of the Edison Company, which Mr. Rourke says that the city may have to vacate within a few years.

Orders to vacate mean, said Commissioner Rourke, that the city must secure a site, build one or more high pressure pumping stations to care for the $2,000,000 investment of the city in fire fighting apparatus.

Raps Peters Administration

Commissioner Rourke, in his statement said: "The pumping equipment is the heart of the pipe system and connected hydrants, and this unexpected and inexcusably short notice from the Boston Elevated to vacate means that the Edison station, with only two electric pumps, with a total capacity of approximately 600 gallons a minute, at 300 pounds pressure, with proportionately larger quantities at lower pressures, would be available after June 1, so that when we threatened with two simultaneous large fires within the high-pressure area, this service could not be rendered, and depends largely on motor equipment of the Fire Department.

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1922.

"All the other cities having high-pressure fire service, including New York, Philadelphia, Brooklyn, Cleveland, Toledo and Baltimore, have creditable public buildings in appearance and comfort.

"We know of no city activity with less excuse for being accommodated on leased premises, where we are and have been tenants at will, than the high-pressure fire service.

Protests Short Notice

"Had the Peters administration proceeded with the construction of a pumping station, for which bids had been opened just previous to Mayor Curley's leaving office, in 1919, located in the North End paving yard adjoining the North End Park and electrically operated with current from both Edison and Boston Elevated Services, the city would not be in its present predicament, and we could have had a pumping system comparable with those in the other cities—handsome and commodious, well located, privately owned, and providing pleasant and comfortable quarters, with fresh air and sunshine, for the men in attendance.

"Unfortunately, due to the construction of the harbor police station and fireboat crew quarters by Mayor Peters, this site is not now available, and it is indeed a problem to find a location on the mainland water front for a new station, as during Mayor Curley's first term we sought, unsuccessfully, almost all the other favorable locations in this vicinity.

"The Elevated letter states the additional space is needed at the Lincoln Wharf station for the installation of a new turbo generator and new boilers, and perhaps it is not our Business to question the advisability, during this period when the revenues are at a minimum, of very greatly reduced, of spending a very large sum for additional power generating units.

"We certainly do resent this inexcusably short notice to abandon one half the pumping capacity of the high-pressure fire system which has done so much to reduce the conflagration hazard in this city, and particularly is it to be condemned when the Elevated's affairs are supposed to be directed by a board of public trustees.

CHANGES SUGGESTED IN SCHOOL SYSTEM

Final Chapter of 'Keep Com' Committee Report

The seventh and last instalment of the report of the special committee appointed by the Finance Commission to investigate the Boston school system, released yesterday, contains seven recommendations for correction of certain characteristics which are detrimental to both economy and efficiency in operation.

That administrative organization be simplified and redirected to avoid disproportion and inequalities and that emphasis be upon the teaching process rather than upon the administration.

That steps be taken to reduce the cost of administration.

That the city be restructured under a comprehensive scale consistent with the 8-3-4 plan of school organization already embarked upon.

That a five or a 10-year building program be adopted, based upon the new district plan, designed to complete the system of intermediate schools.

That a more systematic method of intercourse be instituted between the School Committee and the Commissioner of Education and that the latter be placed in charge of the affairs of schools and the superintendent of construction.

That less reliance be placed by the School Committee upon meticulous regulations, leaving minor details to rest upon the authority of the superintendent.

Mr. Whidden, recommending creation of a Board of Education, would have the three members properly qualified for such services give full time to their duties and be adequately compensated.

Two members of the board would be appointed by some agency of the city of Boston, one, the chairman, for six years, and the other for four years. The third member would be appointed by the Commissioner of Education of the Commonwealth for two years; all subsequent appointments to be for six years.
AIR "ATTACK" WILL NOT KEEP BOSTONIANS AWAKE

Fears of Sleepless Nights During Maneuvers Here in May Allayed by Officials

GOVERNORS ISLAND WORK EXPECTED TO START SOON

News and Notes of What Is Happening In the Field of Aviation

By C. JOSEPH HARVEY

BOSTONIANS will have no reason to worry about the night attack which will be staged over the city in connection with the Army air maneuvers May 24, 25 and 26, according to Hans Adamson, secretary to Asst Secretary of War F. Trubee Davison, in charge of arrangements.

This assuring statement was given out by Mr Adamson yesterday before his departure for the capital to slay fears that the air bombardment would keep the city awake all night and make sleep for the sick and infirm impossible.

Mr Adamson, speaking with full authority, stated that only 40 or 50 planes of various types will participate in the "attack" at safe altitudes and that the maneuver will be staged shortly after sundown for possibly an hour or two. He pointed out that at no time had War Department officials indicated that the 672 planes in the fleet would all take part in the air battle.

The air armada, the greatest ever organized in this country, will mobilize in Dayton, O, and will be commanded probably by Gen Benjamin D. Foulois. It will move first onto New York and then into New England.

The divisional headquarters and all its retinue will be quartered at the East Boston Airport, where it is at present planned to house 100 planes. The others in the mighty fleet will be distributed among other nearby airports and as far away as Springfield.

Probably the most spectacular and possibly the most thrilling feature of the maneuver will be staged on the afternoon of May 23, when the air fleet will pass in review over Boston. War Department officials say it will present a picture as thrilling as it will be spectacular.

A brief outline of the maneuvers was given by Asst Secretary of War Davison at a dinner given in his honor at the Copley-Plaza early in the week by Mayor James M. Curley. Mr Davison stated that he was impressed with the airmindedness and the air defense consciousness of both State and city officials and was satisfied that full cooperation on their part would be forthcoming in the maneuvers.

The high pressure fire system of the city will be reduced one-half if the city obeys the demand of the Elevated Railway that before June 1 it must remove all of its pumping equipment of high pressure service at the new Lincoln Wharf.

ROURKE CONDEMNS ACTION

The El notified the city today to this effect, stating it needs the space for the installation of new boilers and new generators. This is one of two stations operated for the city, the other being at the Atlantic avenue station of the Edison Company. It is probable that the other plant may have to be vacated.

Commissioner of Public Works Rourke today assailed the El for its action in giving such short notice. He said the El's action should be particularly condemned as the road is supposed to be directed by a board of public trustees.

The El has terminated its lease of the equipment as of March 1 and asks that the city vacate as near that date as possible. It is probable, officials say, that the city cannot build a pumping station before June 1, and the only service available will be that of the high pressure pumps at the Edison station with a capacity of 5000 gallons a minute at 300 pounds pressure.

If two serious fires should occur at the same time, in the high pressure area, the service would not be adequate to furnish water for both. Commissioner Rourke says that former Mayor Peters made a mistake when he refused to build a pumping station in 1918 at North End park, and this site is not now available.

The sum of $2,000,000 is now invested in high pressure water service for fires.

Would Abolish High Pressure Station at Lincoln Wharf
Two snow leopards, among the greatest rarities of the wild animal trade, have just been purchased by Mayor Curley for the Franklin Park Zoo. Their names are Nan and Shan, from the Nuhchan range in the Himalayas from which they came.

Snow leopards are rarely seen in captivity. So far as could be learned none has ever been seen in Boston before. They live far up in the wildest mountains of Asia in regions where no railroads and hardly any paths wide enough for a cart exist.

The transportation problem, added to the fact that they are extremely difficult to capture and not too common anywhere, make them among the most difficult to obtain of large wild animals.

The Zoo's pair are extremely beautiful beasts with pale grayish fur marked with huge black rosettes. The fur is so long that the animals appear much heavier than they actually are. Their eyes are grayish green and their enormous tails are carried low.

Nan and Shan have cages in the Lion House, along with Jim, the oldest inhabitant of the zoo and the rest of the cat animals. From now on they will be the star attraction.

Two Snow Leopards Bought for the Franklin Park Zoo

Rare Animals From the Himalayas Obtained With Great Difficulty, and Transportation Of Them Adds to Problem

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BOSTON GRANTED GOVERNORS ISLE

Hoover Signs Bill to Lease It to City for Airport Expansion

CURLEY SAYS MANY WILL BE GIVEN WORK
The general agents of these steamers figure that it would be cheaper to reforward or transship the Boston cargo from New York legibly than have the steamer call at Boston, and hence the fixed Boston port charges. Some of the items making up these fixed port charges would be pilotage, towage, port warden's fee, quarantine fee, etc.

The conference of educators representing Massachusetts colleges and universities held under the auspices of Mayor Curley, held in September, 1930, was indorsed in a resolution passed yesterday at the conference of educators at the Parker House.

The men and women from leading universities have met regularly for the purpose of considering a program to end unemployment. The following resolution was introduced by William H. Taylor of the Board of Overseers of the Public Welfare, and was unanimously adopted:

The conference of educators representing Massachusetts colleges and universities held under the auspices of His Honor, Mayor James M. Curley, for the purpose of considering a program to end unemployment, expresses its sincere appreciation of the splendid efforts and cooperation of United States Senator David I. Walsh and Congressman John W. McCormack in advocating legislation for the establishment of a Federal Industrial Planning Board, and for the purpose of stabilizing industry with a view to preventing future depression and unemployment in industry, which legislation this conference sponsored at its first meeting, held in September, 1930.

END LEASE OF PUMP STATION

El Action Forces City to Vacate Lincoln Wharf
By June 1

New equipment will cost $300,000

Imminent necessity of the city's relinquishing its high pressure pumping station on Lincoln wharf through the termination of a lease of the Boston Elevated Railway, March 1, gave rise to a situation which Joseph A. Rourke, commissioner of public works, characterized as "serious" yesterday, although officials of the El gave their assurance that no vital public service would be impaired.

Mayor Curley said over the telephone from Palm Beach, Fla., according to his understanding, the problem was a temporary one.

No Rent Paid

"I can't understand why the El should want to lose such a good tenant," he said. "I shall insist that the city's pumping station remain in operation where it is until such time as adequate quarters can be provided for it.

On the other hand, El officials pointed out that "the lease of the premises to the City of Boston has at all times been purely a matter of accommodation to the city. No rent was paid except a nominal consideration of $1 a year."

Commissioner Rourke assailed Mayor Peters' administration for failing to establish a pumping station on a site adjoining North end park in 1918 and attacked the El in the following words:

"I certainly do resent this indelicately abrupt notice to abandon one-half of the pumping capacity of the high pressure fire system which has done so much to reduce the conflagration hazard in the city, and it particularly is to be condemned when the affairs of the Elevated are supposed to be directed by a board of public trustees."

The situation will be met by the immediate installation of an electrically driven pump in the Atlantic avenue plant of the Edison Electric Illuminating Company, although it is known that the company plans to abandon the plant whenever a purchaser can be found.

$300,000 for station

Commissioner Rourke said that the electric pump would offset the loss of the Lincoln wharf station, although he pointed out that this step would afford only a temporary solution, and that $300,000, exclusive of site, must be expended for a new station owned by the city.

Edward Dana, general manager of the Boston Elevated Railway, in answer to a reporter's question, said that the original lease was made Nov. 1, 1919, for a term expiring June 30, 1928, and provided that "if the premises shall be needed by the lessor in its judgment for use by itself in connection with its power house the term of the agreement may be terminated by the lessor at its election."

The lease has since been renewed from year to year so that the present lease would have expired June 30, 1930, had a notice been sent to Commissioner Rourke terminating the lease March 1 and informing him that the premises must be ready for use by the El not later than June 1 of this year.

The El needs the premises for the development of its power facilities," he said. "The railway stands ready now to co-operate to the fullest extent in the end that no vital public service is impaired. I believe that the Boston Elevated railway has shown the utmost desire to co-operate with the city of Boston in the change necessary."

President Signs Bill

City May Now Extend Its Airport to Governors
Measures Authorizes War Secretary to Turn Land Over to Mayor

WASHINGTON, Feb 7 (A.P.) — President Hoover today signed a bill authorizing the Secretary of War to lease Governors Island to the city of Boston for airport purposes.

The bill provides that the United States Government reserves the right to utilize the area for military purposes in case of need, or to resume exclusive possession.

In 1922, at the request of the Secretary of the Navy, who stated that Governors Island was urgently needed for the establishment of an oil fuel base for the Navy, it was transferred to the Navy Department. For some years the island has been used only by summer colonists, although it remained under the jurisdiction of the commandant of Boston Navy Yard.

It is planned now to reduce the island to the level of the Boston Airport, using the dirt for filling the flats between the present field and the island. With the filled land, the island will add several acres to the airport's area, or the island is planned a mooring mast for dirigibles. Eventually, Mayor Curley believes, aircraft in the Atlantic trade will use the island as a base.

"Securing the island will mean," Mayor Curley said, "that Boston will become the country's most important airport."

The general agents of these steamers figure that it would be cheaper to reforward or transship the Boston cargo from New York legibly than have the steamer call at Boston, and hence the fixed Boston port charges. Some of the items making up these fixed port charges would be pilotage, towage, port warden's fee, quarantine fee, etc.
EQUAL RATES FIRST NEED OF BOSTON PORT

B. & M. Agent Tells of Loss in Grain Shipping Here

During the years 1926, 1927 and 1928 the port of Boston handled only about 25 percent of the volume of grain that its elevators are capable of handling, Charles W. Boynton of Wakefield, foreign freight agent of the B. & M. Railroad, told the Interstate Commerce Commission examiners today at the hearing at the Chamber of Commerce where the Port Authority here is asking for a readjustment of rail rates so as to compete with the port of New York.

Rate expert George H. Parker of Washington, employed in support of the Boston petition, asked Boynton who said he had been with the B. & M. about six years, if the B. & M. elevators were handling the tonnage of grain they were capable of. The witness said that the lack of steamship rates and the lack of direct steamship sailings to and from the port of Boston handled about 3,000,000 bushels of export grain, in the three years preceding the port handled only about one-fourth of its capacity.

Boynton testified that in 1910 the port handled its maximum capacity of a little over 10,000,000 bushels.

Asked by Parker what in his opinion was the reason for the decrease in the export of grain movement through the port of Boston the witness said he believed that the lack of steamship rates and the lack of direct steamship sailings to and from the port of Boston and the lack of direct steamship sailings from the port of Boston were the reasons.

At this time it was about the middle of the century that the idea was started of bringing about equalization of rates for traffic going to the East and to the West.

The next witness was Walter W. Kirk of the United States Grain Company, who testified as to the switching and handling charges.

Frank W. Rourke of Melrose, general superintendent of the Mystic Terminal Company, testified as to the switching and handling charges.

No Storage Privileges

"I know of many instances, particularly in regard to the Far East trade, where steamers, with no 500 to 1000 tons of cargo for discharge at Boston, while on route to Boston have received radio advice from the general agents of their line at New York to discharge Boston as a port of call.
Schools Handicapped
Is Finding of Fin Com

Final Chapter of Survey, Issued Today, Notes Lack of Efficiency and Economy in Their Administration

Certain characteristics which are deemed detrimental to economy and efficiency in the Boston public schools and which should be corrected by those in authority are contained in the final installment of the report on local school conditions by William D. Parkinson, Horace Whidden and Matthew Sullivan of the finance commission.

In their conclusions today the investigators list these characteristics as follows:

1. The lack of official responsibility. The complexity, the inadequacy of the administrative mechanism.

The disproportionate cost of administration as compared with teaching.

The absence of any well considered building plan or policies as to carrying out of other plans, once adopted.

EXTREMELY WASTEFUL

The extremely wasteful way in which large expense is incurred for building enterprises, only to have them laid aside indefinitely or wholly abandoned, without explanation or apparent excuse.

The singular confidence of the school committee in the efficacy of rules as a means of regulating the operation of so extensive a system, and the willingness with which new positions are established and filled.

The singular confidence of the school committee in the efficacy of rules as a means of regulating the operation of so extensive a system, and the willingness with which new positions are established and filled.

SEVEN RECOMMENDATIONS

These are as follows:

1. That steps be taken to place and to define responsibility. Among the methods recommended are:

(a) By obtaining repeal of the law constituting the board of commissioners of schoolhouses and by providing that the superintendent of construction be appointed by the school committee for a term of years.

(b) By obtaining amendment of the law constituting the school system to limit expenditures to the sums authorized by the board of superintendents.

(c) By placing responsibility for all educational supervision directly upon the superintendent.

2. That administrative organization be simplified and redirected to avoid disproportionate and inequalities and to place the emphasis upon the teaching process rather than upon administration.

The committee recommends reducing the number of departments, ranks and titles to secure less of direction and more of consistent supervision, putting more emphasis upon quality of teaching and less upon administrative duties; also, securing the best obtainable teachers from all sources and making definite provision for the elimination of unnecessary and inefficient teachers.

CUT ADMINISTRATION COST

3. That steps be taken to reduce the cost of administration. One method suggested was by abolishing positions that have become unnecessary and reducing to the ranks or dismissing the incumbents, also abolishing superfluous positions such as supervising school physicians, assistant supervising nurses, also reducing the number and size of the increments added to teachers' salaries for the performance of administrative services.

4. That the city be redistricted upon a comprehensive scale consistent with the 6-2-3 plan of school organization already embarked upon, equalizing the elementary districts, reducing their number and making their conformance to the changed conditions of traffic and business and reserve areas, outlining the intermediate districts to correspond.

5. That a five or ten year building program be adopted, based upon the new district plan, designed to complete the system of intermediate schools and to hasten the withdrawal of intermediate pupils from high and elementary schools and elementary pupils from portable and other unsuitable buildings.

6. That a more systematic method of interfacing be instituted between the school committee and the commissioners of schoolhouses (or if the latter are displaced, between the superintendent of schools and the superintendents of construction), by the adoption of the following principles, some of which are already in force (then follow the 6 principles advocated by the committee).
LANE CALLS REPORT A "SMOKE SCREEN"

Declares School Survey Findings Inconsistent

Says Committee Made Not One New Sensible Recommendation

Declaring the report of the survey committee of the Boston Finance Commission, in regard to the public schools of Boston, to be filled with inconsistencies, and also that the committee has not made one sensible new recommendation for the improvement of the department, Chairman Richard J. Lane of the School Building Commission issued a statement last night upholding the school system of Boston and its present administration.

Chairman Lane, a former member of both the School Committee and the Finance Commission, expressed the feeling that the investigation of the survey committee was a "smoke screen to cover up the inactivities of the chairman of the Finance Commission in other directions."

Lane's Statement

The statement follows: "The Finance Commission has, under statute, broad powers in relation to investigations that involve the payment of the taxpayers' money; but when it extends that field of investigation to attack the educational system, the matter has a very serious aspect."

"I say the Finance Commission, because surely it must be held responsible for the acts of its chairman and of the Survey Committee that was set up and financed by it. It is advertised that 5000 copies of the Survey Committee's report are to be distributed throughout the state, and the results of one-sided investigation. Of course, the school authorities will reply in due time. The danger is that harm will have been done before this reply can be prepared.

No Conciliating Reasons

"The taxpayers are entitled to have the schools administered as economically as possible; but, leaving this field of investigation, the Survey Committee has indulged in a wholesale attack on the educational policies of our schools and educators, and, with no conciliating reasons accompanying their recommendations, has issued wholesale pronouncements and condemnations.

"Surely there must be something good in the Boston school system, but one school can be found from reading the survey Committee's report. Our schools are in charge of experienced policy prevents the continuity of the

Praises Teachers' College

"The report condemns our Teachers College and the method of selecting teachers for the faculty. During Burke's administration as superintendent of public schools, he has strengthened and built up the reputation of Teachers College, so that we will have in our schools better trained and more efficient teachers."

"Normal schools in the State offer a course of preparation comparable to that in our Teachers College."

"The survey committee would cripple or destroy the English High School and the Girls High School, institutions that are famous for the excellence of the education they have furnished."

"The survey committee would force coordination in high schools, although parents, who should be the best judges of their children's welfare, should have the right to select one-sex schools for their boys and girls if they wish to attend such schools."

"It would abolish military training in the schools, though almost everybody recognizes the valuable disciplinary and patriotic advantages of such training. It would destroy the board of superintendents, although the functions of this board are purely advisory, and its personnel is made up of educators and administrators of broad experience.

Inconsistencies Alleged

"As I see it, the report is filled with inconsistencies. It recommends that steps be taken to reduce the cost of administration and place the centralization of power in the superintendent, yet it would break down the centralization of administration by interfering with the administration of the office of secretary of the board. After years of experience, in order to accomplish better coordination of the system, the duties of the secretary of the Board of Commissioners of School Buildings have been abolished, and in the next installment recommends that the important and responsible duties carried on by the Board of Commissioners of School Buildings be turned over to the School Committee.

"The survey committee is of the opinion that the committee would force coordination in high schools, although parents, who should be the best judges of their children's welfare, should have the right to select one-sex schools for their boys and girls if they wish to attend such schools."

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"It does not hesitate to publish to the world that some of our school buildings are fire traps, although the language is ill-conceived and harmful, and in the next installment advocates that no money be given to build school buildings. One of the accomplishments of the School Committee has been the construction of the Girls High School, institutions "This department welcomes an opportunity at any time to explain to the people of Boston what has been accomplished. I cannot help but express the feeling that I have always had, that this investigation was a "smoke screen to cover up the inactivities of the chairman of the Finance Commission in other directions."

LANE CALLS REPORT A "SMOKE SCREEN"

Declares School Survey Findings Inconsistent

Says Committee Made Not One New Sensible Recommendation

Secretary of War Authorized to Lease Land to City of Boston

WASHINGTON, D.C., Nov. 10.—President Hoover today signed a Bill authorizing the Secretary of War to lease Governor's Island to the city of Boston for airport purposes.

The Bill provides that the United States government reserves the right to utilize the area for military purposes in case of need or to resume exclusive possession.

President Hoover's signature on the bill to transfer Governor's Island to Boston for the extension of the present airport spelled victory for Mayor Curley in a project that has held his active interest for more than a year.

His recent trip to Washington w. in the interest of the bill. The mayor told the House committee on military affairs at the time that Boston would immediately prepare to carry out its plans on the passage of the bill.

"It expresses the belief that the state legislature would grant the city authority to borrow outside the debt limit "to make Boston's airport first in the country.

According to the Curley plan, the island will be levelled. The land removed from the hill will be sold to the city as a filling between the present airport and the island. The resulting surface will provide more landing and housing space than any airport in the country, the mayor told the committee.

It is expected that the work will be completed at the end of the year or soon after the completion of the $18,000,000 traffic tunnel for 4
DECLARES "L" HAS BEEN CONSIDERATE

Dana Replies to Rourke's Criticism of Trustees

Suggests City Move Lincoln Wharf Fire Pumps Across Street

Between now and June 1 the city of Boston must remove the city's two high pressure fire stations from Lincoln Wharf, if the Boston Elevated Street Railway trustees refuse to withdraw from a stand they took yesterday in a notification sent to City Hall.

The pressure pumping stations are in the Lincoln Wharf generating stations of the Elevated and that road needs the space for its own purposes, General Manager Edward Dana said last night.

Mr. Dana says the city has known for some time that it would have to make other arrangements and he is surprised at the short notice by Public Works Commissioner Joseph A. Rourke in a statement he gave out yesterday.

Commissioner Rourke describes the notice from the Elevated as "unsimilar and inexcusably short," while Mr. Dana in his statement declared the matter has been discussed with Fire Commissioner McLaughlin of the Fire Department.

"I believe," said Mr. Dana, "that the Elevated of Boston has shown the utmost desire to cooperate with the city of Boston in the change necessary,"

Blames Peters Regime

Commissioner Rourke in his statement said:

"The pumping equipment is the heart of the pipe system and connected hydrants, and this unexpected and inexcusably short notice from the Boston Elevated to vacate and advance the date when the lease would have expired means that, although all the lower pressures, would be available after June 1, so that when we threatened unprecedented and inexcusable large fires within the high-pressure area, this service could not respond, and dependance must largely rest upon the motor equipment of the Fire Department."

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1917."

"And the Peters administration proceeded with the construction of a pumping station. Such a station has been opened just previous to Mayor Curley's leaving office, in 1918, located in the North End paving yard adjoining the North End Park and electrically operated with current from both Edison and Boston Elevated Systems, the city would not be in its present predicament, and we would have had a pumping station comparable with those in the other cities. Two fire and commodious, well-located, municipally owned, and providing pleasant and comfortable quarters for fresh air and sunshine, for the men in attendance."

Site Now a Problem

"Unfortunately, due to the construction of the harbor police station and fireboat crews authorized by Mayor Peters, this site is not now available, and it is indeed a problem to find a location on the publicly waters front for a new station, as during Mayor Curley's first term we sought, unsuccessfully, also to site the other other favorable locations in this vicinity."

"The Elevated letter states the additional space is needed at the Lincoln Wharf station for the installation of a new water generator and new boilers, and perhaps it is not our business to question the advisability, during this period when the revenues are at a minimum or very greatly reduced, of spending a very large sum for additional power generating units."

"We certainly do resent this inconvenient and inexplicably short notice to abandon half the pumping capacity of the high-pressure fire system which has done so much to reduce the fire hazard in this city, and particularly in it to be condemned when the Elevated's affairs were supposed to be directed by a board of public trustees."

Dana's Reply

The reply of Mr. Dana to the Rourke statement says:

"The original lease between the City of Boston and the Boston Elevated Railway Company was made on Nov. 4, 1919, for a term expiring June 30, 1928, and provides that if the premises are to be used for other than the Boston Elevated Railway Company (Messrs. Williamson and Bailey) to talk with Mr. F. S. Freeman, superintendent of power for the railway.

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WASHINGTON, Feb. 7 (AP)—President Hoover today signed a bill, authorizing the Secretary of War to lease Governors Island to the city of Boston for airport purposes.

The bill provides that the United States government reserves the right to use the island for military purposes in case of need or to resume exclusive possession.

Jobs for 1000 men will be provided for at least a year by Mayor Curley in the extension of the airport by the leasing of Governors Island. The first crew of 300 will be put to work by March 17, it is expected. The island will be officially placed under municipal control as soon as General Fox Connor receives the order from the War Department and agrees with the State Department of Public Works upon the boundary line for the federal government and the State must flats, which, he estimated could be decided in a few days.

Under a bill now in the hands of the Legislature, the Mayor is seeking authority to spend $1,250,000 on the extension of the airport by filling in and reclaiming the flats.

HOVER SIGNS BOSTON BILL

Leases Governors Island for Airport Use

Mayor Curley last night ordered the daily and Sunday Post sent to him at Paint Beach in Inman's name, in order to keep in close touch with affairs in Boston.

POST GOES TO MAYOR BY AIR MAIL DAILY
That the LaGrange street station now housed three times as many men as it was built to accommodate.

Fire Chief Henry A. Fox, representing Commissioner Edward P. McLaughlin, who was confined to his home by a serious cold, told the committee that the proposed South Boston central fire station, to cost $300,000, was required to house Engine 3 and Ladder 19 and to provide a drill yard for the South Boston firemen. The site had not been selected, he said, but it will be placed in the area between K street and City Point.

That the fees at the new golf course will be higher than those charged at Franklin Park was revealed to the committee by Chairman William P. Long of the park commission, appearing at the hearing to seek approval of the $275,000 golf course loan order.

He promised that the West Roxbury course would be the best in the entire country when it is completed, and estimated that the city would receive fees each year amounting to $70,000, as compared to $34,000 taken from the golfers at the Franklin Park links.

THOSE STREET SIGNS

Perhaps from a desire to "look up and not down," or possibly because he has become "pole-conscious" through the study of stop-and-go signals, Traffic Commissioner Conry has been studying the many obstructions on Boston sidewalks. In addition to his own study traffic light poles, he finds that on one corner there are street sign poles, fire alarm poles, police box poles, light poles, spotlight poles—all together more poles than are usually found outside of a patch of pole beans. While each of these posts lifts high some useful object or piece of information, their ensemble cannot be said to add to the beauty of the Boston scene.

Mr. Conry told the Boston Traveler, while not agreeing always with what the school committee does, is confident that every member of the present board is a person of high honor and more than ordinary ability.

To us, one important phase of the controversy is that as a result of all this technical charge and counter-charge between the finance commission and the school committee, a bewildered public may lose faith in our educational system and then wonder if our children's time is being wasted by attending institutions so severely criticised. We do not presume to assert that our school system is above criticism. To do so would be absurd. But we do insist that, generally speaking, the Boston standard is high, the effort is conscientious and if blame is to be placed, it must come right back to the people themselves who through the years have elected to the school committee those persons who have dictated its policies and guided its progress.
LANE CHARGES 'SMOKE SCREEN' 
Says School Survey Made To Cover up Goodwin in Other Directions

FINDS NO SENSIBLE RECOMMENDATIONS

The investigation into the Boston school system was made "as a smoke screen to cover up the inactivities of the chairman of the finance commission in other directions," it was charged in a statement issued last night by Richard J. Lane, former chairman of the school committee and chairman of the board of commissioners of school buildings.

As far as his department of school buildings is concerned, Chairman Lane, after perusing the reports made by the three investigators of the finance commission, as released in sections, failed to find "one sensible new recommendation for the improvement of the department." Mr. Lane attacks the finance commission "because it must be held responsible for the a[n] of its chair-man and the survey committee that was set up and financed by it."

He condemned the plan to distribute 5000 copies of the report as "broadcasting the results of a one-sided investigation." He declared that the survey committee left the field of inquiry into school expenditures and "indulged in a wholesale attack on the educators and, with no convincing reasons accompanying the recommendations, has issued wholesale pronouncements and condemnations."

Defending school authorities as experienced men, Mr. Lane points out that only Academy D. Parkinson of the survey committee is an educator and that in his former capacity as superintendent of schools of Waltham he did not come into contact with problems that beset Boston school men.

He criticized the survey committee recommendations to "cripple or destroy English and Girls' high schools, abolish military training and destroy the board of superintendents," and said the report recommends steps to cut school costs and place centralization of power in the superintendent of schools' hands, "so it would break down centralization by interfering with the administration of the secretary's office."

In one installment, the report suggested the abolition of the school committee, and in another recommends that important and responsible duties carried on by his board be turned over to the school committee, he cited. "It does not hesitate to publish that some of our school buildings are fire traps, although such language is ill conceived and harmful, and in the next installment advocates that no more money be given to build school buildings," he further cited.

FIRE PERIL FOR CITY FEARED IN OUSTER BY 'EL'
Short Notice to Quit High Pressure Station on Lincoln Wharf Resented

Boston may face a considerable fire hazard on June 1 as the result of a situation that developed yesterday.

The Boston Elevated notified city officials that the high pressure pumping station of the fire department, now located on Elevated property on Lincoln wharf, commercial st., must be vacated by that date.

As the station is one of only two in the fire fighting system, supplying one-half the power for the high pressure system, and as officials say, there does not remain sufficient time for the city to select another site and build a new station by June 1. Public Works Commissioner Joseph A. Rourke will appeal the Elevated's ultimatum before the Boston board of fire underwriters.

CURLEY GAVE WARNING:
Notice of the Elevated's plans was received by Commissioner Rourke and Fire Commissioner Edward F. McLaughlin from Edward Dana, general manager of the Elevated company. The Elevated needs the additional space at its generating station on Lincoln wharf for the installation of new boilers and a turbine generator, Dana said.

Under the lease by which the high pressure pumping station was installed on Elevated property in 1922, the rail line officials have the right to terminate the contract at any time.

DANGER FOR CITY:
"The 'short-sightedness' that led the city to install its high pressure pumping station on leased property in 1919 after Mayor Curley, in 1918, had advocated placing them on city property in the North End paving yards, was decried by Commissioner Rourke."

"The unexpected and inexcusable short notice to vacate means the city must depend on the other pump station located at the South Boston power plant in Athlone ave.," he said.

"If the city were threatened with two large fires at one time, in the high-pressure area, this pumping service could not respond."
Mr. Romney Spring's petition for construction of underpasses at the junction of Cambridge and Charles Streets will doubtless receive the approval of the Legislature because it is entitled to approval.

A new army of pedestrian traffic is to be unloaded at the junction of these streets by the establishment of the new station of the Cambridge tunnel.

It is already a dangerous, congested center of automobile traffic, as it is a principal artery between Boston and Cambridge, an outlet and inlet to the Northern artery and a direct contact for the pleasure traffic to the banks of the Charles River.

Who will constitute this new army of pedestrian traffic?

Dr. Washburn says that 10,000 persons daily will cross this danger point to visit the Massachusetts General Hospital and the Massachusetts Eye and Ear Infirmary.

They will be largely the lame, the halt and the blind, the persons who unfortunately are afflicted by ailments and illnesses which increase their likelihood of danger and who should be our utmost concern.

The underpasses will take them out of the path of danger. An escalator system in the underpasses would supply them with an additional convenience which a considerate city ought to afford.

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had been set for over an hour, a roll call vote was taken and the Council approved the $375,000 loan order by a vote of 19 to 2, only Councillors Fitzgerald and Robert L. Gordon Wilson, Jr., father of the golf course original loan, dissenting.

Councillor Wilson explained that he opposed the shutting off of debate and, insisting that all the members should be heard, asked for reconsideration. The measure was reconsidered and action postponed until next Monday.

No Question of Need

Councillor Fitzgerald was brought to task by Chairman Herman L. Bush of the Council committee on finance, which recommended favorably on the second loan order. He declared that no one questioned the fairness of the price and that it was not the Council's authority to select the site to build the course, as the charter had confined its activity to determining whether to approve or reject the order for a second golf course.

He declared that there was no question of the need of a second golf course in view of the overflow demand at Franklin Park and he declared it was the opinion of golf experts that the new course would net the city a revenue of over $30,000 a year in fees, doubling the receipts at Franklin Park.

Councillor Fitzgerald claimed that the buyers paid $36,000 or $36,000 for what they sold to the city for $36,000, and he insisted that they retained the gold loan from the old crew estate for development.

"The city has got to say this good land is in street frontage to get an entrance to the golf course," charged Councillor Fitzgerald, "and before we are through the cost will be $300,000 instead of $36,000, paid favorably by the Park Commission has already asked for.

Councillor Wilson joined Fitzgerald in his attack on the Council should wait for facts and figures revealing the ultimate cost of the project before voting $275,000 in addition to $250,000 already appropriated.

Asks for Experts

But Councillor Clement A. Norton of Hyde Park declared that if Fitzgerald could bring in experts to say that the city was spending too much for the second golf course, he would vote against it, though he would be the only one who would be called to account for his action by his constituents in the coming campaign for re-election.

Councillor John F. Dowd of Roxbury protested that "in five weeks $4,000,000 in loans have been rushed and railroad through the Council." On the roll-call, he joined his colleagues in favor of the loan, leaving Fitzgerald and Wilson as the only dissenters.

Without debate at the same session, the Council approved four other loan orders calling for the expenditure of $1,075,000. Of this $350,000 will be used for a new South Boston central fire station; $400,000 for improvements at the Connolly playground at Jamaica Plain, which was recommended by Councillor Edward L. Engler.

The $25,000 golf course order, which was assigned to the next meeting, was requested by the Mayor to carry out improvements already started under the direction of the park commission.

$20,000,000 Project

Hinges on Entry of Van Sweringens

While representatives of the Providence Chamber of Commerce, sponsors of the "Rhode Island" plan to bring the trunk lines to New England, were issuing a challenge yesterday in Dover, N. H., to the Pennsylvania interests to make public arguments for their continued domination and control of the Boston & Maine and New Haven railroads, it was learned here that plans already are afoot for one of the greatest port developments in the history of Boston, provided the Van Sweringens' Chesapeake & Ohio-Nickel Plate system could be brought into New England.

McDONALD HEADS COMPANY

This plan, which would be breached to the Van Sweringens only in the event that they were given access to Boston by integration with the Boston & Maine, contemplates a development on the East Boston side of the harbor in conjunction with Boston & Maine tracks, to erect freight yards, terminals, warehouses, elevators, steamship piers and industrial buildings, on some 30,000,000 square feet of land, calling for a first outlay of $30,000,000, which would in the future be capable of development to an extent involving between $75,000,000 and $100,000,000.

Although the invasion of the New England railroad field by the Van Sweringens still looms a considerable distance off, the Boston development plan for East Boston was said yesterday to be "definitely in the works." Back of it is the Boston Port Development Company, headed by William J. McDonald, Mayor Curley also has been apprised of the possibilities, and it is understood that the knowledge of the situation has much to do with prompting his letter last month to the New England railroad committee urging recommendation of the plan to bring the trunk lines to New England.

Object to Make Hub Great Port

Mr. McDonald yesterday admitted the fact of such a plan, and acknowledged that the Boston Port Development Company had progressed far in a tentative way, in its study of the great possibilities in East Boston development, if the Van Sweringens take an active interest in it.

The object of the entire project, to be on East Boston property owned or under option by the development company and the city and the State, would be to make Boston one of the great ports again, with steamers and pier facilities for through freight service between Liverpool on the east, and the vast interior and west of the United States, over the lines of the Van Sweringens.

The $20,000,000 development would be exclusive of the cost of the land. This land could be purchased outright or leased by Boston's nearness to Liverpool and the great European markets, for the Van Sweringens system of railroads which spreads its network throughout the nation, and tap down South to the Gulf of Mexico and as far west as the Pacific Ocean, would make Boston an easy precedence over Norfolk or any other more southerly Atlantic port in the Van Sweringens system of things, Mr. McDonald said.

Challenges Penn Road

While all this was being gleaned in Boston yesterday, the Providence Chamber of Commerce was ringing out its challenge to the Pennsylvania railroad interests publicly to announce their arguments in favor of continued control and domination of the Boston & Maine and New Haven roads. Also, the Providence chamber challenged officials of the Boston and Maine, and of the New Haven, to step forward with their arguments favoring a merger of their lines.

Clemens J. France, head of the industrial development division of the Providence Chamber of Commerce, speaking at the Kiwanis Club luncheon in Dover, N. H., was spokesman for the Rhode Islanders. He told of the appearance in Providence on Feb. 3 of William H. Boyd, personal counsel of the Van Sweringens, who explained the Van Sweringens' proposal to enter New England.

Glad to Debate With Roads

Mr. France said that the Providence Chamber of Commerce would welcome the Pennsylvania interests and the Boston and Maine, to such a mission, and added that the Providence chamber wanted the people of New England to hear all sides of the railroad story. The Providence Chamber of Commerce would be glad to debate with Pennsylvania, Boston and Maine and New Haven, on the merits of the Rhode Island plan for bringing the trunk lines to New England in competition, or on their own projects, Mr. France said.
HYDE PARK LAND CALLED 'SWAMP AND A QUARRY'

Fitzgerald Terms Project 'Rascality' in Guise of Jobless Relief

**DOWD BRANDS LONG 'DELIBERATE LIAR'**

Cost Seen Near $1,000,000 — Course Assailed as 'Inaccessible'

The municipal golf course in Hyde Park for which $275,000 is asked in addition to $225,000 made available last year was yesterday denounced by Councillors Dowd and Wilson as the worst piece of rascality ever put under the guise of unemployment.

He charged that the city paid $136,000 for a swamp and a quarry, and that the cost of constructing the course would ultimately approach $1,000,000, that it is inaccessible except by motor car, and that West street, the only avenue of approach, is so narrow that when Councillor Cleney A. Wilson of Hyde Park was invited to estimate its width, he replied "about as wide as a table."

Councilman John F. Dowd of Roxbury joined the row by branding William P. Long, park commissioner, a deliberate liar" and Councillor Robert Gardiner Wilson, Jr., of Roxbury claimed that Donald Ross, the engineer engaged in laying out the course, who was permitted to develop it into "the best course in the country" had characterized the same land a few years ago, as "not appropriate for golf."

CITES NUMBER EMPLOYED

Dowd added to the uproar which followed the attack on the favorable recommendation of the finance committee on the loan order of $275,000 sponsored by Mayor Curley, with the declaration that Commissioner Long "has been deceiving and kidding the council" by claiming that 300 men were engaged in clearing the land, when there were only 160 employed last Saturday.

The council quickly changed front after giving the loan order its first reading and after Councilman Wilson had sharply criticized Councillor Seth Arnold of ward 4 for moving the previous question in order to shut off debate, the order was assigned for consideration next Monday with instructions to the finance committee to have a further conference with Commissioner Long and to develop all information possible about the project.

As Commissioner Long is sojourning at Palm Beach for the remainder of the month, he will not be available, either to the committee or the council. Prospects of renewal of the demand for postponement of consideration until Long returns shows that the council intends to obtain a definite schedule of costs before the order is passed.

An item in the schedule for which $275,000 is desired gave Dowd and Wilson opportunity to challenge vigorously the plans of Long. He submitted a request for $109,000 with which to purchase 72,656 cubic yards of earth which is planned to spread to a depth of six inches over two-thirds of the course.

Dowd figured that the cost of loan per hole is expected to be $8085 but that was before he discovered that only two-thirds of the course is to be covered. He maintained that the estimate is so ridiculous that the council is justified in making a complete inquiry about it.

Other items listed by Long are excavating 10,000 yards of ledge, $30,000; 60,000 yards of earth, $40,000; 6000 feet of water pipe, $12,000; drainage, $25,000; sand, $2000; seed and fertilizer, $5000; parking area, $10,000; clubhouse, $40,000; bridle trail, $3000.

"Under the guise of unemployment relief," said Dowd, "a good many crimes have been committed. The city had a chance to obtain the Stony Brook section for a golf course for $1, but we had to bail out a land dealing firm, which once offered an institution the same land for far less than the $136,000 which the city paid, and which has retained the most valuable part of the tract that the firm bought for development."

"And on the question of unemployment, I intend to learn some time how many men this municipal employment bureau has placed at work with private employers. About all that this bureau does is to send men to the City Hospital and Long Island Hospital and give them work abbreviating snow."

SEES 'DECEPTION'

Dowd picked Long as his target, and repeatedly accused him of deception, while Wilson persisted in demanding enlightenment and insisted that as Engineer Ross is in charge of the construction work, that he should be questioned about its real cost.

Herman L. Bush, chairman of the committee on finance, defended the committee action and argued that reliance had to be placed on Long, and that the committee had not been informed about particular lines of inquiry in relation to the loan order.

Park officials declared after the council session that West street, which is only a "cowpath" instead of the thoroughfare it is in width, as shown on the plans of the street commission, is to be developed to provide an adequate approach to the course. The land was acquired from the trustees of Harvard University, and which will be the site of the clubhouse, has a frontage of 600 feet on West street, another section near Hyde Park avenue has a frontage of 300 feet, and a third section of the estate which also fronts on the street.

Council Postpones Action; Attack by Fitzgerald

Completion of the second municipal golf course, in West Roxbury and Hyde Park, was blocked yesterday, when City Councillor John J. Fitzgerald of the West End branded it as "the worst piece of rascality that has ever been put through this Council."

"WILL COST $1,000,000"

He charged that the city purchased the land "to bail out Bonnell Adams," part owner of the property, and he warned that before the golf course is completed it will cost $1,000,000, adding "under the guise of unemployment relief a good many things are being permitted here."

Councillor Fitzgerald, who is the reputed lieutenant of former Representative Martin M. Lomasney of the West End, insisted that he was talking about because he undertook an investigation, he said. He protested that the city would have to buy more valuable property to provide an entrance to the golf course and he complained that judges would give the owners of the only good property heavy damages for the land takings.

Officials of the Park Department last night returned that the new golf course already has frontage on West street for three entrances, including the property taken from Harvard College, which has a frontage of 571 feet for the planned entrance.

Claim Added Land Not Needed

Street commission engineers pointed out that though the present roadway is but 20 feet wide, West street has been planned as a 50-foot street and will be constructed without the necessity of purchasing adjoining land, as the houses were set back with that understanding.

In the council yesterday Councillor Cleney A. Norton of Hyde Park estimated that West street was only 20 feet wide as a table. He was followed by Councillor John F. Dowd of Roxbury, who protested that there were but 160 men taken from the jobless ranks at work on the golf course last Saturday, though the Mayor had promised work for 300.
CITY COUNCIL HEARS ‘RASCALITY’ CHARGE
West Roxbury Golf Course
Hit by Fitzgerald
Automatic Traffic Control is Asked for Beacon St

Charges that the West Roxbury golf course project was "one of the worst pieces of rascality ever put through the Council," that it will cost $1,000,000 before it is completed and that there is no entrance or exit from the property, were made by Councilor John L. Fitzgerald yesterday at Council meeting.

An order for the Mayor for $275,000 to supplement one of $225,000 already appropriated, caused the booting of the golf course project. The order went over a week to permit the Council to get some information.

Park Department officials, when asked about the charges, said the Councilor was misinformed; that the entrance would be on West St, which it is planned to make 50 feet wide and that the city owns the land for the streets.

It is also said that the main entrance will be from West St, where there is a frontage of 400 feet; that there is room for another entrance on West St at another point and that near Hyde Park there is a frontage of 300 feet available for entrance and exit. Nine holes will be built on one side of the entrance road from West St and nine on the other side.

Councilor Dowd raised the issue on the order for $275,000, denied that 300 men were working on the project and said that only 180 were employed on Saturday, favoring furnishing employment to men, he did not favor spending $500,000 for a place for non-residents of Boston to play golf, "while thousands of citizens go to the prison yard for aid." He was referring to the Public Welfare at Hawkins St.

Councilor Dowd charged that Park Commissioner Long misrepresented to the Council when he said 300 men were employed on the golf course. He declared that the same amount of money properly expended would give work to 3000 men.

Councilor Wilson picked up the golf course issue and said he would like to know the location, adding that laying out the present course did not at one time declare the present property inappropriate for a golf course, and if it was true that because it was inappropriate land, that the cost had increased so.

On Right of Way
"Has the city any right of way to the golf course?" asked Councilor Fitzgerald.

Councilor Norton, in whose ward it is being constructed, answered, "Yes, over West St." "How far West St?" asked Fitzgerald, and Norton, pointing, said, "About as wide as that table."

Then it was that Councilor Fitzgerald characterized the project as one of the worst pieces of rascality ever put through the Council and discussed that the city of Boston could have had a golf course in the Stony Brook Reservation from the Metropolitan Commission for $1,000,000, he said it would amount to $1,000,000, that for blasting alone it would cost over $1,000,000 and that under the guise of destroying some of its property, many things were being done that the taxpayers were going to have to pay for.

While on unemployment he took a shot at the Municipal Employment Bureau and declared that at a future meeting of the Council he would like to learn how many persons the bureau had put to work with private business, in hospitals or at snow removal.

An item of $100,000 for loan for the 18-hole golf course also came in for discussion. It in also said that the main entrance would be on West St, which it was the figure of Park Commissioner Long, who is in Florida. According to specifications furnished to Councilor Bush by Commissioner Long, there will be needed 72,666 2-3 cubic yards of loam, to be put on six inches deep on two-thirds of the area at $1.50 a cubic yard, for bowlder removal in $50,000 with $40,000 for earth excavation; water pipe, $12,000; drainage, $23,000; sand, $2000; seed and fertilizer, $50,000; parking area, $10,000; clubhouse, $40,000, and bridle trail, $2000; a total of $275,000, the amount of yesterday's loan order.

Councilor Norton declared that if the City Council would bring in experts and show how much of the money would be spent, that though the project is in his ward, he would vote against the order.

Councilor Bush, speaking for the finance committee, said that no one had raised any question regarding the price of the property; that it was admitted that the land was bought cheap. He said that if any member had any information he should have told it to the committee. The only question now, he said, was the appropriation of the money to make the property suitable for a golf course and that the purpose was a worthy one.

Move Previous Question
The previous question was moved by Councilor Arnold and on the vote Councilors Fitzgerald and Wilson were the only ones to vote "no."

Councilor Wilson asked and obtained reconsideration. Dowd then declared that at one hearing the Council was asked to pass orders amounting to $2,750,000 and that since the first of the year, $5,000,000 in loan orders "were rushed through without any lengthy hearings."

On his motion to postpone until the next meeting, Councilor Fitzgerald called attention to the large appropriation for the Charles-st widening and said that only six men, a steam roller and other machinery was on the job.

"The Council was deceived," said Councilor Fitzgerald referring to the golf course; "the land should never have been bought. Have the Park Commissioner and the lawyer see if it is going to cost $500,000; let us know it." The order then went over.

Picturing traffic conditions on Commonwealth av and Beacon st as a menace to pedestrians, Councilor Lawrence demanded "space for traffic Commissioner Conry automatic control lights." He also asked for a report from Commissioner Conry regarding a matter of $125,000; another for $350,000 for traffic lights and $20,000 for traffic lights.

Councillor Dowd offered an order asking Mayor Curley to seek legislation for the expenditure of $500,000 for a rapid transit tunnel from Sullivan sq. Charlestown, to Forest Hills; an order for a new courthouse in Roxbury; $400,000 and an order providing for the employment of day labor in the construction of new streets and the resurfacing of old thoroughfares this year.

In compliance with an order introduced by Councilor Dowd, Rev McGrath will name a committee of five members to study ways and means of establishing a five-member municipal departments in 1932, as recommended by Mayor Curley in a recent address to the Council.

"RASCALITY' PICKED IN FITZGERALD HIT

URGES GREATER CITY PROPOSAL
Conry Points Benefits of Such Federation

Creation of a Federated Boston, which, he said, would establish Boston as a city of 2,000,000 people, entitled to its rightful place among the first four cities of America, was advocated last night by Traffic Commissioner Joseph A. Conry of Boston, speaking before the Winter Hill Improvement Association at Christ Episcopal Church, Somerville.

"The principal active administration of this body would be to take over the work of the Metropolitan District Commission," Commissioner Conry said, adding that the commission now carries a debt of over $30,000,000.

"The commission cannot be considered at all representative of any of the cities or towns comprising the district. For example, this magnificent North End Artery, running through your city of Somerville, 120 feet wide, and the Somerville avenue bridge is probably only 20 feet wide. No elected administration would have tolerated such a break in the most important traffic road running out of Boston.

"The protests of your city government are unavailing. The appeals of civil organizations fall on deaf ear. The Metropolitan District Commission has gradually but greatly grown to an unrepresented body, responsible to no one, we would have men in charge of the law, water and traffic departments who would profusely respond to the
PORT OF BOSTON ENDS
RAIL RATE EVIDENCE

Norton Tells of Commonwealth Pier Operations—Defendant's Case to Be Heard in New York

The port of Boston, seeking a more favorable rail freight rate in relation to the port of New York, completed testimony in its complaint this afternoon at the Chamber of Commerce, where the hearing has been in progress for some time. The case of the defendants and intervenors will be heard by the Interstate Commerce Commission on April 8.

The final witness this afternoon was Clement A. Norton, superintendent of Commonwealth Pier, South Boston. He explained in some detail the facilities for handling freight at Commonwealth Pier and told in considerable detail about the pier operations.

Under guidance of Johnston B. Campbell, former chairman of the I. C. C., chief counsel in the Boston case, which is being presented by the port authority, the City Government and the Maritime Association, Supt. Norton, also a member of the Boston City Council, testified that wharfage is charged against the steamship company and against the cargo. A wharfage charge on 25 cents a ton is made against the cargo, and 10 cents a ton against the steamship company, if the cargo remains on the pier six days after the discharge of the vessel. If, however, the cargo is sent outside of a 45-mile radius, there is no wharfage charge.

Economical Operation

Mr. Norton stated that from the standpoint of operation, the delivery of cargoes from steamer to pier and vice versa was economically operated. In further explanation of this statement, he pointed out the facilities for handling a large volume of freight, at all times bringing out the point that they have handled at the pier at one time as many as 15,000 people and 2000 automobiles, without congestion, and that further stated that at no time have they been taxed to capacity, either by the barges or the visitors or the number of trucks wishing to use the pier at the same time. During the course of his testimony, he brought out that the pier could comfortably handle four ships simultaneously, and also that a passenger ship could be handled and the discharge of passengers without interfering in any way with the loading and unloading of freighters.

Q. Understood you to say that you could handle a great deal more traffic at the pier than is offered at the present time?
A. Yes.
Q. Could that be done without either slowing up the movement or decreasing the efficiency?
A. I believe it could be done without decreasing the efficiency or slowing up the movement.
Q. Would an increase in tonnage necessarily mean a proportionate increase in expense?
A. No, we could handle considerable more tonnage without an increase in expense, since the force at the pier is employed on a yearly basis, and the space is there.

Q. Have you some familiarity with the traffic handled through the port of Boston in recent years?
A. Yes.
Q. How do the Commonwealth Pier facilities compare with the facilities at New York?
A. I can only speak with reference to steamers which dock at Commonwealth Pier and also go to New York. For example, I feel that the facilities offered at Boston to the American Hawaiian and Luckenbach Steamship Companies, which most use Commonwealth Pier the year round, are superior from a technical standpoint to those offered at New York.

Davis Testifies

Harry A. Davis of Newton, manager of the transportation department of the Boston Wool Trade Association, testified in part in answer to questions by chief counsel Campbell:
Q. During your employment in Boston, what has been the trend of the import and export business through the port of Boston?
A. It has been on a decline since the World War.
Q. In your judgment, if the rate structure for export and import was made through the port of Boston, New York, by substantially the difference between the cost of service given in the shape of free lightercage at New York, and the cost of service through Boston, would it be of substantial value in increasing the business of the port of Boston?
A. In my judgment, Boston should have a much lower rate than New York from Buffalo via New York Central, for example, if lightercage cost were given proper consideration in making the rate. Through New York it is 50 miles nearer Buffalo than Boston.
Q. Would a substantial increase in the business of the port of Boston be of advantage to the New England territory?
A. Speaking for the interests that I represent, I will state that if Boston had a lower export rate from F. A. territory, thereby reflecting the lower terminal costs here, and if as a consequence more ships were attracted to this port, the increase in sailings to and from Boston would be a substantial benefit to the members of the Boston Wool Trade Association.

Conley's Evidence

Joseph F. Conley of Cambridge, secretary of the Boston District Council of the International Longshoremen's Association and an officer of the Steamship Clerks' Union, in replying to questions by counsel for the Boston petition, testified in part:
Q. Have you experienced any congestion at the piers at Boston in recent years due to a steamer discharging a large inward cargo and then loading outward freight?
A. No, our piers are large enough to accommodate inward and outward freight to at least six to eight times the present volume without likelihood of congestion.
Q. Have the interests with which you are identified or which you represent been affected by changes in the volume of cargo through the Port of Boston in recent years?
A. They have been greatly affected. Our export business through the port of Boston is only about one-fifth of what it used to be, and our inbound business has fallen off greatly. I realize from the figures that the total import tonnage through New York has increased, but the actual cargo that is of interest to the port in the matter of its development in any real sense is not properly reflected in those figures. And this is true also, particularly as to the organization that I represent. The figures which show larger inbound movements through the port than formerly, consist of a good deal of petroleum, foreign coal and also large movement during the last few years of foreign cement. Of course, our fellows who depend for their living on checking the movement of freight over the dock, naturally find themselves out of work because of the small amount of tonnage that there is now days to check.

Rates Compared

George F. Mahoney, secretary of the Cotton Wool Waste and Liner Exchange, compared import and export rates to and from New York to New England points. Attorney Chandler sought to learn whether the witness was authorized to appear at the hearing as representative of the full directors of the exchange. The witness claimed he was appearing with full authority to proceed whichever way he thought was best in the interest of the exchange.

Chester A. Gardner, secretary and treasurer of the Foreign Commerce Club, comprising 250 members, testified in support of the Boston petition.

Attorney John P. Finnerty, counsel of the Brooklyn Eastern Terminal Company, cross-examined at some length George H. Parker, the rate expert in the Boston case, and at the conclusion, asked that exhibit 188 be stricken from the record on the ground that it is misleading and not relevant to the issue. Examiner Steer ruled against Mr Finnerty.
BOSTON SCHOOL SPORTS
MAY BE DISCONTINUED

Law Must Be Changed to Allow Expenditure For Equipment, Legislators Hear

Boston High School football, baseball and perhaps other sports may have to be discontinued entirely, because the State law does not permit the schools to furnish proper personal paraphernalia for the participants, the Legislative Committee on Municipal Finance was told today.

Danger to the life and limb of the players will force the schools to abandon strenuous athletics, it was announced, unless the law is changed to permit the use of money by the schools to purchase new equipment.

This condition was revealed when the committee held a public hearing on bills of Mayor Curley and Chairman Joseph J. Hurley of the Boston School Committee to amend the law to permit the use of 15 cents on the dollar now appropriated to include the purchase of all uniforms and paraphernalia needed to furnish the proper equipment for such sports.

He then described the methods used to purchase equipment so far, which can no longer be continued because of legal objection, and even suggested that "it may be that the Boston School Committee is not within its rights in leasing private property, such as Fenway Park or Braves Field, in which to hold football games."

"The athletes are improperly equipped," concluded Mr. Silverman, "their health endangered thereby, and our schools pauperized by the situation we find now of corridors thronged with pupils selling buttons, crying candy sales and various other methods for raising money to support athletics. It resolves itself into a question of whether we maintain our sports as a charity or abandon them altogether."

Silverman In Favor

Samuel Silverman, corporation counsel for the city of Boston, argued strenuously for the bills and traced the reasons for the request to recent decisions of the Supreme Court.

"We have the peculiar spectacle here," he said, "of schools forced, by legislative enactment, to provide athletics, but the Legislature has made no provision for the wherewithal to furnish the proper equipment for such sports."

"The committee was unable to be present, but was recorded as favoring the measures, one of which was his own petition."

Chairman Hurley of the School Committee was unanimous in being present, but was recorded as favoring the measures as a charity or abandon them altogether."

Chairman Hurley of the School Committee was unanimous in being present, but was recorded as favoring the measures, one of which was his own petition."

Representative Lewis R. Sullivan of Boston was also recorded as favoring the measures, one of which was his own petition."

But one voice was raised in opposition, that of John F. Bowles, who based his objection on the purchase of uniforms. "Why not spend such money in buying clothing for needy families," he added, though stating that he was not opposed to athletic instruction in schools.

Conroy Advocates

Federated Boston

Creation of a Federated Boston, which would rank among the first four cities of America, was advocated last night by Traffic Commissioner Joseph A. Conry of Boston, speaking before the Winter Hill Improvement Association at Christ Episcopal Church, Somerville.

"The principal active administration of this body would be to take over the work of the Metropolitan District Commission," Commissioner Conry said, adding that the commission now carries the debt of the Federated Boston.
Prof. Hart Orator for Dual Observance

Plans Complete for the City's Washington-Lincoln Exercises Sunday

Arrangements are practically completed for the annual city of Boston Washington-Lincoln memorial exercises to be held in Symphony Hall next Sunday afternoon, beginning at three o'clock.

The principal address will be delivered by Albert Bushnell Hart, professor emeritus of Harvard University, who is chairman of the United States Commission for the Washington-Bicentennial commemoration of next year. The presiding officer will be Peter F. Tigges, representing Mayor Curley. The invocation will be by Rabbi Samuel J. Abrons of Congregation Ohabei Shalom. Selected students from three high schools will present appropriate selections in the following: Ruth Daney of Girls' High School, an extract from Washington's Farewell Address; Reed Edwin Pagaran of Public Latin School, "Lincoln's Attitude Towards the Negro"; and Marcus H. Sullivan of English High School, a Tribute to Lincoln, prepared by Mayor Curley.

The music, specially arranged for the occasion, will be by groups from Boston public schools under the general direction of John A. O'Shea and comprising a Symphony Band conducted by Fortunato Sordillo; a Symphony Orchestra conducted by Joseph J. Kelleher; and a Chorus of 100. The program will include: "Great Themes of the Lincoln Period," composed by young Boston musicians and presented by the Washington-Lincoln morning exercises. The building is of fireproof construction.

Opens Recreation Building

General Electric Completes Structure at West Lynn for Employees

The General Electric Company has completed and opened a large recreation building for its employees at the River Works in West Lynn. On the first floor is a kitchen and cafeteria with a 120-foot service counter and seats for 800. On the second floor is an assembly hall seating 1200, equipped for radio reception and movies, with a floor for dancing. There is a game room 120 by 25 feet.

Mayor's Plea for Greater City Is Lost

More than 1000 temporary snow shovelers recruited from the ranks of the jobless worked all day yesterday and last night until midnight earning $10,000 clearing the streets of the city. The bills, in substance, provided for the consolidation of all cities and towns within a radius of 20 miles of Boston under one head, to be governed under the so-called borough system.

The boundary lines were to be determined by the present metropolitan water and sewer districts. The bills, in substance, provided for the consolidation of all cities and towns within a radius of 20 miles of Boston under one head, to be governed under the so-called borough system.
Boston Seeks Right to Pay for Uniforms

Mayor Curley's Petition on Behalf of Schoolboy Athletics Heard at State House

Opposition

Comes from Within Ranks of Municipal Finance Commission During Hearing

By LeRoy Atkinson

House Bill No. 241 came up this morning for discussion at the State House before the Committee on Municipal Finance. The bill, entered by Representative Lewis B. Sullivan, Jr., of Dorchester on petition of Mayor James M. Curley, seeks the right to expend part of the present sum of $300,000, set aside 13 years ago by the Legislature for the physical education in Boston, for forms and protective clothing to be worn by the school students while participating in contests.

Although Mayor Curley did not appear before the committee personally, his office was represented by Corporation Counsel Samuel Silverman, who brought to the attention of the municipal finance committee the fact that, unless House Bill 241 receives favorable action, schoolboy athletics in Boston must cease.

Silverman declared that under the present poverty-stricken conditions in this department of education, equipment is so poor that there is danger of a multitude of serious injuries among school children, especially in football.

One Real Opponent

Others appearing in favor of the bill were William B. Snow, assistant superintendent of schools in Boston; Patrick Campbell, ex-headmaster of Boston Latin School, also an assistant superintendent of schools, and Walter Downey, head master of English High School. It was reported that the Boston School Committee, which by the way, has House Bill No. 73 on file with the same object in view, is favorable. Alexander M. Sullivan, business manager of the Boston School Committee, also spoke in favor of the action.

One person appeared before the committee in opposition to the bill. John P. Beale, representing himself as a taxpayer in Boston, contributed the plaint that "it's getting so there is no opportunity for taxpayers in this city to carry on. It's getting so nobody can own any houses here."

However, although Taxpayer Beale was the only down-right opponent, Messrs. Silverman, Snow, Campbell, and Sullivan struck snags in their speeches in the form of dissentant questions from within the municipal finance committee itself, particularly from Representatives Archibald M. Estabrook of Haverhill and John P. Higgins of Boston and Senator Roger Keith of Brockton.

Rep. Higgins Seeks An Assurance

Between them, the opponents of House Bill 241, presented a pathetic picture. Corporation Counsel Silverman opened the hearing with the statement: "We have a peculiar spectacle in Boston, gentlemen, of the school committee forced, by legislative enactment, to provide athletics, but the Supreme Court refusing to allow the schools to furnish the proper clothing for such sports. What we ask you today is to have the Legislature change the present law whereby the words 'clothing' and 'uniforms' can be inserted in order that the law may be clear to everybody. Unless this action is taken, school sports in Boston can not continue another year. We do not ask for an increase in appropriation; we ask merely the right to spend the money already appropriated in the proper way."

Silverman was asked by Representative Higgins for an assurance that, if the committee reported favorably on House Bill 241, there would be no request in future years for an increase in the fifteen cents on every $1.00 of taxable property allowed for physical training and athletics.

"If we let down the bars now," remarked Representative Higgins, "you'll be in here again to ask for more money."

General Law May Help Schoolboys

During the hearing this morning at the State House on a bill seeking the right to pay for uniforms for city of Boston school students, the chairman of the Committee on Municipal Finance, Senator Samuel Wragg of Needham, seemed highly desirous of knowing from all persons speaking before the committee the possibility of a general law for the aid of town and city school committees throughout the State. Senator Wragg also stated that, in his opinion, there are no enclosures left in Boston by way of charging admittance. Silverman also questioned the legal right of the Boston School Committee to lease Braves Field and Fenway Park for its games.

Campbell Deliver's a Loaded Retort

Senator Keith advanced the suggestion to Assistant Superintendent of Schools Campbell that high school athletic associations could handle the situation. Campbell retorted that Boston Latin, Boston English, Boston Commerce and Dorchester High Schools might handle their own athletics, if legally permitted, but the other eight high schools in the city would be poverty stricken. Senator Keith was informed that the receipts drawn by the four lucky schools could not finance the entire line-up of thirteen high schools.

Despite retort that to form private athletic associations would be a dangerous procedure. "This scheme would foster the same evil practices that have grown up in outside cities where the high school athletes are not in the hands of the school authorities," he said. "Where do you mean?" asked Senator Keith of Brockton.

The situation has never occurred in Haverhill," retorted Representative Estabrook simultaneously with Senator Keith's question.

Master Downey of English School, told of how, during last fall, the school children sold candy, cakes and held entertainments to raise enough money to equip the teams in that manor. He remarked that other schools throughout the State were operating successfully under the same plan. That caused a titter to run through the room, for many of his hearers recalled the fact that only a few years ago the Haverhill athletic situation was badly bankrupted during an epidemic of infantile paralysis.

Representative Estabrook of Haverhill asked why the Boston schools could not establish an athletic association, use the receipts to equip the teams in that manner. He remarked that other schools throughout the State were operating successfully under the same plan. That caused a titter to run through the room, for many of his hearers recalled the fact that only a few years ago the Haverhill athletic situation was badly bankrupted during an epidemic of infantile paralysis.
ABANDONMENT OF SCHOOLBOY SPORT FEARED

Curley Bill Sponsors Warn of Imminent Possibility

In WALTER KILEY

That the city of Boston will be obliged to abandon schoolboy athletics unless the Legislature passes the bill sponsored by Mayor Curley, which would authorize the school committee to organize and conduct physical training for the three public high schools today, yet it is not provided with the necessary funds for this work, he said. At the present time the school committee cannot use the income from athletics, but this must be turned in to the city treasury. If we could use this money, we would be able to get along very well.

Silberman further explained the present bill by calling it an "enabling act." We ask no further appropriations, he said, but merely the enactment of a law to carry on athletics under present existing conditions. At the present time, ridiculous as it may sound, it is impossible for the city even to pay the bills, much less provide athletic equipment, unless this bill is passed.

"All that is necessary is to amend the bill now in force to include necessary apparel. We can get all the bats and balls and hockey sticks we need, but anything which adorns the body cannot be paid for by city funds."

CAMPBELL SPEAKS

Assistant for Athletics, Patrick Campbell, former headmaster at Latin school, told the committee that in the old days when the school never had enough money to take care of its athletes until the school committee came to

McGrath Tells of City Council: "GREATER BOSTON" BILLS SET BACK

Next Annual Session Is Voted by Committee

The Legislative Committee on Metropolitan Affairs has voted to refer the bills for the creation of a "Greater Boston" to the next annual session of the Legislature. The committee accomplished that object had been filed by Mayor Curley and Prof Joseph H. Beale of Cambridge.

The committee has not yet acted on the bills affecting the Boston Elevated Railway or the Charles River Basin Improvement.
1000 Emergency Shovelers Work All Night Clearing City Streets

Boston worked all night last night, using 1000 emergency shovelers and 50 extra trucks, completing the task of digging out of the snow brought by the freak storm that buried eastern Maine under eight inches of snow, and raked Cape Cod with a thunder storm that cost the lives of two coast guardsmen.

In Boston the early part of the storm brought rain, sleet and snow later. About four inches of snow, representing the rain a total precipitation of 0.5 inch, was added to that left from previous storms.

Eastport reported the heaviest snow of the season. It ranged from eight inches to a foot, dry enough to drift under the impetus of a fresh northerly wind. Maine highways in Washington county were reported blocked with high drifts. Calais also reported six inches.

Work of digging out Boston was greatly complicated by the parking of automobiles in snow-filled streets. During and after the storm, in every street the clearer gangs were obliged to make several return calls to clear the snow, after the parked cars had been removed.

In Springfield it was discovered that snow shovelers had been receiving 16 cents an hour too much, and should have been paid only 40 cents. This was estimated to have cost the city an unnecessary $28,000 this winter. The pay of shovelers yesterday was cut to the 40 cent rate, but with no loss of men.

The weather today was expected to be colder than yesterday, although tonight was expected to be warmer than last night. Tomorrow was expected to be increasingly cloudy with rising temperatures. The wind was expected to be gentle to moderate northwest, shifting to west and later to southwest.

GREATER BOSTON BILLS ARE KILLED

The legislative committee on metropolitan affairs today voted reference to the next annual session on the bills before it for a Greater Boston. One of the measures was presented by Mayor Curley, the other by Prof. Joseph H. Beale of Harvard.

UPROAR BY MEN SEEKING JOBS

Verbal Row by 800 at City Employment Bureau

A couple of men, said to be Communist agitators, mixed in with the crowd of about 200 unemployed men who filled to capacity the rooms of the city's employment bureau on Church at Washington streets, and started a rum- pata that developed into a general verbal row, with pretty nearly everybody calling everybody else uncomplimentary names.

The trouble is alleged to have started when one of the so-called "Reds" began protesting because there was no room inside for the great number of men who came seeking jobs.

About 200 men were packed into the rooms and about 600 were in the street outside the bureau. Most of the men thought there might be a chance to sign up as snow shovelers for the day.

In short order the protesting turned to shouting and many of those in the rooms took part. The women in the other section of the bureau heard the uproar and fled the place. Finally the police were called and they cleared the men's section. A policeman was left on guard to prevent a fresh outbreak.

CITY'S WASHINGTON-LINCOLN PROGRAM

Prof Hart Orator, Music Tableaux, Symphony Hall

Arrangements are practically completed for the annual city of Boston Washington-Lincoln exercises to be held in Symphony Hall next Sunday afternoon at 3 o'clock.

The principal address will be delivered by Albert Bushnell Hart, Professor Emeritus of Harvard College, chairman of the Massachusetts Commission for the Washington biennial commemoration next year. The presiding officer will be Ex-Congressman Peter F. Tague, representing Mayor Curley's ward, who will be absent from the city. The invocation will be by Rabbi Samuel J. Abrams.

Students from three high schools will present selections as follows: Ruth Deraney of Girls' High School, an extract from Washington's Farewell Address; Reed Edwin Peggren of Public Latin School, "Lincoln's Attitude Towards the Negro," and Marcus H. Sullivan of English High School, "A Tribute to Lincoln," prepared by Mayor Curley.

The music will be by groups from Boston public schools under the direction of John A. O'Brien and comprising a symphony band conducted by Fortunato Sordillo, a symphony orchestra conducted by Daniel Tierney and Augusto Vanni and a chorus of between 200 and 400 children from the Bigelow, Christopher Gibson, Dearborn and Mary Homanway Schools.

At the conclusion of the program a specially arranged patriotic finale will be presented with procession and tableaux, concluding with the pledge of allegiance to the flag by the entire audience and the singing of the "Star Spangled Banner."
CARVEN PRaises CITY BOND ISSUE
Auditor Says Policy Tends
To Keep Tax Rate at
Low Level

SEES NEED OF CUT IN
LAND ASSESSMENTS

Without refuting the statement of Henry L. Shattuck to the legislative committee on ways and means that Boston's property tax rate, at 10.47 per cent, is more than one-third of the total metropolitan water debt alone was $1,135,677.44 and this amount will be constantly increasing as debt is issued by the State for the $65,000,000 addition to the metropolitan water system, the expenses of which at the present time are borne entirely by twenty cities and towns, constituting the metropolitan water system.

"It appears that this one item of metropolitan water interest paid by Boston is more than one-third of the total interest paid on all the Boston debt outstanding for major improvements, exclusive of Rapid Transit debt. In this connection it may be advisable to indicate the excellent debt situation of Boston compared with its valuation. In the last report of the State Division of Assessments Boston is shown as having in 1916 the highest rate of percentage, namely, 5.3. The valuation shown is $1,950,186,600, while the net debt is $103,016,352.37, and the per cent of the total 10.47, about one-half what it was in 1900.

Auditor Carven stated that the interest charges over a period of years is fairly constant in amount, and for the year 1925 as compared with 1910 shows an increase of only approximately $300,000.

The interest on Rapid Transit debt requires no taxation, as it is met from the tolls received from the Boston Elevated Railway Company," the state explains. "The interest levied by the State for Metropolitan District purposes, exclusive of water, is included in the tax bill under State tax and assessments and is much more substantial than most taxpayers assume.

It may be of interest to state that the amount paid by the city of Boston in 1925 for its share of the interest on metropolitan water debt alone was $1,135,677.44 and this amount will be constantly increasing as debt is issued by the State for the $65,000,000 addition to the metropolitan water system, the expenses of which at the present time are borne entirely by twenty cities and towns, constituting the metropolitan water system.

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"This latter figure includes net Rapid Transit debt of $42,523,784.29, upon which no taxation is made. Were this debt outstanding for major improvements, exclusive of water, it is much more substantial than most taxpayers assume.

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ACTING MAYOR SENDS
GREETINGS TO EDISON

Joseph Mifsud, president of the Boston City Council and acting mayor of the city in the absence of Mayor Curley, yesterday sent to Thomas A. Edison the following congratulations on the occasion of the inventor's 84th birthday:

"Kindly accept the greetings and sincere good wishes of the citizens of Boston upon so happily reaching your 84th milestone. It was in Boston in 1868, where your little workshop was established and where came the start of your successful efforts which have made the whole world your debtor. May every happiness and blessing attend this eventful day."

Mr. Edison is at Fort Myers, Fla.

FIX OPEN AIR PARKING STATION LICENSE FEES

The Boston Street Commissioners yesterday announced the schedule of license fees for open-air parking stations for motor vehicles. The parking spaces come under the supervision of the Street Commissioners for the first time as a result of an act of the State Legislature, which was accepted by the City Council. Already about 100 stations have complied with the new regulations and obtained a license to operate. These are for the most part in the downtown, theatrical and hotel districts. The law includes a fine of $100 for station operators not complying with it.

The rates:

From one to five cars, $10 a year;
five to 10 cars, $30;
10 to 25 cars, $60;
25 to 50 cars, $90;
50 to 75 cars, $120;
75 to 100 cars, $150;
100 to 200 cars, $200;
200 to 500 cars, $250. The above fees are for stations operating all year. For stations operating not more than six months in any year the fee is $100.

Application for licenses must be made at the office of the permit division of the Street Commissioners, room 44, City Hall.

Only three persons attended the public hearing held yesterday by the Street Commissioners at City Hall on the matter of reconstructing and laying out Seminary road, Brighton. The commission in favor of the project, to a width of 70 feet. The hearing lasted only three minutes.

EXERCISES IN SCHOOLS

Throughout the Boston schools today, exercises were held in memory of the Great Emancipator. Prominent on the program is the famous literary masterpiece, which has come down through the years with unfailing popularity, the "Gettysburg address." Music during the program was of a patriotic type, featuring the "Star-Spangled Banner." Proclamations from the State House and City Hall urge all to do their share and honor the memory of our martyred President. To all Grand Army men, the name of Lincoln is especially dear.

Although the birthday of Abraham Lincoln, which we observe today, is not a legal holiday, it is celebrated throughout Boston and the state with ceremonies of a patriotic nature.

STATE HOUSE BRIEFS

Mayor Curley's bill for a Greater Boston was given leave to withdraw yesterday in the House of Representatives, without a word of debate.

STATE AND CITY HONOR BIRTHDAY OF LINCOLN

Public School Tributes Feature Day's Exercises—Grand Army, World War Veterans Contribute Their Offering

So that in the few remaining posts where these veterans of '61 still gather round the camp fire, Lincoln's name will be honored tonight, American Legion and Veterans of Foreign War posts are also joining in tribute to him.

FLAGS FLYING

Flags are flying everywhere today so that even if business goes on as usual the public is aware that the birthday of a great statesman is being observed. Radio programs will include many Lincoln features tonight.

Many of the observances are marked with some reference to the "Gettysburg address," particularly its closing phrases eloquent of the soul of the man who voiced them: "That this nation under God, shall have a new birth of Freedom and that government of the people, by the people, for the people, shall not perish from the earth."

COMPLAIN OF SNOW ON BOSTON STREETS

Merchants and Residents Tell of Deep Rutts

The condition of many important streets of Boston since the snow storm of several days ago has resulted in numerous complaints from business interests and residents, several of whom charge the streets have not been in a worse condition after a snow storm for several years.

The condition is reported as particularly bad in the North Station section, in the Back Bay, the South End, and in most of the outlying districts. With rain or snow predicted for today certain business interests are fearful of the condition they believe will certainly result in many parts of the city should a coating of thin ice form over the deep ruts in the uncleared streets.

The regular employes of the Street Sanitary and Paving Divisions of the Boston Public Works Department have been at work on the snow since the storm and at noon yesterday it was said at City Hall that while the so-called regulars are still attempting to clear away the remaining snow the Samaritan help used for a day or so

Extra Shovelers Dropped and Job Is Left to "Regulars"

The snow removal so far this season has been done wholly by man power without the use of the snow loading equipment bought by the city a few years ago.
Schwartz Quits to Take Police Job

Leo Schwartz resigned today as assistant corporation counsel of Boston and was named as legal adviser to the police department. His resignation, tendered to Corporation Counsel Samuel Silverman, was accepted.

The resignation of Schwartz was the culmination of some months of disagreement between him and Silverman, the latter believing that Schwartz was devoting too much time to the police department.

Schwartz Quits City Law Office To Become Official Legal Adviser to Hultman

Leo Schwartz yesterday resigned from the city law department. His resignation was accepted by Corporation Counsel Samuel Silverman.

Later in the day Police Commissioner Eugene C. Hultman in a general order announced that Schwartz had been appointed legal adviser to the commissioner.

Schwartz was assigned to the police commissioner's office last May. Since that time he has served as legal adviser to the police head.

In a letter to Commissioner Hultman last Thursday, Corporation Counsel Silverman suggested that he should receive legal advice from a man in his employ directly responsible to him. Silverman also stated that he doubted the legality of his office acting as legal adviser to the commissioner.

Schwartz's resignation followed. Commissioner Hultman would make no comment on the matter other than to add that Mr. Schwartz would receive $5000 a year, the same salary paid him in the law department.

Likewise, Mr. Schwartz declined to comment on his resignation.

Corporation Counsel Silverman said:

"Mr. Schwartz and I have never quarreled. The situation is that I am not going to be held responsible for legal advice given..

BOSTON KEYS GOING TO SIX BY AIRPLANE

Symbols to Mark Inauguration of Express Service to Washington Tomorrow

WILL START AT 9:45 A.M.

Mayors of Four Cities and Capital Officials Will Be the Recipients

SIX KEYS to the City of Boston will be delivered to dignitaries by airplane tomorrow with the inauguration of the new air express service between here and Washington.

Four mayors at cities of call along the way will receive these symbols, as will Maj.-Gen. James E. Fechet, chief of the army air corps, and Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics.

Mayors who will receive the keys are: W. E. Batterson, Hartford; Harry A. Mackey, Philadelphia; Charles H. Kline, Pittsburgh, and William Frederick Broening, Baltimore.

These keys will be accompanied by letters of good will from Mayor Curley's office which will be delivered as are other parcels handled via this air express service. The six tokens are scheduled to leave Boston on the 9:45 a.m. passenger plane for New York. John J. Martin will officiate in behalf of Park Commissioner Long, and Mayor Curley will be represented.

In the past air express service from Boston has extended as far as New York. The extension to Washington is accompanied by reduced rates: one dollar for one pound, $1.20 for two pounds, and $1.50 for five pounds. Western Union will continue to handle the packages between the airports and their destination. Colonial will fly them between New York and Boston.

Deliveries in Philadelphia, Baltimore and Washington will be made over Pittsburgh Airways and New York, Philadelphia and Washington Airways. Connections between these lines and that of Colonial are made at New ark, N. J.
MUNICIPAL MEMORIAL EXERCISES

Three Anniversaries Will Be Observed Here Today

Municipal exercises commemorating the anniversaries of Washington, Lincoln and the sinking of the battleship Maine will be held this afternoon and tonight at the direction of Mayor Curley. Elaborate programmes have been arranged by Acting Director of Public Celebrations Stanton R. White, in cooperation with the citizens' committee and the United Spanish War Veterans of this city.

TWO MEETINGS

Memorial exercises commemorating the birth anniversaries of Washington and Lincoln will be combined in a single programme of festivities for the public at 5 o'clock in Symphony Hall. And the annual exercises in memory of the sinking of the Maine will be held in Faneuil Hall tonight at 8 o'clock.

Professor Albert Bushnell Hart of Harvard, chairman of the Massachusetts George Washington Bicentennial Commission for next year, will deliver the oration at Symphony Hall. There the children of the Boston public schools will take part, with vocal and instrumental music and readings from the works of the two heroic Presidents.

The exercises will be opened by the Boston public schools symphony band, and Chairman Joseph A. F. O'Neill will present former Congressman F. F. Tague, who will preside in the absence of the Mayor.

Oration by Prof. Hart

 Rabbi Samuel J. Abrams of the Congregation Ohabei Shalom, Roxbury, will pronounce the invocation, which will be followed by the singing of the "Song of Peace" by a chorus of trained pupils representing the Bigelow, Christopher Gibson, Dearborn and Mary Hemenway Schools.

Miss Ruth Deraney of the Girls' High School will read selections from Washington's Farewell Address, and Miss Dorothy Richardson, contralto, will sing spiritually.

Upon the completion of Professor Hart's address, the chorus will sing "Jerusalem" with Bernard Tebick, Michael Walsh and Edwin MacBain as soloists. Reed Edwin Pegram of the Public Latin School will give a reading.

to be followed by Marcus H. Sullivan of English High, who will recite Mayor Curley's tribute to Lincoln.

The patriotic finale will be presented by the high school cadets, with Boy and Girl Scouts, in tableaux portraying scenes in the history of the nation, with the assistance of escorts from the Lexington Minutemen, the Ancient and Honorable Artillery Company and Spanish and World War veterans.

At Faneuil Hall

The Maine anniversary exercises will open with an overture by the Captain John Drum Camp Orchestra and the escort to the colors by Vice-President Hugh Welles, the Boston Municipal Council, U. S. W. V. Invocation will be given by the Rev. Chellis V. Smith of the Hyde Park Baptist Church, and President George A. Hassett of the Boston Municipal Council, U. S. W. V., will be presented as the presiding officer.

The trooping of the colors for the dead of the battleship Maine will be directed by Past President Charles J. Corkery of the Boston Municipal Council, U. S. W. V.

"The Lessons of the Maine" will be the subject of the oration by Judge Michael J. Murray. At the completion of his address Miss Beatrice Murray will sing a soprano solo, and there will be other patriotic messages.

Mayor James M. Curley

Telegraphed From Palm Beach, Fla.

"The death of General Edwards is a genuine loss to the American nation. He was an illustrious soldier and a militant patriot, unselfishly serving every righteous cause for the welfare of our country. He welded an army of inexperienced soldiers of New England into one of the most important military forces of the United States upon the fields of France in the greatest war the world has known. He served these men with fidelity and devotion of a father and was a constant and inspiring adviser both abroad and at home. "General Edwards fought in the open for every cause which he believed right and was never known to retreat. The sorrow which attends his death will be shared by our citizens in every walk of life. A valiant soul has passed away who gave his all for the welfare and betterment of his fellow-men. His services entitle him to the same welcome in heaven that he was ever accorded in his beloved Massachusetts."

OPEN PROBE OF SCHOOLS WEDNESDAY

Fin. Com. Will Hear Plan to Abolish New Board

Public hearings in the investigation of the costs and administration of the school system here will start Wednesday afternoon, at 2 o'clock, in the offices of the Boston Finance Commission at 24 School street, Chairman Frank A. Goodwin announced last night.

CLASH ON SURVEY

The first clash between the school authorities and Chairman Goodwin over the findings of the commission's survey committee, which recently completed an eight-months' probe of the schools, will come on its recommendations for the abolition of the new board of School Buildings Commissioners and other changes in the new department of school buildings.

Chairman Richard J. Lane of the School Buildings Commission, who formerly served as chairman of the school committee and a member of the Finance Commission, will cross swords with Chairman Goodwin in defence of the first year's work of the new board in charge of the construction and alteration of school buildings.

The report of the survey committee charged that delay, waste, inefficiency and extravagance were not removed by the abolition of the old Schoolhouse Commission, and alleged that "unsavory purchasing incidents still persist and will persist evidently until there are some changes of personnel." In the new department, which took over the employees of the old department.

The Finance Commission has issued an open invitation to those favoring enactment of a new board in place of the old Schoolhouse Commission to attend the hearing Wednesday, when the proceedings will be confined to this single subject. Later the commission plans to hold hearings on other sections of the report, dealing with the other school authorities.

WEDNESDAY

PUBLIC HEARINGS

PUBLIC HEARINGS

PUBLIC HEARINGS
FIN. COM. HEARING

LANE TO ATTEND
FIN. COM. HEARING

Acrimonious Discussion of School Survey Expected

Chairman Richard J. Lane of the Finance Commission, to whom the commissioners of school buildings have opportunity, today, to tell the finance commission and the members of the survey board which investigated the activities of the department of school buildings, yesterday, to confine the initial discussion to the criticisms of the survey board about the department of school buildings. The commission voted yesterday to hold the first of a series of public hearings in its rooms, 12 o'clock Wednesday, and to confine the initial discussion to the criticism of the department of school buildings.

The first hearing will have to do with the part of the report which deals with the activities of the department of School Buildings and the commission welcomes the attendance of persons who either favor or oppose the recommendations.

Calls New Plan No Remedy

The survey committee reported that substitution by the Legislature of the Department of School Buildings for the Schoolhouse Department does not remedy the dual system, which places responsibility for appropriating the necessary funds upon the School Committee, elected by the people, and the duty of expending the money upon the Schoolhouse Commission, in the execution of the dual system of construction. The members could see nothing gained and much lost by the present division of responsibility, maintaining one board merely to elect the head of a department and leaving him responsible to neither.

"Anomalous Relation"

The survey committee claimed that Boston is unique among cities in maintaining a board for the construction and maintenance of school houses and independent of the School Committee: deriving its funds from the School Committee, yet not accountable to that committee as to how it spends them. This anomalous relation, in the survey committee's opinion, makes for neither responsibility nor harmony.

The report was to the effect that the practices pursued in regard to new construction and the purchase of furniture have not greatly changed. The committee expressed the belief that the program to the proposed building should be done by a qualified educator before the architect begins work.

POLICE DEPARTMENT
HAS OWN ADVISER

Leo Schwartz of City Law Division Takes Post

Leo Schwartz, assistant corporation counsel, who, since last summer has been acting as legal adviser to Police Commissioner Hultman and the Boston Police Department, resigned as a member of the City Law Department yesterday and officially became the legal adviser of the Police Commissioner and the Police Department. It is understood that he will continue to receive the same salary he was paid as assistant corporation counsel, $6000 a year.

On Thursday, Corporation Counsel Silverman wrote Police Commissioner Hultman, stating he believed it advisable for the Police Commissioner to retain his own counsel and that the City Law Department refrain from giving the Commissioner any legal advice, as he desired to know what is going on.

Corporation Counsel Silverman said yesterday that there had been no quarrel between himself and Mr. Hultman. He explained that the situation was simply that he, as head of the city of Boston Law Department, was going to be held responsible for legal advice given the Police Department, and that he desired to know what is going on. Mr. Silverman said he did not want to be held responsible for advice he did not give.
BOSTON SENT six keys to the city zooming through the air today to six notables who will always be welcome. Assistant Park Commissioner Martin is shown placing the keys aboard the plane for Newark, while Traffic Manager Maughaun of Colonial Air, Pilot O'Connor, Mr. Crane, representing the Western Union, and Capt. Albert L. Edson, superintendent of the airport, looked on. (Staff photos.)

JUST BEFORE THE KEYS to the city were taken to the airport, Miss Helen M. Abbott posed with them. They go to the mayors of Baltimore, Philadelphia, Hartford and Pittsburgh and to Rear Admiral Moffett and Maj.-Gen. Fachet.
CURLEYS GUESTS OF MAYOR SHEPARD

Visit Palm Beach Executive at His Residence

Mayor James M. Curley and his party were the guests of honor at a luncheon given last week by Mayor John Shepard, Jr., and Mrs. Shepard at their beautiful Palm Beach residence, "Casa del Pastor." Mayor Curley's party included his daughter, Miss Mary Curley, Col. T. J. A. Johnson, Maj. John B. Bremmer, Miss Loretta Bremmer, and Edmund L. Dolan, city treasurer. Also at the luncheon were Mr. and Mrs. Robert Shepard of Providence. Mayor Curley's party is staying at The Whitehall.

STREET COMMISSIONERS HEAR GARAGE PETITION

The Boston Street Commissioners this morning heard the petition of J. Weston Allen, trustee for the estate of P. Briggs Wadsworth, for the erection of 25 one-car garages at 135 Englewood av; Brighton.

Mr. Allen told the commissioners that the parcel on which it is planned to build the garages is now used as a free parking place, and sometimes as many as 50 cars are parked there through the night.

The free parkers, according to Mr. Allen, many of them commercial operators, get out early in the morning and thereby disturb the occupants of the apartment house. The petitioners would build the garages for the occupants of the apartment house. Five of the occupants of the apartment house opposed the petition through Counselor James Hehn. He said the objectors would rather enjoy the free parking privilege. J. P. Hughes, occupant of a single house nearby, also opposed the petition. The commission took the petition under consideration.

6 KEYS TO CITY ARE SENT BY AIR MAIL

Welcome Put Aboard Plane for Four Mayors, Admiral and General

Six keys to the city of Boston were delivered to dignitaries by air express today, making the extension of this service through to Washington and Pittsburgh.

John E. Mathin, associate park commissioner, appeared at Boston Airport on behalf of Mayor Curley. He delivered the keys with accompanying letters for distribution along the route to Washington by passenger boys at cities of call.

Four mayors were honored: W. E. Batterson, Hartford; Harry A. Mackey, Philadelphia; William Frederick Broening, Baltimore, and Charles H. Kline, Pittsburgh. Other recipients were to be Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics, and Maj.-Gen. James E. Fiehet, army air corps chief.

BOSSON REGARDED AS "DECAYING CITY"

Prof Beale Says It Must Draw Industries

"In the eyes of the world as a whole, Boston is looked upon as a decaying city," said Prof Joseph H. Beale of Harvard University, speaking last night at a meeting of the Cambridge Club at the Hotel Commander, Cambridge. Judge Robert Welcott, president of the club, presided.

Prof Beale was sent to London recently by Mayor James M. Curley in order to study the borough system. After studying conditions there he returned to this country with a report. He then assisted the Mayor in drawing up the bill which is soon to appear before the General Court, urging a Greater Boston system.

"Boston has showed hardly any increase in population since 1880," Prof Beale said. "With each census, the population fails to increase with the rapidity of cities the size of Boston. If Boston is to continue to be a major city it must continue to find and to attract new industries."

Prof Beale urged the adoption of the Greater Boston system, declaring that it would be a benefit to New England. Under such conditions as proposed by the Greater Boston plan, Boston would have a population of about 2,000,000 in the census.

The old population within the towns have been submerged in an orgy of apartment houses. There are 43 cities and towns which are submerged by Boston proper, with the result they depend for their prosperity upon the prosperity of Boston," Prof Beale said. He pointed out that the adoption of the plan would be of benefit to all the towns and cities surrounding Boston.

The present government of the Metropolitan District by the State met with his disapproval. He said that it is not the best form of government, and pointed out that the representatives from Greater Boston are outnumbered by representatives from beyond Greater Boston, and yet the entire body determines taxes and appoints members of the Metropolitan District Commission.
Radio Education by Boston Schools

Committee Votes for Trial Course, 3 to 2

WEEI to Begin Series of 16 Programs on March 15

Radio as a department of education in the public schools will be put into effect on a trial basis on March 15, according to a vote of three to two passed at the meeting of the School Committee last evening.

Radio-transmitted education for infants, shut-ins and children who are detained from school on account of illness was first suggested to the School Committee by William W. Hurley at the meeting of Dec 1, that the school system in cooperation with local radio stations might work out a plan to teach the elements of education, the three R's or history and geography by the means of established courses for the elementary class room.

Last evening the committee took the matter up. Chairman Joseph J. Hurley and Francis C. Gray voted in favor of the motion, while Mr. Reilly, Beth W. Digen, Dr Joseph V. Lyons and William Reilly voted in favor of it. Chairman Hurley and the Board of Superintendent are unanimously in favor of the radio education.

Tested Elsewhere

Committeeman Reilly stated that he had prepared facts and had made an extensive survey. "Boston does not wish to be behind other cities in the country with radio developing rapidly, television right around the corner, educational radio would soon be playing an important part in the regular courses of study." Facts and figures from the schools of Ohio and California show the success of radio education. As members of the School Board we should take every opportunity to disseminate knowledge.

In Wisconsin an experiment was tried which one class was taught exclusively by radio and another exclusively by teachers. In a competitive examination the radio-taught students led.

WEEI will broadcast a series of 16 educational programs, one each week at about 3:30 p.m. on dates to be announced later, the first in the course to be given the 16th of March. The series will cost the city or School Department nothing. The lectures will be prepared by the school authorities.

Hurley Opposed

Chairman Hurley stated that under existing laws he questioned if the committee could legally carry on work for adult education. He also could not understand what advantage the course would be to children when the homes did not have a radio. This was answered by Mr. Reilly who stated that at the present time the schools had special classes in which all did not enter, special transportation and other special work which did not achieve what this education would accomplish.

Mr. Gray objected on the ground that he doubted it should be introduced at this time and as he was not sure it would reach the children who would need it.

Financial Report

The final financial statement on the cost of maintenance of the public schools for the financial year 1930 as submitted by Alexander M. Sullivan, business manager, shows the expenditures for the year 1930 for all purposes of maintenance of the public schools to be $17,098,712, an increase of $722,758.51 in the financial year 1929. This increase, however, is the smallest increase in any one year for the past ten years.

Of these expenditures for maintenance of the public schools totaling $17,098,712.49, the sum of $12,773,180.21 was expended by the School Committee through the office of business manager, leaving a balance of $1,869,511.81 for alterations, repairs, furnishes and fixtures of school buildings, was expended by the department of school buildings.

The business manager reported that the department of school buildings expended during the financial year 1930 for land, plans and construction of school buildings the sum of $2,312,507.54. This was an increase of $2,650,200 over the year before. The balance remaining unexpended was $2,907,461.44. This balance is largely reserved for contracts that are now in operation covering buildings in the process of construction or to be constructed in the future.

Herald 2/17/31

WANTS ALL BOSTON CABSTANDS PUBLIC

Legislation declaring all taxicab stands open to the public will be sought by the city council.

Instructions were given yesterday to the committee on legislative affairs to request the committee on rules to admit such a bill for consideration.

Consideration of the order of Councilman John Dowd was opposed to the city's inherent right to accountability to assist Police Commissioner Hullen, whom he charged with converting the taxicab situation into a "waste muddle it has ever been," and that to say that hotel owners, railroad corporations and other property owners, specifically denied authority to rent the streets outside their buildings for taxicab stands, is flagrantly violating this section of the taxicab bill enacted last year.

The council amended the city ordinance declaring the tenure of office of the transit commissioners and established a term of three years instead of one year.

The finance committee reported favorably upon Councilman Green's bill ordering the school department to purchase a locker building at the Charlestown Heights playground.

An order of Councilman Dowd requesting the police commissioner to add 200 men to the department was passed, after the wisdom of such action had been challenged by Councilman Hurley.

The council accepted a resolution urging the Legislature to accept the $29,000,000 bond plan recommended by Gov. Eyv.

An order of Councilman Peter A. Murray of Jamaica Plain asked the trustees of the City Hospital to consider the need of a relief station in the Forest Hills section which would serve the Park, West Roxbury and Roslindale.

Plans Fought

COURTHOUSE

Mayor Against Bill for New Structure

Opposition on behalf of Mayor Curley to a bill providing for the construction of a new court house on land in the vicinity of Aramiss and Bowdoin street was voiced yesterday afternoon at the State House when a hearing was held on the measure.

Thomas H. Biddleau, assistant legislative counsel for the city of Boston, characterized the measure not only as "obnoxious" to the Mayor but as "foolish" in its manner of drafting. Provision is made in the bill that after preliminary work has been done a commission of three members would be empowered to have charge of the erection of the building.

Under the proposed legislation the expenditure would approximate $25,000,000. Sixty-five per cent of this cost would be borne by the city of Boston and 35 per cent by the State. Mayor Curley said that if the State will "get out" of the Suffolk County court house building that the city can provide adequate accommodations for Suffolk County activities with an expenditure of $10,000,000.

The bill was called by John Brewer, assistant attorney general, one of several bills in favor of which were Charles S. Rackemann, George R. Nutter, and other known members of the Boston Bar Association. W. T. A. Fitzgerald, registrar of deeds, and Arthur W. Sullivan, register of probate, told of congested conditions which now exist in the court houses.

Declarations Hub

DECAYING CITY

Prof. Beal Pleads for Greater Boston

Boston is a decaying city, it was declared last night in a speech before the Cambridge Club at Hotel Commander by Professor Joseph H. Beal, expert on the Greater Boston plan.

"In the eyes of the world," said Professor Beal, "Boston has been slipping backward for a long time. It would mean a great deal if we could say that we have 2,250,000 people." He asserted that in years past residents of the suburban towns of Greater Boston took pride and a part in the affairs of their home city, but that in the advent of the modern apartment house people work in Boston and merely sleep in their home towns, caring little for their home town, but taking pride in Boston. He advocated the merging of all the cities and towns in the Greater Boston scheme.
BOARD FAVORS "SCHOOL OF AIR"

Approves Educational Radio Programs for Adults and Children

MINORITY BITTERLY OPPOSES SYSTEM

Despite vigorous opposition, the Boston school committee last night voted, 3 to 2, in favor of educational radio programs for adults and children, an idea sponsored by William Arthur Reilly, a member of the committee.

The "school of the air" is believed to be the first established by a large city school system, the first formed in this section of the country, and one of the few in the nation. It is expected that school systems all over New England, and particularly schools in small communities, will benefit from the instructions given by Boston educational experts.

Supporting Mr. Reilly and his plan were Mrs. Elizabeth W. Pigeon and Dr. Joseph V. Lyons, while Chairman Joseph J. Hurley and Francis C. Gray, former chairman, opposed the program.

So insistent was the minority, despite protests from the majority that the programs would not cost the city money and would be in the nature of an experiment, that a letter was sent to the corporation counsel asking whether the committee has authority to approve such programs, whether the committee can pay for such programs later, and whether school authorities can devote time to devising programs for the education of adults.

PROGRAMS TO BE WEEKLY

The programs will be held weekly on a day to be designated, at 4:30 P. M., and will continue 16 weeks. The radio time has been donated by radio stations in Boston, and the programs will be longer than expected. Courses will include citizenship, civics, English, history and other elementary subjects, and musical programs by school musical organizations. Dr. Jeremiah E. Burke, superintendent of schools, who favors the radio programs, will start the series.

Mr. Reilly showed that he had prepared for opposition. He said that a test had been made in Wisconsin between radio-taught children and children taught by teachers, in which the radio-educated pupils proved superior. Indicating that the idea is beyond the experimental stage, he cited radio schools in Ohio and California and the Massachusetts university extension work.

When Dr. Lyons said he favored the plan on the ground that it would not cost the city money, that it should be tried as an experiment and at least, deserved "serious consideration and trial before being thrown out," Mr. Reilly propounded that "with television around the corner, you will look back over the years and be happy that you voted in favor of this plan." Similarly, he pointed out the features of the idea to Mrs. Pigeon, who favored the school of the air as an experiment.

Mr. Gray could not see how the radio school could be conducted free of cost, even though radio stations donate time. He felt that the time devoted to devising programs, the cost of transporting musical organizations and similar expenses could be fairly charged against the radio school. He also objected on the ground that the idea had not been "sufficiently worked out." He did not feel that it should be established at this time as there was no assurance that it would produce results desired.

Mr. Hurley objected because he believed that "public schools should not disseminate information to pupils on the radio unless every pupil has a chance to obtain such information. Every pupil does not have a radio set," he said. Mr. Reilly then declared that those with a radio set should not be "penalized" for the programs by those possessing them.

To the transportation costs argument, Mr. Reilly said that the school system provides buses for special classes, etc., and for pupils going to the Fowey Infirmary. He also said there were other special classes that did not achieve directly the results desired.

Mr. Reilly also brought out that the board of superintendents of the system, as directed in a recent order put in by him, had investigated the scheme and favored it. Thoroughly heartened, those who believe in "pride," will not attend evening schools, will listen to these programs and will be benefited, he emphasized.

EXPENSES CUT

The lowest annual increase in school expenses in 10 years was shown in the report by Alexander M. Sullivan, business manager of the school committee. The report disclosed that the school system cost $19,321,231, including $11,941,417 for teachers' salaries, $8,355,532 for repairs, alterations and furniture, and $2,312,507 for lap, and construction and buildings.

It was voted to close schools in South Boston March 17, Evacuation day, all day; to close Dorchester high schools for boys and girls and schools in the William E. Russell district at 12 noon, and to order patriotic exercises at all other schools in the city that day.

Dr. Solomon H. Reuben was appointed temporary director of the department, or "school hygiene," to take the place of the late Dr. John A. Call, until the committee selects a successor.

Dr. William H. Blanchard was appointed, temporarily, to fill his place as supervising physician.

Appointments last night followed: Frank W. Malcolm, junior master, and Catherine C. Melichar, assistant, Roy's Memorial high school; George B. Valinda, shop teacher, South Boston high school; Mary J. Barry, Margaret Mullen and Anna C. Cardosa, assistants, in Lewis intermediate district, all from the eligible list, and Frederick J. Sweeney, from assistants to substitute, by promotion, to the Tileston district.

Dowd's Order Referred to Curley and Hultman

Appointment of 200 additional policemen to the Boston force was demanded yesterday by City Councillor John F. Dowd of Roxbury, who stated that more protection was needed for the taxpayers.

The Roxbury Councillor contended that "night after night there are from 30 to 40 holdups here and over each week-end more crime than ever before in the history of the city," adding "it's a mistake to have a civil engineer serving as police commissioner when Boston has at its service an expert like Superintendent Crowly, who should have the job."

Councillor Israel Ruby objected to the order, saying that he would not approve the measure if it would interfere with possible salary increases for the present force. After it was brought out that the city already paid more for police protection than any other municipality in the country, the order was adopted and referred for the consideration of Mayor Curley and Police Commissioner Hultman.

CHINESE GREET NOTABLE GUESTS

Prominent men and women of this State were the guests of a group of leading Chinese last night at a dinner in the Ho Tun Restaurant on Stuart at, in what will probably be the final celebration of the old-fashioned Chinese New Year.

Among the guests were Judge Emma Fall Schofield, Judge Sadie L. Shulman, Atty Gen Joseph Warner, Atty Gen Sybil Holmes, Judge Frederick Davis of Cambridge, Sen. Theodore Plumfield of Adams, Sen. and Mrs. Frederick E. Judd, Prof. Marshall Perras of Boston University, Cornellus Readon, representing Mayor Curley, Mr. John E. McCarthy, state secretary to Gov. Ely, representing the Governor, and Mr. and Mrs. Joe Mitchell.

Dr. Teh Yi Heshh was toastmaster and those included on the committee in charge of the occasion were the Walter Leong, S. H. Leong, Howard S. Leong and George Moy-Orns, president of the 41 Club, a Chinese organization.
Goodwin Fights for Rights of Pedestrians

Fin. Com. Chairman Assails Conry’s Desire to Regulate Persons as Well as Vehicles

No better results would come from an attempt to make pedestrianism than have been achieved in attempts to regulate bootlegging, in the opinion of Frank A. Goodwin, chairman of the Finance Committee, who appeared before the legislative Committee on Highways and Motor Vehicles today, in opposition to the desire of Traffic Commissioner Joseph A. Conry to enlarge his duties.

Two bills were under consideration, each filed on the petition of Mayor Curley. One, House No. 224, seeks to establish a single-headed traffic board, instead of a board at present composed of the chairman, appointed by the mayor, and four associates, comprising the police commissioner, the public works commissioner, the chairman of the street commission, and the chairman of the park commission. The other bill, House No. 852, does not only the authority for the traffic board to handle vehicular traffic but that of pedestrians as well, and also the granting of power to the traffic board to approve the allocation of stands made to taxicabs by the police commissioner.

Conry Has No Opposition

Commissioner Conry made out what may be considered by the committee as a strong case for the measures he desires. He pointed out that of his four associates, all busy men, cannot properly attend to their duties without neglecting their own more intimate affairs. When the legislation was passed taking traffic out of the hands of the street commissioners and creating a new agency, it was an experiment, as Mr. Conry said, and it was only reasonable that the combined experiences of four of the department heads should have an input into the traffic board. Now, the commissioner stated, the department has been placed on its own feet, and it is no longer necessary that there be four consultants.

Joseph A. Rourke, commissioner of public works, was the only one of the four associate commissioners at the hearing and he coincided with Mr. Conry’s views. He spoke of many decisions that must be made quickly and which could not wait until the entire board was summoned. Senator Haley brought out the fact that the rules and regulations for traffic recently promulgated were the result of Mr. Conry’s work exclusively. The senator inquired about disagreements in the board, and Commissioner Conry admitted that there had been disagreements but said that upon all important matters the decision had been unanimous.

Commissioner Rourke’s support of the bill was followed by that of Judge Thomas H. Bihoue, legislative agent of the city; Dan Baker, representing motor taxi interests, and Representative Lewis R. Sullivan of Dorchester.

Pedestrians in the Way

When the other bill was presented, Mr. Conry said he could not understand how it happened that the new law had specified "vehicular traffic," whereas the original bill under which the street commissioners had operated referred to "street traffic." From that point Mr. Conry argued about the difficulty of enforcing even the rules of the new automatic lights. Particularly on Washington street the pedestrians persist in crossing the street. The police had carried on a campaign of education but apparently something else is now needed if Boston is to have the fullest possible advantage of the traffic regulations.

The bill also makes provision to correct what Mr. Conry called "another defect." It seems that the board has no authority to place signal lights on certain streets such as Embankment road, now under the control of the Metropolitan District Commission. Old Colony Boulevard and Soldiers’ Field Road. Still another "curious anomaly" appeared in the law which said "only companies of the greatest rank shall go to the City Council for permits to operate bus lines and to the traffic board for permits for stopping places.

But what Mr. Conry called the most important feature of the bill was that with reference to the granting of taxi licenses to cab companies he believed the power to be given to the traffic commissioner. This furnishes a curious situation. Mr. Conry said. The police commission is in charge of our board; we adopt new parking rules and then he goes into another room and perhaps will grant a taxi license. Mr. Conry said, which the new board should regulate.

The provision in the mayor’s bill would retain granting taxicab licenses in the police commissioner, but would force the commissioner to submit his list of stands to the traffic board for examination. One member of the committee asked if this double-handed arrangement might not tie up taxicab examinations. Mr. Conry thought it would have no such effect.

Before Mr. Goodwin arose to combat the desired control over the traffic commission. Senator Haley explained the attitude of the Legislature three years ago when it took care to specify the sort of traffic which the new board should regulate. He referred to the “sacred rights” of pedestrians and remarked that the Legislature wanted to be on the safe side.

Goodwin Fears Trouble

Mr. Goodwin was the only opponent of the suggestion to increase the powers of the traffic commission. He said he was not interested in the suggestion to abolish the present commission. He took issue with Mr. Conry who said that the legislation was an attempt to correct defects in the existing law. Mr. Goodwin expressed the opinion that additional regulations would be put into the law under the recommendation, and added, “is he adding more trouble for himself and others by striking out the word ‘vehicular’ and replacing it with ‘limited the board’s powers to vehicular traffic.’”

Goodwin told of the incorporation into the traffic law last year of a rule which required pedestrians to stop at a signal from a police officer.

This legislation, he said, “remained in the books until Miller McCune, traffic expert, came into the picture. He had installed systems of traffic regulation throughout the country and was proud of the system installed in Los Angeles where they were extensively utilized. And what was the result in that city? There were more pedesatrians picked off in a year than there were in Massachusetts. He told Mr. Conry the power he thinks it will. Pedestrians have an unalienable right in the streets. They made the streets and have a right in them.

Conflicts with State Law

“There is a State law which states that operators are required to slow down upon approaching pedestrians and if regulation is made requiring pedestrians to cross only at street crossings, which is against the State law, then they will be violating the law. If they take the word ‘vehicular’ out of the law, it will not in my opinion, permit them to regulate pedestrians but as to the other question of whether they should be allowed to regulate pedestrians. Take Washington street. I know they will be up there. The whole street is a sidewalk. You must remember that there are four million pedestrians and they are all right. I would be very sorry to see anyone give a certain element that is driving cars on the road today the right of way over everything. There are enough being killed now.”

And there is another provision of this bill which causes me to wonder why the insurance interests are not up here at this hearing. Maybe they don’t want to show their hands. If a pedestrian were hit by a motorist given a right of way, the law would permit a pedestrian to take the word ‘vehicular’ out of the law and not only the authorities for the traffic board might not be able to collect damages. The more harm the motorist you must remember. They only hurt their feelings and it would be dangerous to give them a right of way over the helpless pedestrian.”

Regulation of pedestrians, he believed, would “open the door to all kinds of crazy legislation.” As Mr. Goodwin concluded his argument in opposition to the measure a member of the committee remarked: “You could regulate pedestrians about as well as you can regulate the sidewalks.” “Or bootlegging,” Mr. Goodwin remarked.

Record 2/17/31

Council to Probe City Golf Course

Criticism that the taxpayers’ money was being wasted on the construction of a municipal golf course in West Roxbury, moved the city council yesterday to order inspection of the project. Thursday was a special committee.

At last week’s council meeting Councillor John I. Fitzgerald created a furor by charging that the city was being mulcted in the deal and that much of the land purchased was swamp land, which would require a large investment of dollars more to convert.

Councillor John F. Dowd introduced the order, saying that the high president of the council appointed the committee to inspect the golf course and report its findings. It was passed under suspension of the rules.
WOULD ADD 200 TO BOSTON'S POLICE

Dowd's Order Is Passed by City Council

Members to Visit Proposed Site of Golf Course

Though expressing faith in the members of the Boston Police Department, Councillor Dowd, at the regular meeting of the City Council yesterday declared that there were more crimes committed over the week-end than in the history of the city and his order was passed asking for the appointment of 200 more men to the force.

The council voted the order asking the Council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

The Boston City Council will take a view of the proposed golf course at Hyde Park next Thursday. An order for the appropriation of $275,000 was held up last Monday and was not taken from the table at the Council meeting yesterday.

Councillor Dowd introduced the order asking the Council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

The other order of Councillor Dowd was that the legislative committee prepare and introduce an order abolishing all private taxi stands on public highways and that the locations be declared public stands. He said that all taxi legislation benefited two large companies and that recent legislation prohibiting the renting of space in front of hotels, etc. was being ignored. Under the present conditions, according to Councillor Dowd, Police Commissioner Hultman is responsible for the worst taxi muddle that ever existed in Boston.

The abolition of the Boston Traffic Commission in its present form and the transfer of its duties to a new commission was advocated before the Legislative Committee on Highways and Motor Vehicles today.

The legislation to do so was contained in a recommendation of Mayor Curley, and found favor with Joseph A. Conry, chairman of the present commission; Judge Michael H. Billodeau, Legislative agent of the city of Boston; Joseph A. Rourke, Boston Public Works Commissioner; Day Baker, representing motor truck interests, and Representative R. R. Sullivan of Boston, all of whom spoke for the measure.

Frank A. Goodwin, chairman of the Boston Finance Commission, opposed a further provision which would give the commissioner power to regulate pedestrains. He said he was not interested in the suggestion to abolish the present commission, which consists of Mr. Conry, experts, and Representative R. R. Sullivan of Boston, all of whom spoke for the measure.

Mr Conry said that when the art was in its experimental stage, to require the commissioner power to regulate pedestrians was put into the law, under the recommendation, and added, "He is adding more trouble for himself and others by working out the word 'pedestrian' from the present law which limited the board's powers to vehicular traffic."

"Take Washington St. You know the situation there. The whole street is a sidewalk. You must remember that there are 4,000,000 pedestrians and they are all kinds. Pedestrians have inalienable in the streets."

"I would be very sorry to see you give a certain element that is driving cars on the road today the right of way over pedestrians. It would be a very serious thing. There are enough being killed now."

Regulation of pedestrians, he believed, would open the door to all kinds of crazy drivers. As Mr. Goodwin concluded his argument in opposition to the measure a committee of the committee remarked, "You can regulate pedestrians as well as you can stop spitting on the sidewalks!"

"Or bootlegging," Mr. Goodwin remarked.

Speaking on the recommendation to abolish the present Traffic Commission, Mr. Conry said that when the act was first passed it was thought advisable, and as such it was in the experimental stage, to require the service of four associates on the board.

One of the most important provisions of the Mayor's recommendation, Mr. Conry asserted, was the one regarding approval of taxi cab licenses and location warrants.

The committee took the measure under advisement.

WOULD HAVE ONE COMMISSIONER

Traffic Measure Urged at Hearing

The section of Boston taking in part of Jamaica Plain and all of Forest Hills, Hyde Park and West Roxbury is seriously neglected in the hospital way, according to Councillor Murray. His order was passed asking the trustees of the Boston City Hospital to take steps to erect a relief hospital in Forest Hills. At the present time all cases from as far as the Dedham line must go to the Boston City Hospital.

The committee which was appointed to visit the proposed site of the golf course in Hyde Park next Thursday. An order for the appropriation of $275,000 was held up last Monday and was not taken from the table at the council meeting yesterday. Councillor Dowd introduced the order asking the council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

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Council Asks for 200 More Police

Acting upon Councillor Dowd's suggestion, the city council, at yesterday's session passed an order asking for the appointment of 200 more men to the police force. The councilor had stated that he had faith in the department, but crime was increasing so rapidly that more men were needed.

The council will take a view of the proposed golf course at Hyde Park next Thursday. An order for the appropriation of $275,000 was held up last Monday and was not taken from the table at the council meeting yesterday. Councillor Dowd introduced the order asking the council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

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SCHOOL SURVEY 'VICIOUS AND LOOSE': LANE

Schoolhouse Head in a Verbal Clash With Goodwin at Fin. Com. Hearing

The Finance Commission survey on schools was branded as "vicious" and "loose" today by Richard J. Lane, chairman of the board of schoolhouse commissioners, in a verbal tilt with Chairman Frank A. Goodwin, conducting the first of a series of public hearings on the recent reports of the survey.

Almost from his opening remarks, Lane charged, and recharged statements of the report as "false and scandalous." He drew the ire of Chairman Goodwin when he shouted that the hearings were considered useless in the face of the wide publicity given them by the Finance Commission.

"The view is held by many that the hearing is useless, that the survey committee made its report and that we consider it a vicious attack," he said.

"You are attacking the Finance Commission," said Goodwin.

"Now give us facts," Lane charged that no man on the survey board knew as much about schoolhouse construction as Louis K. Rourke, superintendent of school buildings, appointed by Lane's commission.

Boston Tax Limit
Bill Signed by Ely

Governor Ely, back at his desk after an absence of several days, today signed a bill fixing the tax limit of the city of Boston at $16 per $1000, which is the amount the city may spend for municipal purposes.

He also signed a bill authorizing the city to transfer to its park department land on Parker Hill, Roxbury, now held for hospital purposes, and another authorizing the Boston Five Cents Savings Bank to make further investments in land and buildings for the convenient transaction of its business.

LETTER SENT TO MAYOR CURLEY

City Hall and Others Are to Be Destroyed if the Jobs Don't Come, It Says

Threat that "all the city and state buildings" will be blown up unless there is work in three months was contained in an anonymous letter today to Mayor Curley.

The letter, on a half-sheet of white paper torn from an ordinary writing book, was crudely printed in large block letters, and was dated February 15, 1931, in Boston, and said:

"Dear Mayor: If there is no work in three months from this date, all the city and state buildings will be blown up.

"The threatening letter was signed, in parentheses "Triple XXX". The letter was addressed to "James M. Curley, Mayor, Boston, Massachusetts. City Hall."

"It was postmarked "Boston V.S. P. M., Feb. 15."

MAJOR SPEAKS AT PALM BEACH

Curley's Views on How to Reduce Unemployment

Mayor James C. Curley of Boston, spending a brief period at Palm Beach, was the honored guest and chief speaker at the Palm Beach Day luncheon of the Palm Beach Rotary Club yesterday. He was present by invitation of John Shepard Jr of Lenox, Mass., and Palm Beach, now entering on his second term as Mayor of this resort.

Mayor Curley gave a most interesting and forceful address on the unemployment situation in Boston and over the Nation generally, suggesting steps that might be taken to remedy the situation.

He believes there was no real justification for the present depression, but unless business men of the country take more interest in the greatest business in America—that of government—these cycles of good and bad times will continue.

He added that success of American industry is dependent upon giving wages to workers in order that they might have a surplus to spend or invest.
The possibility of a solution of the railroad problem by the co-ordination and unification of all forms of transportation—air, highway, rail, waterway—was discussed by Jay G. Cutter, president of the United Fruit Company, in an address last night at the 25th annual dinner of the Traffic Club of New England. Cutter stated there is little doubt as to the advisability of closer co-ordination of railroads and trucks, and said it was possible that complementary uses can be found for railroads and waterways.

More than 500 members and guests attended the dinner, the guest list including prominent railway officials and transportation experts from many cities in the East, and heard Cutter deal with the transportation of the future. They heard him also score the system under which the government taxes and regulates the railroads, while at the same time it subsidizes competition such as highways and waterways.

The only other speakers were Lieutenant-Governor Youngman, who represented Governor Ely, and Traffic Commissioner Conroy, representing Mayor Curley.

"The railroads are without doubt justified in complaining about unfair treatment in this system," Cutter said. "They are subject to increasingly heavy taxation and at the same time are expected to improve grade crossings and other facilities. These grade crossings are largely necessary because of the motor traffic, which directly competes with the railroads. Railroad taxes should be reduced or motor vehicles more strictly regulated than is generally the case.

"The solution of this great problem, may, in a general way, possibly be found in the co-ordination and unification of all forms of transportation—railroad, steamship, bus, truck and airplane. There is little difficulty in envisaging the advisability of closer co-ordination of railroads and trucks, and it is quite possible that some complementary uses can be found for railroads and waterways. It seems far preferable to have the railroads, while at the same time it subsidizes competition such as highways and waterways. It seems far preferable that all these questions should be settled by railway men on a basis of economic operation cl the transportation of the future. They heard him also score the system under which the government taxes and regulates the railroads, while at the same time it subsidizes competition such as highways and waterways.

"There is again the probability of direct rail connection at the Boston docks with New York and the great Western cities."

"We have in Boston tracks laid on the docks to steamships, but these facilities have not been utilized for passenger service in recent years, though in other cities this is regarded as an asset and is used extensively."

"There are indications that the steamship lines in the future will be controlled by the great railroad systems, and some of the oldest railroad and steamship officials agreed that the railroads should properly control the ocean transport."

"Following this theory, it may be to advantage of Boston if the Van Swearingen Lines now touching the Gulf and the West were permitted to reach the Atlantic Coast. We may look forward to their taking a very active part in the development of Boston. With men of such vision and capacity to execute their ideas, Boston and New England may profitably listen attentively to their request to be permitted to buy their way into New England.

"The large steamship companies are now building several passenger steamers to compete with the Bremen, Europa and Leviathan, Boston, of 2,000 passengers, ought for force these steamship officials to recognize its superior advantages and put into service in this port one or more of these express steamers for direct sailing."

"A steamship company will make a direct sailing from Boston for either passenger or freight business when its volume of business is assured. The company of Greater Boston, and New England manufacturers as well should, make it known in no uncertain terms that they intend to patronize the lines which offer a superior service for Boston."

"Cities Curley's Efforts"

"His Honor, Mayor Curley, is most anxious about the development of the port and his persistent fight before the Interstate Commerce Commission for removal of rail differentials favors Boston more likely to meet with success. He has a keen interest in the export trade at Boston."

"New life is surely to be given to the conference held in Boston last Summer, it was most astonishing that, hardly a word was said about the port of Bos-
ton and his persistent fight before
the railroads and steamship officials to recognize its superior advantages and put into service in this port one or more of these express steamers for direct sailing."

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"New life is surely to be given to the conference held in Boston last Summer, it was most astonishing that, hardly a word was said about the port of Boston other than what the Mayor said, though other speakers stressed the importance of the New York exporting agents, and the frequency of service offered by the many lines operating out of New York Harbor.

"The finest industrial concerns of New England were represented at this conference, and it was regrettable to see how satisfied they were with accommodations afforded by New York. These concerns should ship from Bos-
ton. The Mayor hopes will, if we can get the service to meet their requirements.

"The Commercial, Industrial and Publicity Bureau of the City of Bos-
ton, appointed by the Mayor, with offices at the Chamber of Commerce, is trying to promote the business of Boston. We will be shied this question of port activities as one of the most important duties. They believe that if New York can handle 2,000,000, regardless of the particular line of government, will be the means of creating a greater traffic. the port will bring with it the super-
passenger service and the succeeding freight service, both of which will cre-
ate more factories through the metro-
Today's luncheon meeting of the Boston Rotary Club took on semblance of an open forum, for the speaker, Professor Joseph H. Beadle of Harvard Law School, with an opening topic was the Organization of Metropolitan Boston." answered a number of questions from the floor after he had briefly outlined a bill now before the Legislature and designed to consolidate the Metropolitan area.

He took for a point the fact that of the 322 members of the club he was addressing only fifty-two reside in Boston proper and said that as far back as seventy-five years ago it was remarked that more Bostonians lived in the suburbs than in the city, adding that at the present time the number has increased until the ratio is two to one.

The speaker emphasized the fact that the New England form of town government is something which must be preserved and pointed out that the pending legislation would take away none of the rights of the communities which it would affect. Town government and our present mode of living, he declared, make people province of the State.

Instead of about 800,000 as at present in cities and towns but rather of the State.

The proposed metropolitan city would be protected to a great extent than it is today.

Boston, to outsiders, appears to be a small and demented city, he said. This we know not true but the great need from the viewpoints of business and economic conditions is to have the demands of Boston come with the backing they ought to have.

"To appear to the world as what we really are," said Professor Beadle, "is singularly necessary at this time when we have to appear as a city that is starting anew, in both old and new ways."

The present bill, he said, leaves every city and town as it is now. The only change is that it provides for the election of the people of a district council and this body, as the terms of present members of the Metropolitan District Commission expire, would name their successors, rather than leave that function to the governor. The proposed metropolitan city would exercise none of the powers of the city, rather of the State. It would have a population of 2,023,000, instead of about 800,000 as at present in Boston. No function can be taken away from the county without the consent of the community. Local government would be protected to a greater extent than it is today.

Governor Ely has signed the Boston tax limit bill, under the provisions of which the city may expend $16 per $100 of valuation for municipal purposes. Other measures signed by the governor include a bill which would authorize Boston to transfer to its park department for park purposes land on Parker Hill now held for hospital purposes, another providing for the conversion and furnishing of a nurses home at the Hampshir County Sanitarium in Northampton, a bill permitting the planning board of Amherst to act as a board of survey, another which would permit policemen to parade with music on policemen's memorial day, and a bill authorizing the Boston Five Cents Savings Bank to make further investments in land and buildings for the convenient transaction of business.


The speakers urged active cooperation of the various organizations of the district for the best interest of East Boston. A bright future for that part of the city was forecast with the advent of the new improvements and other contemplated improvements.

Thomas E. Barry President.

Thomas E. Barry was installed president and later was toastmaster. Other officers include John Collins, vice president; Walter Tigges, treasurer, and William C. R. Woodside, secretary.

Terrance Treanor, the only surviving charter member of the organization, which was founded in 1885 to support the candidacy of the late Ex-Mayor Josiah Quincy, was given a reception when he was introduced. He related some of the interesting political history of the organization and some highlights on the original organizers.

An entertainment completed the program.

PRES BARRY is probably one of the best known young men in the Noddle Island Club. He is rated as a "hustler" by his friends and members of the organization look for a big year under his leadership. He is a past commander of the Lieut Lawrence J. Flaherty Post and district commissioner of the Boy Scouts.
To Urge New High School in W. Roxbury

A mass meeting is to be held tonight at the Washington Irving Junior High School hall, Roslindale, in the interest of a new high school for the West Roxbury and Roslindale districts. The various school committees have invited acceptances to be on hand to hear what the residents of the district have to say on the matter.

The meeting is to be held under the direction of James J. Finley, president of the Roslindale Board of Trade. Assisting him are George Glushen of the Pilgrim Bates School Association, Joseph E. Scallon of the Longfellow Home and School Association, Mrs. James J. Finley of the Mozart Mothers’ Club William Agnew of the German Citizens’ Association, Mrs. W. O. B. Little of the West Roxbury Woman’s Club, Fred Frey of the West Roxbury Board of Trade, Dr. Fred L. Bogan of the West Roxbury Citizens’ Association, President Gasper G. Bacon of the State Senate and Representative Harold R. Duff.

Ex-Mayor Moore
Is Welcomed Here

Boston today warmly greeted J. Hamp- ton Moore, former governor of Pennsylvania and president of the Atlantic Deepwaterway Association, at an official luncheon tendered by Mayor Curley through Acting Mayor Joseph McGrath, at the Parker House. About sixty guests were in attendance, including the members of the City Council. Governor Ed had accepted an invitation, as well as President Henry I. Harriman of the Chamber of Commerce, but both were obliged to be absent. At the head table there were seated, besides the governor, Acting Mayor McGrath and the guest of honor, Speaker Saltonstall of the House of Representatives. Rear Admiral Louis N. Nielson of the Charlestown Navy Yard, Colonel Wilson B. Burt of the United States Army, Honorable W. W. Lufkin, collector of internal revenue, Judge Thomas H. Bildeau, legislative agent of the city, urged favorable action on the bill for the construction of a sewer from the Dedham sewer near Colburn street. Although the project upon which legislative approval is sought will only involve an expenditure of $25,000, Judge Bildeau said the mayor intends to spend $500,000 “to give the citizens of the West Roxbury district and more particularly the Germantown section, the facilities they are entitled to.”

The committee postponed until March 3 hearing on two petitions of Senators James J. Twohig and Joseph Flanagan of Boston for party nominations and election of mayors and other elective officers in Boston and for authority to allow the mayor to appoint the police commission of the city.

EVACUATION DAY
Plans Being Made

Jas. J. Tracy Chairman of Large Committee

Arrangements for the annual celebration in observance of Evacuation Day in South Boston are now being made by a committee which meets once a week in the Municipal Building, East Broadway, South Boston. James J. Tracy is the chairman of the general committee, which includes 300 members of the South Boston Citizens’ Association. William L. Kendrick is president of the South Boston Citizens’ Association, and Mr. Tracy will include the usual festivities.

The school children of the district are preparing essays on the evacuation of Boston. The sumptuous committee headed by Edward J. Carroll, and all must arrive not later than March 3. A committee of judges, including William H. Taylor, Charles O. Halloran and Martin Kane, will select the best and prizes will be awarded at the exercises which will mark the opening of the three days’ celebration.

The historic exercises will be held in the Back Bay Theatre on March 15. Andrew J. Gislan, past grand knight of the Pere Marquette Council, K. of C., is the chairman of the committee. He expects the program will be ready at the next meeting of the committee which is to be held in the Municipal Building next Tuesday evening. The program, he has promised, will be equally as good as any ever presented.

The next big event will be the annual banquet of the South Boston Evacuation Day committee, which will be served at the Bradford Hotel. John J. Martin is the chairman of the committee. There will be 30 invited guests. Mr. Martin, who is chairman of the invitations committee. On March 17 in the morning there will be a city-wide show at local theaters for which the children of the district will be given free tickets. These shows will be of a patriotic nature. This feature is being arranged by the chief marshal, Edward M. Sheehy.

The parade will begin on the afternoon of March 17. Chief Marshal Sheehy has as his chief of staff Leo Connors. A committee will be appointed by the chief marshal to arrange for the civic portion of the parade. The military parade will include regular army and navy, also the Guards and National Guards and a large division of veterans. There also will be a number of cadet organizations and a group of Boy Scout troops.

Other committee chairmen are Pat- rick Cuddy, ways and means; George Keegan, vice president, John M. Cud- dyer, badges; Joseph A. Phipps, speakers; John L. Devereaux, broadcasting; Michael Costello, printing; Phillip D. Doherty, decorations; Leo Connors, program.

The secretary of the general committee and Patrick M. Carr is the treasurer.
I an article must be ordered in a definite manner. When he was on the School Committee, sanitation is needed.

The order was allegedly given out to Guy Emerson of the School Department, Mr. Lane said that the report with regard to school conditions, he had estimated the cost in his budget to be the best that can at present be thought of.

A discussion followed as to the amount of work done to improve unfavorable sanitary conditions in schoolhouses and the amount they expended for it. Mr. Lane had noted that a lower appropriation for alterations and repairs is needed. Mr. Goodwin pointed out that there were 84 schools without fire escapes. Lane said that a lower amount was ever charged against him. The reply was in the negative.

Takin up the recommendations of the report with regard to school conditions, Mr. Lane said that the greatest cooperation has existed between Supt. Burke, Supt. Rourke, Engineer Mahar of the School Department, and the engineers of his own department.

Thinks Present System Best

Questioned by Judge Sheehan as to the alleged "anomalous conditions" in the building of schools, Lane said that, when he was the School Committee Chairman, he opposed having the school committee take over the building department. He pointed out that the present system to be the best that can at present be thought of.

A discussion followed as to the amount of work done to improve unfavorable sanitary conditions in schoolhouses and the amount they expended for it. Mr. Lane had noted that a lower appropriation for alterations and repairs is needed. Mr. Goodwin pointed out that there were 84 schools without fire escapes. Lane said that the report had been made public. He criticized the report for loose statements.

The plan proposed in the bill, Prof. Beale said, would leave every city and town as it is at present. No change would be made in local governments. Yet the district proposed, he said, would create a city of 2,500,000 population.

In response to a question, Prof. Beale said that assessment of taxes would be conducted as at present.

FAVORS STUDY ON SUFFOLK COURT HOUSE REBUILDING

The special commission appointed to consider the advisability of constructing or remodeling a building on the State House grounds to house the Supreme and Land Courts favors the appointment of another commission to consider the advisability of rebuilding the Suffolk County Court House for that purpose.

Charles P. Howard, State Commissioner of Administration and Finance, testified that the committee that a new court house for Suffolk County would not take care of the State's problem.

KNOWS OF NO THREAT RECEIVED BY CURLEY

Supt. Michael H. Crowley, when asked last night concerning the report that Mayor Curley had received a threatening letter, stated that the police had not yet been informed of the matter, and that any action taken was asked officially.

The letter demanded unemployment relief or public buildings would be bombed, was the report. No guard has been established by the police around any public building, Supt. Crowley said.

Charles Sumner and the Ethel Greenwood.

He argued that the specification made it possible to use a proprietary feature on the Charles Sumner building; that it is possible to make another brick like the sample furnished by the Department of School Buildings, which the architect may be obliged to duplicate at the demand of the Superintendent of Construction.

Considerable discussion followed, with Harrison H. Atwood, who has designed a number of buildings in Boston, declaring that in his 40 years of designing schools he has never heard a statement such as was made by his friend, Emerson. He said it was altogether wrong to infer that a certain article may be forced by a sample.

The hearing was adjourned at this point until 2 o'clock this afternoon.

Ely Signs Boston Tax Limit Bill

Gov. Ely returned to the State House yesterday after an absence of several days.

Among the first acts of the Governor on his return was the signing of the bill fixing the tax limit of the city of Boston. The measure provides that the city may expend $16 per $1000 of valuation for municipal purposes. The bill was signed by Gov. Ely as follows:

"Authorizing the city of Boston to transfer its Park Department for park purposes land on Parker Hill now held for hospital purposes, providing for the construction and furnishing of a nurses' home at the Hampden County Sanitarium in Northampton. Permitting the Planning Board of Amesbury to act as a Board of Survey. Permitting policemen to parade with music on policemen's memorial day. Authorizing the Metropolitan Life Insurance Company's Savings Bank to make further investments in land and buildings for the convenient transaction of business."
Clash Early in Hearing

He added that it was intended to make the investigation in a spirit of helpfulness and cooperation and that, if there is waste or inefficiency, the public should be willing to help better the conditions.

Mr Lane was asked to explain. He added that it was intended to make the investigation in a spirit of helpfulness and cooperation and that, if there is waste or inefficiency, the public should be willing to help better the conditions.

Chairman Hurley of the School Committee arose and asked "that part" be left until he could report.

Mr Lane asked about the conditions in the department, inherited by Mr Goodwin. Referring to a phrase in the report of the Finance Commission that "self-constituted" experts, he said that any expert having served as an expert on building schools was proper for the hearing of the investigation and report thereon from the Finance Commission, and that includes the School Department.

"The Finance Commission was established to investigate any and all matters relating to appropriations, loans, expenditures, accounts and methods of administration affecting the city of Boston, or the County of Suffolk, or any thereof. They have made their findings after a careful, intensive study covering a period of eight months. The Finance Commission has expressed no opinion relative to these findings and is holding these hearings so that the public may be able to pass intelligently upon them."

Charges Delay to Goodwin

"Do I object to it?" Mr Lane reiterated. "The passage is scandalous and slanderous." He then proceeded to charge "the greatest delay in the building of schools to you, sir," because, he claimed, the latter had held up the school building program by action he took. Another tilt followed in which Mr Goodwin was accused of filing the Finance Commission's Survey Board with "self-constituted" experts, and of accepting the recommendations made to the Board by the experts.

Charges Goodwin Will "Duck"

As to "unsavory purchasing incidents," Lane called for evidence, declaring that it is necessary to be careful in using such words. Goodwin replied that it would be produced. "You'll duck it," Lane charged, declaring that he was ready to explain a passage he had asked Lane to explain.

Continuing, Lane told of the elimination of waste in the purchase of furniture. He said that formerly furniture was used to be housed in a number of different places with various employes having access to them. Now there is a storage warehouse, which was recently purchased, which is supervised by Supt Rourke. "Is there any word of praise given for work done to eliminate waste by an honest official?" Lane asked.

Another tilt with the chairman caused Lane to say, "You'll watch you next. I'm in the same room with you."
LANE DEFENDS SCHOOL BUILDINGS DEPARTMENT

Calls Charges "Scandalous and Slanderous" at Hearing by Finance Commission on Report of Its Survey Committee—Heated Clashes Feature Session

Chairman Lane, telling how waste has been eliminated in the department, questioned where waste was found, adding that there is no waste. He laid the responsibility for the greatest delay in the building of schools on Chairman Frank A. Goodwin of the commission for fighting a recent school building program proposed by the school authorities.

"I think the commission is in the best system that can be thought of at present," Mr Lane declared.

Mr Lane, who was present, walked out of the room after Chairman Goodwin had inferred that an "order" is a "contract." His arms waving in the air, Mr Lane, laughing, said, "I can't stand this any longer" and walked out of the hearing room.

At another time Chairman Joseph J. Hurley of the School Committee, who was present, interrupted the proceedings, stating that it was a serious matter.

School Officials Present

Shortly before 2 o'clock, the hearing room of the Finance Commission at 24 School St. began to fill up with officials and spectators, including members of the Finance Commission, headed by Chairman Goodwin, comprising Courtenay Guild, Judge Joseph F. Sheehan, William T. Keough, and Secretary Robert E. Cunniff, and the members of the investigating committee, William D. Parkinson, retired educator and real estate operator, Louis J. Hurley, and others.
I were not slighted and that defects in buildings before they were completed were not condoned, so far as his experience went. He didn't consider any of the statements in the newspapers for the delay, Mr. Lane said, as somewhat justified, and the archi-

On the suggestion of Chairman Goodwin, Supt. Rourke agreed that it would help to receive with the letter of the special committee's report in the newspapers for the delay, Mr. Lane said, as somewhat justified, and the archi-

During questioning by Finance Commissioner William T. Keough, Supt. Rourke brought out, as a result of a peculiar situation, that he may be called responsible to three agencies—the Mayor, the School Committee and the Board of Commissioners. If he was ordered to do something by the board that he didn't approve of he would have to resign, he testified.

To a remark by Mr. Keough that Boston was unique in system of building of schools, Supt. Rourke replied, "Boston is a city like any other, and that's why I came back to live here." He did not believe in having "all the eggs in one basket," which Mr. Keough implied that they might be well scrambled by being divided.

**Delay on Charlestown School**

Taking up the question of delay with regard to the Charlestown intermediate school, Chairman Lane named as the reason, a trip to Europe that Dr. Donoghue, then a member of the board of commissioners, took, and a Finance Commission recommendation that the school should not be built, which he said caused a delay of several months. He declared that no word was received that the Finance Commission had withdrawn its objection after the School Committee had voted the school as the chairman of commission brought out.

"As a result of your delay, the people of Charlestown wouldn't have an intermediate school until next year," Chairman Goodwin declared. Expressing his personal opinion as to reasons for the delay, Mr. Goodwin charged that Mr. Lane wanted to "put over the Girls' High building and you allow & pay out certain schools," naming the Lawrence, the Endicott and the Everett schools.

In order to have the Charlestown school built, he told Mr. Lane that he would have to take the money for it, which was $119,000, appropriated for the Girls' High and later transferred to reserve funds, which he said Mr. Lane did not want.

Replying hotly, Chairman Lane declared, "Now you're talking to the gallery. It's a lot of hot air." He said Goodwin was committing an injustice "to the commission" in making the assertion that schools were being slighted "the same as everything you've said in regard to other schools is the same," and charged Goodwin with going off "half-shot."

This brought the rejoinder from Goodwin that he usually knows what he is talking about, that he doesn't go off "half-shot," and that he never put any statement he ever made in the newspapers for the last 20 years.

**Somes Resents Statements**

Dena Somes was next introduced by Chairman Lane to criticize statements made in the special committee's report with respect to architects. He declared that he didn't think the statements were correct, that the specifications were not slighted and that defects in buildings before they were completed

**Governor Ely last night praised the Benevolent and Protective Order of Elks as an organization representing “the true spirit of democracy” in a greater degree than any other he knows about because of its simplicity and its ideals. Governor Ely expressed this thought at the reception and dinner in honor of Lawrence H. Rupp, grand exalted ruler of the Elks, who was the guest of the Massachusetts Elks Association at the Copley-Plaza. Governor Ely is a member of the or-

More than 400 men and women attending the dinner, which was followed by a dance, were treated by Judge Thomas H. Dew of the Municipal Court as the toastmaster, introduced by President Will-

One of the features of the banquet was the presentation to Natchog Lodge of Elks, Dunbar McLaughlin, exalted ruler, of the Nichols competition trophy for ritualistic excellence, a magn-

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SLEEPER WALKS OUT ON HEARING

"Fin Com" Session Comes to Abrupt-End

Lane Upholds Commissioner of School Buildings

Chairman Calls Remark of Goodwin "Insulting"

The second hearing held by the Boston Finance Commission for discussion of that part of its special school investigating committee's report which deals with the Department of School Buildings was brought to an abrupt ending early last evening when Stephen W. Sleeper, a member of the Board of Commissioners of School Buildings, who had been listening silently to the proceedings, became enraged at a remark made by Chairman Frank A. Goodwin to a witness on the bent along in the same budget and lane of the Department of School Buildings.

Supt of Construction Rourke, in reply to a question as to what had been done with regard to building the school, said a contract was made with an architect to make an Agassiz-Bowditch School and the Charlestown School had both been included in a budget approved by the School Committee in December; that he had just brought in his original sketches, with working plans for heating and ventilating. In answer to other questions by Mr Goodwin, he said he needed to have the specifications ready by 1st of April and that it will then take about 11 months to build the school, or perhaps 10 months; that it might possibly be ready by the next Christmas vacation.

Chairman Goodwin pointed out that the budget for the Agassiz had been sent along in the same budget and asked when that school would be ready. Supt Rourke said it would be ready by next September and admitted that the Charlestown school would also have been ready about the same time if there had been speedy action.

Chairman Goodwin quoted Sleeper who read earlier this afternoon. Chairman Goodwin referred to an excerpt he had read from some startling testimony given by Mr Sleeper before the special committee during its investigation.

Heated Clashes

The hearing, continued from the opening season Wednesday afternoon, was again marked by frequent heated clashes between Chairman Lane and Chairman Goodwin.

Waste of Time Alleged

This waste of time that I speak of— I am speaking personally. This is an unpaid commission. We have given an astonishing lot of time to it this year. A great deal of time has been wasted because we are not properly organized— we ourselves.

"We are fishing around with the Civil Service to see if we can get a competent person to come in and do this work for us and we will pay him. We haven't yet succeeded. We ought to be relieved at once. We ought to be authorized to select anyone we please to come in, not be dependent on our own Schoolhouse Department. Mr. Rourke says these people are not your friends. They are busy at my work. Personally, I don't want them to do my work.

Rourke Causes Laugh

Chairman Goodwin, after reading this, asked Supt Rourke what his opinion was with regard to the statements contained as to friction, waste and administration of the business of building schoolhouses.

To this, Supt Rourke replied:

"Aren't you putting me in an embarrassing position?"

"You are in one anyway, aren't you, Louis?" Mr Goodwin interjected.

Supt Rourke brought a laugh into the proceedings when he asked innocently: "Is that a statement made by a member of the Board of Commissioners that hires and fires me?"

Mr Goodwin said he didn't have to answer that if he didn't want to.

Questions to the Seaver School situation quoted in the report of the Commission's special committee concerning a proposed addition or annex to the school in which in the claim has been that there has been considerable delay, Supt Rourke declared that it is hard to add a dog to a tail. He was discussing the proposal to add an eight-room addition to the present four-room school.

Discussion closed that this plan was abandoned with the decision to build a nine-room annex, instead of addition building of beneficent additions and that both these plans were then laid aside because of opposition from residents that at all events, public opinion definitely had yet been heard about the proposed building.

"Doesn't that condition warrant our charge of delay in the report?" Chairman Goodwin asked.

"Being Human, People Err"

Supt Rourke replied that, as public officials, the school people tried to acquiesce to the wishes of the public, "the real bosses." He said that an
SLEEPER QUILTS
HEARING IN HUFF
He Tells Fin Com Schoolhouse Board Has Many
Things to Probe

FINDS QUESTION OF
GOODWIN INSULTING

Schoolhouse Commissioner Stephen
W. Sleeper was unexpectedly identified
yesterday by Chairman Frank A. Good-
win of the finance commission as the
author of statements that investigations
of the schoolhouse department had
never been made because of the lack
of an investigator.

Sleeper, speaking out of a finance com-
mission hearing held on the report of
the school survey board, shouted his
resentment at a question asked by
Goodwin of Harrison H. Atwood, archi-
itect, which he termed "insulting." His
declaration of refusal to remain any
longer led Goodwin to taunt him with
this retort: "I know what the matter with
you. You're sore because of the testimony
I read."

The hearing then turned adjourned,
broke up in a babel of voices.

Subsequently, Chairman Goodwin,
who refused to make public in full the
Sleeper statement, made to the survey
board, said: "That isn't the only signifi-
cant declaration which he made. The
others will be revealed at the proper
time."

EXPRESSIONS OF REGRET
Sleeper's remarks which were read
into the record were expressions of reg-
ret that there is so much pigeon-
holing in both the school committee
and the commission of school buildings
and regret at the unnecessary waste of
time resulting from the abandonment of
building projects formally authorized.

"I am speaking personally," he was
quoted as saying to the survey board. "This
is an unpaid commission. We should not
have given an astonishing lot of time
to this year. The greatest deal of time has
been wasted because we are not properly
organized—we ourselves. We are fling
around with the civil service to see,
if we can get a competent person to
come in and do this work for us and
we will pay him."

"We haven't succeeded. We ought
to be relieved at once. We ought to
be authorized to select any one we please
to come in, and not be dependent on our
own schoolhouse department. Mr.
Rourke says 'These people are not
yours; they are busy at my work.' Per-
sonally I don't want them to do my
work. I'd like to have them entirely
separate in a separate office. There
are a great many things I have had
...
CALL POLICE AS RIOT IS FEARED

Army of Jobless Fight to Obtain Work Clearing City Streets of Snow

Twenty police were rushed to the municipal employment bureau, 25 Church st., South End, today, as more than 2500 men descended on the place demanding work shoveling snow.

The first few officers to arrive were roughly handled, due chiefly to the size of the crowd which was attempting to gain entrance at the front and rear of the small building.

After a struggle in which no blows were struck, but with much shoving around of both police and unemployed, Sergt. Edward Carey and a squad from Lagrange st. division got the men in two long files extending into Melrose and Fayette st.

Six hundred were quickly sent to work in response to a call from the Public Works Department, and from time to time more jobs were provided.

STORMED BY CROWD

The near-riot started when Director John J. Shields and two assistants, Mel Eastman and Roy Dasher, arrived at 7:20, nearly two hours ahead of the usual time, in anticipation of the crowd.

As soon as they opened the outer door of the crowd, then numbering 2000, stormed into the place.

Shields quieted them temporarily while he called the Public Works Department, but unable to get a definite request for workers right away, he found it necessary to telephone for police assistance in keeping the crowd in order.

"We want work," many of those filling the office and the street outside were shouting as Sergt. Carey arrived with Patrolmen Martin Oakley and Patrick Shaw, followed soon after by another squad from Lagrange st. station and one from headquarters. The crowd increased by several hundred.

A call for 600 men at various city yards was received from Public Works Commissioner Joseph Honors. After these men were sent away arrangements were made to have the snow trucks call at the bureau to pick up additional detachments and take them direct to the scene of work.

War Mothers to Meet in Faneuil Hall

A meeting of Greater Boston Chapter, American War Mothers, which includes members from Newton, Dedham and Brookline, will be held Tuesday at two o'clock in Faneuil Hall. Governor Ely and Mayor Curley are among the invited guests to greet the Gold Star Mothers, whose sons or daughters were wounded in service and the Blue Star Mothers, the Silver Star Mothers, whose sons or daughters were wounded in service, and the Blue Star Mothers, whose sons of daughters came back to them unharmed.

Mrs. Corabelle G. Francis of Newton, president of the State Chapter, was delegate to the National Defense Conference.

MRS. CORABELLE G. FRANCIS

(Photo by Vogue)

BIG HONOR TO MAYOR CURLEY

Will Be Initiated Into Ancient as Honorary Member

Plans have been completed to initiate Mayor Curley into an exclusive circle now comprising but four living men, King George of England, former President Calvin Coolidge, the Earl of Denbeigh and Major-General Beaumont B. Buck, U. S. A., it was learned last night.

BIG HONOR BY ANCIENTS

For when the Ancient and Honorable Artillery Company, reputed the first military organization in the country, meets Monday noon at Faneuil Hall, the Mayor will be nominated as an honorary member of the distinguished group to fill the vacancy caused by the death of General Edwards.

Major James W. J. Myrick, past Commander of the organization, admitted last night that the members of the standing committee, comprising the past commanders and the financial officers of the corps, has agreed to the nomination of the Mayor at the Governor's Day meeting of the Ancients. It was he who nominated both General Edwards and General Buck as well as President Coolidge, and he insisted that his fourth nominee would be carried in by the 200 members, though the Mayor knew nothing about it. Captain George H. Hutchinson, past commander, will second the motion, and Commander Francis S. Cummings will put it to a vote.

Mayor Not to Be Present

The Mayor, who is now in Florida, will not be present, nor will his presence be required at the meeting under the rules of the organization, Major Myrick explained.

The King of England was elected to succeed his father as an honorary member of the company, which visits Buckingham Palace as guests of the reigning monarch on trips to London.

The Earl of Denbeigh was elected because of his position as commander of the Honorable Artillery Company of London, the parent of the Boston company, which was founded 166 years later in 1655. In recognition of his service in training the Ancients for the World War, General Buck, an overseas veteran, was elected to the exalted honorary membership. But former President Coolidge was elected and Mayor Curley will be elected because of their interest in military affairs, Major Myrick stated.
“GET YOUR SHOVELS and get busy” was a welcome command today to a big throng of jobless men who stormed the municipal employment bureau in Church st. seeking work. A truckload of the fortunate ones are shown above about to start out on the job, while in the rear is seen the long line of applicants waiting to be signed up and put to work in the snow-filled streets. (Staff photos.)

WASHINGTON
FETE PLANNED

Representatives of Many Groups Arrange for Bi-Centennial in 1932

A wide representation of organizations and groups throughout the state attended the first general conference at the Copley-Plaza this afternoon called by the Massachusetts commission for the celebration in 1932 of the 200th anniversary of the birth of George Washington.
OF FERS TO BET ROURKE
ABOUT PARAFFIN WAX

Ex-Sheriff Fogg of York County, Me, in Boston
Ready to Show How to Shovel Damp Snow

It may not be precisely because of the paraffin wax controversy that the former sheriff of York County, Me., has come to Boston, but here he is, with a deft for Joseph A. Rourke, Commissioner of Public Works for the city of Boston.

"I'm not a sporting man," says the ex-sheriff, "but I'll make this proposition to Mr Rourke. I'll put up $100, and if he can put up $100, and if paraffin won't stick to a shovel, he can take it, and if it will, I'll take it—and the conditions of the bet shall be that the winner shall give all to the Red Cross."

The sheriff is Newell T. Fogg, at present visiting in West Roxbury, and he is the man who broke into print yesterday morning in a dispatch from Sanford, Me.

He had shown Fred Parent, ex-member of the Boston Red Sox, how to keep snow from sticking to a snow shovel by treating the shovel with paraffin, heating the shovel and applying the wax.

Somebody showed the dispatch to Mr Rourke, who said that when the snow got cold again the wax would fall off.

"He's wrong," says Sheriff Fogg. "It will not fall off under any conditions. I guess that's about all I've got to say, except—" and he came across with his sportsmanlike offer.
No, James M. Curley's First Job Was Not Being Mayor

Boston's best-known citizen, appropriately enough, is the city's Mayor, James Michael Curley. His Honor, however, naturally enough, was not always a Mayor by occupation. He was born to poverty and obscurity, and he went to work, perforce, as early as he possibly could. At the age of 12 years he got his first regular job, which was employment in the drugstore of Stephen Gale at Washington St. and Chester Sq.

This job took all his spare time. He went on the job at 7 in the morning, worked until school began, worked during the noon hour and then after school worked until 10 o'clock at night. He had Sunday afternoon off one week and Saturday afternoon off the next. For this labor, with its long hours and its confinement within the four walls of a store, the future Mayor received $2.50 a week—a sum which paid the rent for the Curley family. And he kept the job for four years, until he was 16 years old.

Boston Realtor Dinner Planned for March 5

Announcement was made yesterday of plans for the annual mid-winter dinner of the Boston Real Estate Exchange which will be held on March 5 at the Copley-Plaza Hotel. Already keen interest in the event is manifested among the members and a large attendance is assured.

The speakers include Governor Ely, Mayor Curley, Harry S. Kissen, president of the National Association of Real Estate Boards, and Judah Arthur.

STEVEN W. SLEEPER
Heads Realtor dinner committee.

WALTER CHANNING
Toastmaster at Realtor dinner on March 5.
Every day there are war provocations against the workers' country, the Southern Government to feed the hungry, but dole. Under cover of the Hoover there is prosperity for the workers. Have been bored to accept wage cuts millions are spent for the next war.bonus because it might hurt the rich "viet Union, the only country where it if you fight."

Join hands with the workers of other this city yesterday arranging for said the others were all at Lawrence Dist., 3 Harrison av, Boston. Except for a few leaders who were told "You can't get the cash paying Councils, 22 Harrison av, Boston."

As guest of the Ancient and Honourable Artillery Company, at its Washington Day dinner in Faneuil Hall yesterday, Gov. Ely took occasion to discuss the railroad situation as "one of the most serious problems of the state and New England, and one that merits serious consideration by every citizen.

Declaring that the Pennsylvania Railroad owns sufficient stock of the New York, New Haven & Hartford and Boston & Maine railroads to control the railroad situation in Massachusetts, Gov. Ely warned against further encroachment as injurious to New England interests.

In honor of the governor's 50th birthday anniversary, a huge cake was presented him by the Ancients. Capt. Francis S. Cummings, commander, received from Lieut.-Col. Henry D. Sargent, adjutant, the sword presented to Gov. John Brooks in 1817, and handed it to Gov. Ely, who sliced the cake with it and distributed portions among those present. Another feature was the unanimous election of Mayor Curley to honorary membership in the organization. Mayor Curley is in Florida and a telegram advising him of his election was forwarded to him.

Cream for Philadelphia

Voicing his personal opinion, Governor Ely urged the consolidation of the B. & M. and the New Haven under New England controlled capital. He charged that the Pennsylvania was taking the cream of New England for the benefits of the people of Philadelphia.

"Unless we control our own railroads," he said, "we should invite in more than one Western system to carry traffic against us. We would have to provide favorable and fair traffic rates for the people of New England," the Governor said.

Coming directly from the State House reception where, he said, he had shaken the hand of 750 people, the Governor was given a tremendous reception by the veteran military organization which was founded in the early colonial days.

No Need of "Bomb"

He declared that it had come to his attention that the presiding Governor had been accustomed to explode a political bomb on the occasion of his reception by the Ancients, but for himself he declared there was no necessity of exploding a bomb yesterday in view of the general approval of his bond policy.

"Nothing is "wet." With three cheers for the Governor, the Ancients concluded their banquet, neglecting to give their ancient toast to the President, many of the members insisting that it was impossible and unthinkable to drink a toast with ice water.

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**Ely Warns N. E. to Own Its Railroads**

When the committee appointed by Gov. Allen more than 18 months ago to study the railroad situation in Massachusetts finally reports its findings, Gov. Ely hopes that the report will not be like "another long-awaited report" recently submitted in Washington.

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**CURLEY AN HONORARY "ANCIENT"**

Governor Feted, Cuts Big Birthday Cake

With a unanimous vote, the Ancient and Honourable Artillery Company, holding its "Governor's Day" exercises yesterday at Faneuil Hall, called at attention to elect Mayor Curley an honorary member of the first military command of the United States.

**WIRE PALM BEACH**

Notice of the honor conferred upon Boston's chief executive was transmitted by wire immediately to the Mayor at Palm Beach, Florida, by Captain Francis S. Cummings, commanding, who pointed out that the distinction was held by only four other men, King Edward of England, former President Coolidge, the Earl of Derby and Major-General Beaumont B. Buck, U.S. A.

Because of his absence from the city the Mayor was represented by Chairman Peter F. Tagge of the Election Commission, formerly a member of...
Acting Mayor Joseph McGrath placed the official wreaths of the city on the George Washington monument at the Public Gardens yesterday. Photo shows him in part of the ceremonies.

**ELY CUTS BIRTHDAY CAKE WITH ANCIENTS**

Uses Sword of Gov Brooks, Executive 100 Years Ago

Mayor Curley Voted In Unanimously
Honorary Member of Company

A birthday cake with 50 candles was set before Gov Joseph B. Ely in honor of his natal day at the Washington's Birthday meeting of the Ancient and Honorable Artillery Company in Fan- tuft Hall Armory yesterday afternoon. The silver sword of Gov Brooks, 100 years ago Chief Executive of this Commonwealth, was used by Gov Ely in cutting the birthday cake. More than 200 members were present at the annual dinner and the reception to the Governor as commanding officer.

At the same meeting Mayor James M. Curley was elected an honorary member. He was proposed by Maj. James W. H. Myrick, former commander, and was seconded by Capt. G. R. Hildebrand. The election was unanimous by a standing vote. Mayor Curley takes the place of Maj Gen Clarence B. Edwards. There are but four other men in the honorary membership: King George of England, Ex-President Calvin Coolidge, the Esprit of Denbigh and Maj Gen Beau- mont Buck, U.S.A.

Members of the company attended the Governor's reception at the State House earlier in the day. Capt Francis S. Cummings of the company, sent a telegram to Mayor Curley at Palm Beach, Fla., informing him of the honor paid him. The other officers signing the telegram were Capt Edward J. Voyer as first lieutenant and Lieut Rudolph Wimmer as second lieutenant.

In his address to the company Gov Ely advocated amalgamation of New York, New Haven & Hartford Railroad and the Boston & Maine Railroad under New England leadership. He suggested a general strike in the textile mills at Lawrence. Several Boston policemen have been asked if they would go to Lawrence and pick up the persons wanted. While the meeting tomorrow has been listed to "Demonstrate in a Fight Against Hunger; for $15 weekly jobs at relief; full cash bonus for veterans of 1917; defense of Soviet Union" and "against wage cuts and speed-up and Imperialist war," the meeting, according to information obtained at the headquarters on Harrison Ave, yesterday, will be used for the purpose of enlisting support for the Lawrence strikers.

**WARRANTS OUT FOR BOSTON COMMUNISTS**

May Be Arrested on the Common Tomorrow

Reds Face Deportation—Leaders Active in Lawrence Strike

Deportation warrants for the arrest of a number of Boston Communist leaders, have been turned over to Capt Jeremiah F. Sullivan of Police Station 4, it was learned yesterday, and every effort will be made by the police industrial squad under the direction of Inspector William Goldston, to pick up the wanted persons if they appear at the demonstration on Boston Common scheduled to be held at noon tomorrow.

Officials of the Immigration Division of the United States Department of Labor, it was learned, have had the warrants for some time, but not being able to identify the persons named in them, the police have been asked to lend the assistance of the officers who have been in close touch with the "Reds" for the past three years.

**Goldston a "Member"**

Inspector Goldston as a member of the Communist party for many months, and would still be a member, but for the fact he was forced to declare his identity as a policeman when he was forced to arrest two of his "comrades" a year ago.

It is known that deportation warrants have been issued against persons who are listed among the leaders of the movement to bring about a general strike in the textile mills at Lawrence. Several Boston policemen have been asked if they would go to Lawrence and pick up the persons wanted. After the meeting tomorrow has been listed to "Demonstrate in a Fight Against Hunger; for $15 weekly jobs; full cash bonus for veterans and defense of Soviet Union" and "against wage cuts and speed-up and Imperialist war," the meeting, according to information obtained at the headquarters on Harrison Ave, yesterday, will be used for the purpose of enlisting support for the Lawrence strikers.

**CIRCULARS HANDED OUT**

The circulars which have been distributed by the thousands in Greater Boston, despite the activity of the police, who have arrested every person found with them, reads in part: "International unemployment day; Wednesday, Feb 25, 12 noon, Parkman Bandstand, Boston Common."

"On this day all the workers throughout the world will call the bluff of their Mayor Curleys, their Governor Hynes and their President Hoover, who have been saying nothing about the jobless, except that they are working hard to keep the United States within the next two years as a result of the War Department's action in deeding the property at Governor's Island to the city."
ELY CONDEMS FOREIGN HOLD OVER N. E. ROADS

Says Nothing Worse Could Happen to Area Than Penn. Line’s Control

TALKS TO ANCIENTS AT THEIR ARMORY

Gathering of 7500 Honors Governor at State House

In such a solution of the railroad situation as will enable us to own and control our means of transportation, or in ownership and participation by New Englanders in one or more western systems that will enable that competition in passenger and freight traffic that will serve the best interests of New England people.

GOVERNOR GUEST OF HONOR

Gov. Ely was the chief guest of honor, being his debut before the company as commander-in-chief, which he is by virtue of his office. As Governor he is head both of the national guard of Massachusetts and Massachusetts volunteer militia, the Ancients being an integral part of the militia, while many of its members are or have at one time been members of the national guard.

Capt. Francis S. Cummings, commander of the Ancients, sent a telegram to Mayor Curley, in Florida, informing him that he had been elected an honorary member of the command. “I take pleasure in welcoming you to our ranks,” the message concluded. This meeting was the first at which it was possible to bring before the members the recommendation of the standing committee that Mayor Curley be made an honorary member. This recommendation was voted by the committee some weeks ago. There are but four other living honorary members of the company: King George V of England; the Earl of Denbigh, commander of the Honourable Artillery Company of London; former President Calvin Coolidge, and Maj.-Gen. Beaumont Buck, U. S. A.

A large portion of the 700 members of the company voted on the mayor’s election. The late Gen. Edwards was also an honorary member.

TAGE IS SPEAKER

Peter F. Tague, election commissioner, spoke as representative of the mayor. He deplored the failure of Americans in modern times to respond to the admonitions of Washington as to preparedness for national defense, and also the influence that pacifists and communists have been allowed to exercise, and predicted that Gov. Ely would make it plain to the subversive elements that Massachusetts is no place for them.

He hailed the Boston airport development as an indication of something more hopeful, saying that when the $16,000,000 tunnel is completed Faneuil Hall will be but 5 minutes ride from the greatest airport in the world, and this development may play an important part in the future protection of these shores.

DRINKING UP SUNSHINE IN BALMY SOUTH

BREAKERS BEACH seems to be the favorite bathing place of Miss Mary D. Curley, who is spending a vacation at Palm Beach with her father, Boston's mayor. They are expected to return soon. (International Newsreel photo.)

8 FIRMS AFTER TUBE CONTRACT

Eight American firms, specializing in the construction of tunnels, are seeking the contract for building the major section of the $16,-000,000 East Boston vehicular tube.

Bids will be opened by the transit commission at noon, March 4, and, while there is a possibility that one of the eight firms may retire from the competition, it is regarded as a certainty that each of the seven other prospective bidders will file with their proposals the required certified check of $300,000.

At least four of the contracting firms have expert engineers in Boston. There has been no indication of any collaboration, and from the statements which have been guardedly made the conclusion has been drawn that the need of a tunnel construction job is so urgent among the specialists in this type of work that Boston will derive valuable financial benefit from the competition.

Unofficial estimates of the bids vary between $6,500,000 and $7,600,000, and the experts who have been gathering data on which bids will be based are not reluctant in admitting that any one of the recognized tunnel contracting firms will be awarded the contract.

G. G. A. RENUNES ITS ATTACK ON CONTRACTS

Renewal of its attack on city contract methods is made by the Good Government Association in the current issue of City Affairs, with the statement that no real answer has been given to the charges that the city policy does not aid in relieving unemployment and that the real story of contract letting is not given to the public.

Referring to the purchase of automobiles, tires and traffic signals, the booklet states: "The city purchased about $60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. Why not the city? The city owns hundreds of cars, yet so far as we know, did not advertise for a single tire for them in 1930. Are they purchasing them unreasonably in small lots to avoid the provisions of the charter, or are they violating the charter?"

Under the heading, "Traffic Signals from New Jersey," the article declares: "The mayor's heart bleeds for local industry, yet he constantly awards contracts for traffic signals to a New Jersey firm and disregards the lower bids of local concerns whose integrity and ability to furnish them is unimpeachable. For some reason or other the city neglects to give the figures and names of all the bidders on many of these signal light contracts. The public may well ask, 'Why?"

OPEN TUNNEL BIDS NEXT WEEK

Line Clear for One Part

From East Boston

Bids for construction of the East Boston traffic tunnel will be opened one week from today. Already the line is clear for the first section of the tunnel from the East Boston side to the city proper.

Preliminary work, such as tearing down buildings, has progressed so far that all that are to come down for at least two years will be removed by April 15. Any standing after that time will be on rental until such time as the ground is needed.

Today bids were opened for the removal of buildings on Everett court, off Commercial at, and one building on North st. The remainder of the buildings on North at will be removed April 15.
The soft sand and continuous sunshine along Palm Beach, Fla., prove a perfect resting place for Miss Mary C. Curley, daughter of Mayor James M. Curley of Boston.
G.G.A. Reopens Attack on Contract Methods

The Good Government Association in the current issue of its pamphlet, "City Affairs," reopens its attack on the contract methods used by the city in the letting out of contracts.

The article says that no real answer has been given, that the city policy in awards does not aid in relieving unemployment, and that the real story of contract letting is not given the public. Joseph A. Rourke, commissioner of public works, hit back at the Good Government Association for its criticism of contracts. "I think as little of their criticism of my methods as I would of the criticism of a couple of bums on the Commission. Both have little value—worthless," he said.

Concerning the purchase of automobiles, tires and traffic signals, the article reads:

NO ADVERTISING FOR TIRES

"The city purchased about $60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. The only answer forthcoming is that 'red tape' was done away with to relieve unemployment, and that the real story of 'City Affairs' must appear ludicrous to thinking citizens of Boston. The statement goes on to say in part:

"The replies of city officials to the facts concerning Boston's contracting methods brought in the last issue of 'City Affairs' must appear ludicrous to thinking citizens of Boston. There has been no general denial of the facts; the only answer forthcoming is that 'red tape' was done away with to relieve unemployment."

"If the difficulty lay in cutting useless red tape,' nor the elimination of useless 'red tape,' nor the only answer forthcoming is that 'red tape' was done away with to relieve unemployment."

"City Affairs" pays particular attention to the purchase of automobiles, tires and traffic signals. The article reads:

"The city purchased about $60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. Why not the city?"
THOROUGHFARE PLANS ARE TOLD

Planning Board Chairman Speaks Over WNAC

Planning of thoroughfares was the subject of the radio address yesterday afternoon delivered from Station WNAC by Chairman Frederic H. Fay of the Boston Planning Board. Mr. Fay described four years of comprehensive study of the traffic situation by the Planning Board and the findings.

"With data in hand," said Mr. Fay, "we have been able to develop a comprehensive thoroughfare plan that is not a matter of guesswork but will give the relief to traffic now so much needed. The complete plan includes 19 major projects and 50 major projects of lesser importance. All of these have been considered with reference to their urgency and importance; they have been grouped into four construction periods.

"Of most immediate need is the East Boston Tunnel, for which bids will be submitted early next month and which will be in process of construction by Spring.

Central Artery Vital

The backbone of the thoroughfare plan is the Central Artery, which will be a wide two-level roadway, extending from South Boston, running through Haymarket and the Financial District, and continuing as the Blue Hill Avenue radial which is projected to start at the eastern entrance of the East Boston Tunnel, following up the North Shore, connecting with the Newburyport Turnpike, the Salem Turnpike and the North Shore road. At its southerly end the Central Artery will connect with the main highways going to the south and at the same time will give access to all points in the downtown business section.

Another Road Over Tracks

"To the west still another express roadway will extend from a junction of the Central Artery at Broadway, following along Way, Atotie and Castle streets to Arlington Square and then the Boston & Albany Railroad tracks to Commonwealth Avenue.

"Moreover, the cost of these great developments will be very little more than the city has been spending under its haphazard and piecemeal method of street construction in the past.

G. G. A. AGAIN RAPS CONTRACT METHODS

 Centers New Attack Upon

In Article, Declares First Replies

Did Not Answer Criticism

The Good Government Association in the current issue of its publication, City Affairs, renews its attack on city contracting methods, declaring that no real answer has been given to the allegations it has brought out. The city policy in awarding contracts is resulting in more unemployment and that the real story of contract letting is not given the public.

Under the heading, "Traffic Signals Cited," the article declares, "The Mayor's heart bleeds for local industry, yet he constantly awards contracts for traffic signals to a New Jersey firm and disregards the lower bids of a local concern whose integrity is unimpeachable. For some reason or other the city neglects to give the figures and names of all the bidders on many of these signal light contracts. The public may well ask, why?"

Quoting the statement of Public Works Commissioner Rokittas, the article goes on, "If the difficulty lay in cutting use less 'red tape,' it is easy for the city to do it. We want the traffic signals gone to New Jersey, not the 'red tape,' nor is it evident that unemployment would be relieved one whit by inefficient and expensive means than was practicable by regular and business-like procedure."
Calls School Rap Unfair to Rourke

The finance committee's report on school administration was rapped as unfair to Louis K. Rourke, head of the school construction board, by George Burr, Boston architect, at a resumed hearing before that body yesterday.

Burr charged that the survey committee of the Fin Com which had compiled the report had confused the Rourke regime with preceding ones. He asserted he had done schoolhouse work for 20 years and that more progress had been made under Rourke than by any administration in the past.

BOSTON MAYOR'S DAUGHTER ENJOYING HER VACATION AT PALM BEACH, FLA

TO OPEN BIDS FOR EAST BOSTON TUNNEL

Bids for the building of the East Boston traffic tunnel will be opened next Wednesday, and already the line is clear for the first section of the tunnel from the East Boston side to the city proper.

All the structures which will have to come down inside of two years to make way for the construction of the tunnel will be removed by April 15. Already the buildings in East Boston are down, as well as one on Commercial st.

Bids were opened yesterday for the removal of buildings on Everett st, off Commercial st, and a building on North st. The rest of the buildings on North st will be removed by April 15.

CURLEY TRAFFIC BILL IS KILLED

The House of Representatives today accepted without debate the adverse report of the legislative committee on highways and motor vehicles on the bill of Mayor Curley for a single traffic commissioner to replace the present Boston traffic commission.

The House also accepted the adverse report of the committee on election laws on the petition of Senator Henry Parkman, Jr., to allow the Republican state committee to select its chairman from outside the ranks of the committee members.
Mayor’s Daughter Basks on Sun-Kissed Palm Beach Sands

Sunny Sojourn of these prominent Bostonians is a pleasant interlude from the ice and snow of our New England winter. Shown are, left to right, Mrs. Fred Cullen, John B. Bremner, Fred Cullen and Miss Mary D. Curley, daughter of Mayor James M. Curley.
Clean-up of Vice Haunts and Bandits To Start Next Week Under McDevitt

James McDevitt, deputy superintendent of police, will be detached from the bureau of criminal investigation next week and assigned to the field to direct a new campaign against vice resorts and bandits planned by Police Commissioner Eugene C. Hultman. Instead of having a mobile force of his own, McDevitt will work through the several divisions.

The campaign will include stringent supervision of dive and dance cafes and dime-a-dance resorts and vigorous action against speakeasies and other hangouts for criminals. It is scheduled to begin next Wednesday.

The new assignment of McDevitt will also mark an innovation in police organization. As inspector of divisions he will not only direct a campaign in any division to reduce crime or eliminate questionable resorts but will supervise the work of all divisions to increase their efficiency.

Commissioner Hultman conferred yesterday with the city censor, John Casey, on the advisability of more rigorous license requirements for cafes giving theatrical exhibitions and the assistance of the Boston license board which controls victualers' licenses has also been requested by police officials.

Several policewomen were detailed last night to assist the officers in charge of the investigation of the operation of a local vice ring, a number of whose leaders are already under arrest.

Mayors daughter enjoys sun at Florida resort, where she is spending vacation with her father.

Completion of the second municipal golf course at the Hyde Park-West Roxbury line, which has been held up for the past three weeks by the City Council, was virtually assured last yester-
day after the members had made a personal inspection tour of the property, formerly known as the Grew estate.

Councillor John J. Fitzgerald of the West End, who led the fight against the $25,000 loan order to finish the work on the course, failed to make the trip as Chairman William P. Long of the Park Commission relented the argument against the property.

He warned that the original loan order of $225,000 has been practically ex-
hausted in the purchase of the 7,000,000 square feet of land and the hiring of 265 gardener-laborers from the jobless ranks to cut down the trees and underbrush on the property, and that unless the Council adopts the order for $275,000 submitted by Mayor Curley, it might be necessary to drop the corps of workmen for lack of funds.

With the loan order, he explained, it is proposed to build a $40,000 clubhouse, excavate rock and earth, fill in depressions, lay water pipes to the clubhouse, and advance the work on the course, so that the first nine holes might be opened to the public this summer.
A large delegation from the Boston City Council yesterday accompanied Park Commissioner Long to view the West Roxbury-Hyde Park golf course in the early stages of construction. Many men were engaged in cutting down trees and there was much hand labor, indicating that the golf course would be completed within the $275,000 asked in the order that the Council is holding for its completion.

Two weeks ago the City Council passed an order for an additional appropriation of $275,000 to complete the course. Previously $225,000 was appropriated for land takings. After passing the order the Council a fortnight ago voted to reconsider and the order went over until the Council could view the place.

Councillor J. Fitzgerald insisted that it would cost $1,000,000 to make a course. Yesterday the Council members viewed the skeleton of what should develop into a sporty golf course.

Various members of the Council, after looking part of the property over, were anxious to learn what it would cost to complete it and all were assured by Park Commissioner Long that it could be done within the $275,000 asked in the order that the Council is holding up.

The tunnel will be limited to mechanical vehicles only and it is expected, upon its completion in three years, will accommodate about 5,000,000 vehicles per hour. It will be paved with tife and the roadway will be wide enough for safety and convenience. A speed limit of 35 miles per hour will probably be imposed, so that it will take a vehicle less than two minutes to go through with a clear road.

In order to avoid traffic congestion at the entrances it has been proposed to widen all streets leading to both ends, and a system of traffic signals will aid in keeping traffic inside the tunnel on the move.
School Committeeman Gray was placed on the stand at this point in the hearing in order that he might give his version of the relation of the School Department with the building of schools. He felt that the proposal to have the building of schools under direction of the School Committee would mix up education and construction, placing the responsibility "squarely" on the committee for all plans and construction. He felt the Board of Commissioners of School Buildings which looks over the Board of Superintendent's budgets and received loyal and faithful cooperation from the Board of which he is a member. He followed his own convictions but if challenged the statement in the report that he had heard Mr. Goodwin speak of the School Committee as "a political speech." Chairman Hurley charged.

Mr. Hurley then put the stand on the report of Asst Supt of Schools William B. Snow, "an expert on education and administration." The latter explained some statements made with regard to the investigation at several English High reunions.

When Chairman Goodwin interrupted to speak about his attitude Chairman Hurley, addressing himself to the Commission, said "When he runs wild, referring to Chairman Goodwin. "I'm going to stop him." Chairman Goodwin, continuing, said "Mr. Snow has made certain serious charges." Mr. Hurley retorted that he agreed with them. To this the chairman of the Finance Committee replied that Mr. Snow "is a responsible citizen." He proceeded to explain that he is chairman of the Commission, and, being the only paid member, he has to bear the brunt of the responsibility for what the Commission does.

Mr. Snow asserted that he didn't know anything about Mr. Goodwin's motives; that he had seen for a year attacks on the Department of School Buildings which he said everyone in school circles knows has done remarkable work. Mr. Goodwin asked if he was fair in going around at meetings, criticizing and attacking him. Mr. Hurley shouted to Chairman Goodwin, declaring that the proposal to have the building of schools under direction of the School Committee would mix up education and construction, placing the responsibility "squarely" on the committee for all plans and construction. He felt the Board of Commissioners of School Buildings which looks over the Board of Superintendent's budgets and received loyal and faithful cooperation from the Board of which he is a member. He followed his own convictions but if challenged the statement in the report that he had heard Mr. Goodwin speak of the School Committee as "a political speech." Chairman Hurley charged.

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HURLEY AND GOODWIN HAVE VERBAL BATTLE

School Board Chief Calls "Fin Com" Head "Yellow"

Counter Charges of Control by Mayor Hotly Denied

Charges that Mayor Curley is running the School Committee and the Schoolhouse Building Board, made by Chairman Frank A. Goodwin of the Boston Finance Commission, and the counter statement by Chairman Joseph J. Hurley of the School Committee that the Mayor controls Chairman Goodwin, featured the clashes between the two officials at the first of the public hearings of the Finance Commission yesterday afternoon for discussion on the School Committee.

Chairman Goodwin's charge made after Asst. Supt. of Schools William E. Snow had amplified on statements he was reported to have made about the Finance Commission's special school investigating committee's report, brought the report from Chairman Hurley of the School Committee that, if it wasn't for Mayor Curley, Boston wouldn't have heard of Goodwin; that he wouldn't be here now.

Calls Goodwin "Yellow"

You're yellow—you're green in the face now," Chairman Hurley shouted at the chairman of the Finance Commission.

Chairman Goodwin then told of a conference held with the Mayor where it was present at this point, and asked to be heard, declaring that as a member of the committee he was put on record as not being controlled by the Mayor. Chairman Fuller also declared himself as not being controlled by the Mayor.

He asserted furthermore that the two departments were the only two departments that the Mayor doesn't control and charged that Chairman Goodwin doesn't investigate any department under the Mayor's control. Chairman Goodwin replied that the Finance Commission investigated and reported on eight city departments. Chairman Goodwin, in opening the hearing, referred to criticisms of the Finance Commission made by the mayor.

Chairman Hurley said he was present as the spokesman for the School Committee by the unanimous vote of the committee. He said that the committee had made clear that the burden of proof lay on the Finance Commission, and that he wanted to have the commission produce evidence on which the charges were based in the report. Chairman Goodwin replied that in a spirit of cooperation the commission had been willing to allow the School Committee to go over the report with the Finance Commission; that he had called in the chairman of the School Committee and told him he would be pleased to go over the report with him, and that the chairman of the School Committee had asked to have Francis C. Gray, ex-chairman of the committee, come along with him.

He said he agreed but declared that he asked that no mention be made of it in public; continuing, he asserted that the two came to his house, that they looked over 600-old pages of the report which had been read, which showed that the whole School Committee would be called in two days later to look over the report. He then went on, said that, no mention of the meeting at his house being made by either Mr. Hurley or Mr. Fuller. At the hearing, he went on, "Mr. Hurley was not paying much attention."

Interrupters Chairman Hurley appealed to the commission and expressed the hope that it wouldn't accept his silence as his agreement to "the issue of falsehood." He declared he wanted the hearing to go ahead and asked that the talk be stopped.

"Leak" Charged

Chairman Goodwin continued that the morning following the meeting of the School Committee and the Finance Commission a story appeared in one of the papers giving the bills based on the findings of the special committee and other information discussed at the meeting. As a result the commission voted to give the report to the public.

Chairman Hurley asked that the Finance Commission take action on his request to issue the evidence on which the findings are based and added, as the commission took a recess to consider his proposition, that it endeavor to keep political speeches out of the hearing such as those which have taken place at previous hearings. "In other words, I want to believe in the latter view.

My own experience—I have served as a member of the old Board of Superintendents, the Board of Superintendents, and in my present position—leads me to believe that we will get better results by dividing the board into fragments, rather than by keeping the present system, rather than by dividing the board into fragments. You will get less responsibility in the long run," he claimed.

Recommendations Repeated

Chairman Hurley by questioning Supt. Burke, brought out that the survey made by a Finance Commission special investigating committee in 1918 recommended practically the same changes that the present board is advocating. He said that he based on these recommendations failed to pass in the Legislature.

Supt. Burke added that at one time there was a suspicion the superintendent of schools was getting

School and School Building Department.

"And controlled you ever since you were in public life," Chairman Hurley interjected.

After the recess Chairman Goodwin announced that the Finance Commission had decided that he would consider any objection as to the substance or form of the report brought forward by the school people.

"May I ask what disposition is made of my second request?" Chairman Hurley asked.

"I think the commission has decided to ignore that," Chairman Goodwin replied.

"That means then that we will continue to have political speeches," Mr. Hurley concluded.

He then asked to be allowed to introduce records "so the public may judge for itself the type of persons on the committee." Chairman Goodwin declared he didn't think it proper but that Hurley could put anything he had in writing for the commission to look over.

Supt. Burke Heard

Chairman Hurley then placed Dr. Jeremiah E. Burke, superintendent of schools, on the stand, and started to ask him to tell of his experience as an educator and administrator, when Judge Sheehan of the commission interrupted to say that there was no question of his qualifications. Speaking of the relation existing between the School Committee and the superintendent, Supt. Burke said: "There are theorist types of organization almost an infinite variety, but one thing that all organizations was to bring the teacher in the classroom in a more sympathetic relation with the children."

Declaring that the "proof of the pudding is in the eating thereof," he said the system of organization Boston has is hardly. Supt. Burke told of the work of the assistant superintendents. He asserted that a record principle that specialists be assigned to look over their specialties city-wide and that the report seems to be a criticism of what we are doing. Supt. Burke pointed out that the board is to a great extent advisory and that in a great many instances reports back to the School Committees. He said the question seemed to be how much power the superintendent should have assistant superintendents to whom he would delegate powers or whether the School Committee should have provided for itself and the superintendent a board to consider major matters and advise them. He said he was inclined to believe in the latter view.

My own experience—I have served as a member of the old Board of Superintendents, the Board of Superintendents, and in my present position—leads me to believe that we will get better results by dividing the board into fragments, rather than by keeping the present system, rather than by dividing the board into fragments. You will get less responsibility in the long run," he claimed.

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running both boards now, the school committee and the school buildings department.

"Don't you know that at a meeting with the school officials in City Hall, the Mayor didn't want the school committee to appropriate $40,000 out of the tax rate, because he wanted to keep the tax rate down, and that he said he had two votes, Hurley's and another? And that at the conference the Mayor said that he could get a certain vote through the city treasurer's office?"

"Did the Mayor say that?" Chairman Hurley interrupted. "I'll say he didn't," Chairman Goodwin replied.

"Mayor Still Picking Architects"

Chairman Goodwin continued: "You know the Mayor is still picking the architects to build new schools. The Mayor said Think of Lane (Chairman Richard J. Lane of the School Buildings Commission) trying to hire an architect whose previous three contracts had cost the city money when he did bad jobs."

"Mayor" Goodwin continued: "You know the Mayor is still picking the architects to build new schools. The Mayor said Think of Lane (Chairman Richard J. Lane of the School Buildings Commission) trying to hire an architect whose previous three contracts had cost the city money when he did bad jobs."

"Fault-Finding Report"

"A man reading the report would get the impression that you controlled the survey committee," said Mr. Snow. "That," commented Chairman Goodwin, "is an insult to the three experts on the survey committee," who, he said, had received the public praise of Superintendent Burke and other educators. Their report, Mr. Snow charged, was replete with "misrepresentations, groundless inferences and innuendos. It is not a fact-finding, but a fault-finding report." He stated, "which tries to slur the Boston school system and attempts to point out conflicts where none exists."

"Gray Opposed to Change"

Committee member Gray stated that he wanted to be placed on record as opposed to the recommendation to place the school buildings department under the control of the school committee, protesting that it would mix the educational with the construction problems, which, he said, should continue to be separated. In reply, Chairman Goodwin declared that "most of your scandals, waste and loss of money grow out of the dual responsibility exercised by the school committee and the school buildings department."

"Gray at Goodwin's Home"

Chairman Goodwin revealed for the first time that he had two members of the school committee present. The opportunity to take them along for a few minutes as he expected to be out of town next week and unable to attend the hearings.
**HOT WORDS FLY AT FIN.COM.**

**HEARING ON HUB SCHOOLS**

**Goodwin’s Statement That Mayor Claims Control of School Committee Draws Fire of Hurley --- Bitter Personalities Exchanged**

Charges that Mayor Curley claimed control of the school committee through the city treasurer’s office yesterday threw the Finance Commission’s public hearing on the recommendations for the reorganization of the school system into an uproar.

Reposing to the school authorities in their arguments to keep the schools out of politics, Chairman Frank A. Goodwin of the Finance Commission cast a virtual bombshell into the proceedings when he insisted that the schools were already in politics.

**THE PUT YOU WHERE YOU ARE**

“Mayor Curley said that he had the votes of two members of the school committee and that he could get the third vote at any time through the treasurer’s office,” declared Chairman Goodwin.

“School Committeeman Francis C. Gray, vice-president and director of the Lee, Higgins Trust Company, leaped to his feet, declaring, “The Mayor does not control me in one iota.”

Chairman Joseph J. Hurley, who was conducting the case of the school committee against the survey report, added, “I want to say that the Mayor does not control me. I am his friend and I am proud of it.”

Then, turning his guns on the chairman of the Finance Commission, Chairman Hurley shouted, “Do you have stopped putting the Mayor on the back, have you? He put you where you are. If it had not been for the Mayor, no one would have ever heard of you.”

**Hold My Job Through Honesty**

“The only two departments which the Finance Commission has investigated,” continued Chairman Hurley, “are the two departments under the Mayor’s control. They are the school department and the department of school buildings. You didn’t dare investigate any of the departments under the Mayor’s control.”

“Of course, we didn’t,” came back Chairman Goodwin, “We investigated and reported on eight departments at City Hall during the past year.”

To which Chairman Hurley replied, “Being a friend of the Mayor was all that kept you on your job.”

“I hold my job through honesty,” responded Chairman Goodwin.

**Hurley Interrupts Constantly**

“Yah, you’re a great fighter with your mouth,” shouted Chairman Hurley. “You had chances to fight and you ducked both. You like to give it, but you hate to take it.”

“Look at his face, it is turning yellow. It’s green.”

With visible fury, Chairman Goodwin turned to Assistant Superintendent of Schools William B. Snow, who was on the witness stand, and continued his effort to prove that the schools were already under political control. But constantly chairman Hurley interrupted the examination with attacks upon the report of the survey board which investigated the school system during the past eight months for the Finance Commission.

**More Fiery Exchanges**

“Yo had a hit-and-run survey commit-tee,” roared Chairman Hurley, referring to the refusal of the Finance Commission to permit him to cross-examine the three men who made the investigation. “And you have said that you will go on the stump against me,” hurled Chairman Hurley at Chairman Goodwin.

“I won’t have to go on the stump, now,” smiled Chairman Goodwin. “Look me over, Joe,” chirped from the gallery, former City Councillor James A. Jerry, Watson of Hyde Park, indicating his intention to become a candidate for school committee next fall.

“Between the two of you,” retorted Chairman Hurley, “I won’t even have to campaign, but like Congressman Tinkham, I can go hunting in Virginia.”

**Hurley Clashes With Judge Sheehan**

Later Chairman Hurley clashed with Judge Joseph A. Sheehan of the Finance Commission over a talk which the school head delivered at the English High School banquet in which reference was made to the much-discussed question of the abolition of the institution as it stands today.

“Financially Honest”

“I mean the kind of influence that obtains in Chicago, where the control of the schools is invested in Mayor William Hale Thompson,” stated Mr. Snow, adding that the placing of the schools under control of a single board offered “such opportunities for graft that it seems wise to put in two boards so that educational end would be free from such influence.”

“I don’t mean that I am dishonest,” demanded Goodwin.

“Have always heard you referred to as a man financially honest,” replied Sheehan.

At this point Chairman Goodwin opened up a barrage that startled the school authorities as well as the gallery crowding the hearing room.

“Mayor running both boards.”
and development of children in Michigan and elsewhere. Judge Lacy was in 1892-98 president of the Detroit branch of the English Speaking Union. He was on a number of occasions held public offices. In 1902 he was elected mayor of Clare, Mich., serving four terms. In 1908, he was elected a member of the Democratic National Convention. He served a member of the Civil Service Commission of Detroit from June, 1919, to June, 1923, the last year as president.

Year by year the mid-winter dinner has come to mean more and more to members of the exchange. They have learned that this gathering is not only enjoyable as a social event but also serves to make many desirable business contacts and brings from the speakers a great deal of valuable information. With the speakers that will be heard Thursday evening as a drawing card, there should be no vacant seats in the ballroom.

The exchange has put forth every effort in the past few years to co-operate with the governors and mayors, particularly in trying to hold taxes within bounds as much as possible, all recognizing that they are a burden on property owners. Because of this situation the governor and mayor may have something to say regarding taxes, and if they do it will be followed with deep interest.

It is because of the great interest in taxes of all persons owning or handling real estate that the National Association of Real Estate Boards has decided to organize a separate division for property owners, and it is expected that its recommendation to all member boards to follow suit will be carried out. The Massachusetts State Association of Real Estate Boards at its directors’ meeting a few days ago decided to have a property owners organization.

Already the movement to organize property owners is actively under way in a few of the larger cities and preliminary steps are being taken in others. Indication are that within a year there will be many thousands of owners allied in this way with the real estate exchanges, boards and State associations of the realtors everywhere. Then they will be able to make their influence felt in such a way that they never could do as individuals. This effort, although only one of many making for civic betterment throughout the United States and Canada (for the national association covers the Dominion also) is at present, perhaps, the most timely and aimed at the most menacing situation of all to real estate interests. Wherever one goes he finds property owners and others discussing taxes.

Real estate men and other property owners, speaking generally, do not seek to secure unfair advantages for themselves. What they want is that taxes be distributed more fairly. They desire to relieve homes, office buildings, industrial plants and other real estate of payments that in many instances threaten the very ownership of properties on the very ownership of properties.

Sales taxes and other remedies are being proposed but so far, at least in Massachusetts, little progress has been made to stem the tide. Perhaps one of the most promising fields for relief for real estate lies in the vast amount of tax-free securities.

In the past—even up to now—the owners of real estate have been only a potential force in protecting their rights to fair, equitable treatment by the taxing authority and raising powers of Federal and State governments and their subdivisions. Now, if they succeed in enrolling themselves in a co-operative movement with the realtors, the situation is likely to change to one of active and, it is hoped, effective influence on those who make and those who carry out the laws for levy and collecting taxes.

Has Goodwin Broken with Mayor Curley?

Has Frank A. Goodwin broken with Mayor Curley? City Hall was asking this question today and wondering whether there were any interesting developments as the result of Mr. Goodwin’s charge at yesterday’s hearing of the Finance Commission into school affairs that Mayor Curley controls both the school committee and the department of schoolhouse construction.

Not since Mr. Goodwin assumed the chairmanship of the Finance Commission had there been any hint that the two old friends were at the point of a break. Privately, and officially Mr. Goodwin had never said a word against the mayor. His record, at the hearing of the school property committee, showed that he had always spoken in most complimentary terms of Mr. Goodwin’s work at the head of the official fault-finding body.

When Chairman Goodwin made the remark at the hearing, former Chairman Francis C. Gray of the school committee was instantly on his feet to deny that the mayor controlled his vote, and Chairman Joseph J. Hurley quickly followed, admitting friendly relations with the mayor but denying any Jujgment. Mr. Hurley added that Goodwin had been “owned” by the mayor ever since he obtained his first city job.

Today, Mr. Goodwin’s friends declared most emphatically that he had been accused so often of being the mayor’s man that the charge had got under his skin; therefore, the statement at the hearing was but a natural expression of his. Goodwin’s friends do not hesitate to single out instances in the Finance Commission’s work wherein the mayor had been roundly criticized, even though their charges, as formerly, have not been given to the press.

As a final argument, the Goodwin spokesmen assert that if the chairman were “the mayor’s man,” he would not have opposed one of Mr. Curley’s pet measures before the Legislature this year, that which sought exclusive traffic control in the hands of Commissioner Joseph A. Conry, and therefore the abolition of the associate commissioners. It was Mr. Goodwin’s argument that led the Committee on Cities to reject the bill.

There are certain intimate friends of Mayor Curley, however, who express the belief that Mr. Goodwin has just started to present himself forcefully as a candidate for mayor three years hence, that one of the first movements of the campaign must appeal to Mr. Goodwin as that of destroying any lingering impression that he is in any way tied up with the present mayor. But it is extremely doubtful, even according to Goodwin’s friends, that he would wish to leave the Finance Commission for the present salary of $5000 a year, and enter upon a campaign for mayor, with no resources at his disposal, even in finances or organization.
Leading Figures for the Realtors’ Dinner Next Thursday

When the members and guests of the Boston Real Estate Exchange sit down at the tables in the Copley-Plaza ballroom next Thursday evening, for their annual mid-winter dinner, they will have as head-table guests a noteworthy group of speakers—Governor Joseph B. Ely of Massachusetts, Mayor James M. Curley of Boston, Henry S. Kissell of Springfield, Ohio, president of the National Association of Real Estate Boards, and Judge Arthur J. Lacy of Detroit, chairman of the Property Owners Division of the association.

Boston and other realtors know full well that in these days of rising taxes it is of utmost importance that property owners be protected. They know that their national association is doing its best to fight further tax increases everywhere and they expect to be told by President Kissell and Judge Lacy just what is being done. The Property Owners Division is one of the latest steps and promises soon to have many thousands of members the country over, all working for the same—lower taxes and a fairer distribution of taxes, so as to relieve real estate as much as possible.

Judge Lacy will tell of what his organization, a subdivision of the association, is doing and plans to do in cooperation with the parent organization. Both he and Mr. Kissell are said to be very effective speakers. The Harvardians will furnish music.

Both Governor Ely and Mayor Curley need no introduction, but as Mr. Kissell was only recently induced into the office of president of the association and Judge Lacy is a new head of a new division, something about them may not be out of place.

Mr. Kissell was organizer and first president of the Real Estate Board of Springfield, O., and a former president of the Ohio Association of Real Estate Boards. Since formation of the National Business Survey Conference by the Chamber of Commerce of the United States, at the instigation of President Hoover, Mr. Kissell has been the representative of the realtors. He is one of the fourteen national business leaders named by Secretary of Commerce Lamont, to comprise the executive committee of the conference on construction, to attempt to bring greater coordination between the various factors of building and real estate. He is also councillor of the National Association of Real Estate Boards of the United States Chamber of Commerce.

Mr. Kissell is president and director of the Kissell Real Estate Company of Springfield, the Kissell Improvement Company and the Stone Street Realty Company; treasurer and director of the R. T. K. Corporation controlling the business properties in Springfield; a director of the Members Realty Company and director of the First National Bank and Trust Company of Springfield. Mr. Kissell is a director and member of the executive committee of Wittenberg College, his alma mater, and one of the founders of the Ridgewood School, Springfield.

Mr. Kissell, on leaving college, chose the profession of law. However, on the sudden illness of his father, who had established a real estate business in 1884, Mr. Kissell gave up the law to become associated with his father. On the death of his father he assumed full charge, in 1901.

Mr. Kissell has been actively identified with affairs of the national association for years: First vice president, 1929; director, 1926-31; member, executive committee, 1928-30; chairman, planning and zoning committee, 1928; representative, National Business Survey Conference.

Mr. Kissell became associated with a Detroit law firm. In 1912 he became one of the organizers of a law firm, Mills, Griffin & Lacy, which was maintained until July 1, 1913, when he was appointed judge of the Court of Domestic Relations, thus becoming ex-officio, circuit court judge of Wayne County. He served on this bench until 1914 when the court was abolished by a decision of the Supreme Court due to a technical defect in the title of the act.

After retirement from the bench, Judge Lacy became a partner in the firm of Anderson, Wilson, Lacy & Lawson and has specialized in banking, corporation, income tax and real estate law. Judge Lacy and his partner, Clarence E. Wilson, were attorneys for Senator James Couzens, Huron H. Hackman, John W. Anderson and Rosetta V. Hauser in the famous income tax case of the valuation of Ford stock, in which about $49,000,000 was involved. He won. This tax case is commonly known as the "Couzens-Mellon Controversy." It involved the largest amount of any similar case in history.

Judge Lacy is a member of the faculty of the Detroit College of Law and has been a frequent contributor to legal publications. He acted as chairman of the committee on statutory consolidation of the Michigan State Bar Association and initiated the movement to consolidate and revise the laws of procedure and practice in Michigan. He served the Lawyers Club as president in 1919-20. He belongs to the Commercial Law League of America, Detroit Bar Association, Michigan State Bar Association and American Bar Association.

Judge Lacy is a director of the Guardian Bank, an honorary trustee of the Children's Hospital of Michigan and is a trustee of the Children's Fund of Michigan. He was created a judge of the bench of the Children's Court.
Goodwin Charges Curley Controls School Committee

Fin Com Head Denounced
By Hurley at Survey
Report Hearing

GRAY DENIES OWN
VOTE INFLUENCED

A charge by Frank A. Goodwin, chairman of the finance commission, yesterday, that Mayor Curley controls the Boston school committee and the department of school buildings precipitated the most sensational session of the hearing held on the school report prepared by a survey committee appointed by the finance commission.

Former Chairman Francis C. Gray was on his feet instantly to deny that the mayor controlled his vote. He was followed by Chairman Joseph J. Hurley, of the school committee, who admitted that he was being friendly with Mayor Curley but denied any allegiance to him.

Chairman Hurley, in turn, said Goodwin had been "owned" by the mayor "ever since you got your first city job," and further asserted that Goodwin does not "dare to investigate any department under the mayor's control." He scornfully termed Goodwin "yellow," added that he was "green in the face" and "And the mayor doesn't control me."

Chairman Hurley became the target for a reprimand of the commission, and it was developed that the viewpoints of the survey board and of the school officials are not widely separated.

At the outset Chairman Goodwin defended the action of the commission in initiating the survey and denied that any consideration entered into the decision.

He made known that Superintendent Jeremiah E. Burke and Asst. Supt. Snow doubted the statement. There was an operation of the survey board to have the工作室 to answer a statement by William D. Parke, and he declared that there had been no cooperation between the commission and the school committee, until an injection of the survey report by Judge Joseph A. Sheehan.

In the main the afternoon was devoted to a discussion of the report and the survey board, and it was developed that the viewpoint of the survey board and the school officials are not widely separated.

The school committee sought to have the commission take a lead in the survey but it was the decision of the city treasurer's office that the survey board must just its conclusions by facts but the decision was in the negative. During the afternoon there were frequent references to "political speeches" and somewhat later, when Hurley expressed the hope that Goodwin would not have the re-election of the survey board in the campaign, "Jerry" Watson, a supporter, replied in with "Don't overlook me Joe."

Superintendent Burke argued that the schools are not in absolute control and that the assistant superintendent and the board of superintendents had maintained that better results are obtained under the existing system. Hurley replied that the survey board must keep under the system in operation in other cities where full responsibility rests on the superintendent.

Burke argued that there is a perfect harmony among the board members, that the assistant superintendent is the equal of any assistant superintendent, and that he knows of no instance in which the board of superintendents has over ridden executives of the department. Hurley expressed his opposition to the return of the department of school buildings to the school committee. He believes in the separation and in the complete devotion of the school committee to educational matters. He believes that the existing scheme is preferable.