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James Michael Curley

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Governor Ely, Mayor Curley and Association Head Among Speakers

The annual midwinter dinner of the Boston Real Estate Exchange will be held next Thursday night at the Copley-Plaza Hotel.

Among the speakers will be Governor Ely, Mayor Curley, Harry S. Kischell, president of the National Association of Real Estate Boards, and Judge Arthur J. Lacey, chairman of the property owners division of the association. Music will be supplied by the Mayor Curley Harvardians, an orchestra which has proved a feature attraction at previous events of the exchange.

The midwinter dinner is the most important event in the social calendar of the exchange and preparations are being made this year for a heavy crowd. A number of realty organizations already have made group reservations.

The subjects of the talks of Governor Ely and Mayor Curley have not yet been announced. Judge Lacey, who is a resident of Detroit and a specialist in banking, corporation, income tax and real estate law, will discuss the activities of the national association for the protection of property owners throughout the country.

The judge is notable for his part in the "Couzene-Mellon controversy," a famous income tax court case waged over the valuation of Ford stock and involving about $40,000,000. He is a member of the faculty of the Detroit College of Law and a trustee and attorney of the Children's Fund of Michigan, a $10,000,000 foundation.

Expect No Reaction to Goodwin's Statement

Resumption of traditional warfare between Mayor Curley and the Finance Commission as a result of the charges of Chairman Frank A. Goodwin in the investigation of the school system appeared remote last night to observers at City Hall.

Chairman Goodwin insisted that he was forced to resort to public hearings in the school investigation because "the school committee failed to keep its word" to co-operate.

Chairman Goodwin's statement at the last hearing startled the audience upon learning that the Mayor had control of both the school department and the school building department.

The law which abolished the old schoolhouse commission did not remove the Mayor's control a year ago. But the records of both departments revealed that during the past year Mayor Curley had not exercised the control which had been exerted in previous years at City Hall.

SALLY CURLEY, NIECE OF MAYOR, TO WED

The engagement of Miss Sally Paula Curley, daughter of Mr. and Mrs. John Curley of Jamaica Plain and niece of Mayor Curley, to Stanton Reid White, son of Mr. and Mrs. A. E. White of Boston, was announced yesterday by her parents. She is a graduate of Mt. St. Joseph's Academy and Mt. Ida school of Newton and is a member of the New England Club and the Riding Club. Mr. White is a graduate of Villa Nova preparatory school and is now a student at Suffolk law school.
Mayor Curley Back From South Monday

Mayor Curley will return to his desk at City Hall on Monday or Tuesday, according to word received by his office today. The mayor will be back in Boston from his vacation at Palm Beach with his daughter Mary on Sunday or Monday.

If he comes back to Boston Sunday he will be at City Hall Monday, while if he does not return until Monday he will not be at his office until Tuesday.

Ely and Curley to Welcome Marchand

Governor Ely and Mayor Curley have both extended personal greetings to G. E. Marchand, who comes next Wednesday to the Prosperity Show at Tremont Temple as a feature.

New educational and personal success methods, eliminating antiquated classroom methods and textbooks and substituting motion picture illustrations and acting by actual models, will be explained by Marchand, a prominent attorney and president of the National University Society.

16 in Service of City Retired

Two women and 14 men, nearly all of whom had been in the city service for at least 25 years, were retired from active service at the close of business yesterday.

Those retired were Arlita D. Parker, clerical assistant in the school department; Mary E. Quinn, matron in the park department; Timothy Barrett, officer at the Deer Island House of Correction; James P. Quinn of the public welfare department; Alexander P. Brown and Daniel A. Doherty of the assessors office; Thomas J. Burden, sr., Thomas F. Neary, Giuseppe Morandie, John Walsh, Lawrence J. McAuliffe, William F. Shaughnessy and William Clark of the public works department; Patrick Corcoran, Uranus Young and Peter Glancy of the public buildings department.

They Are to Be Married

SALLY PAULA CURLEY, whose engagement to Stanton Reid White is announced.

SALLY CURLEY TO BECOME BRIDE

The engagement of Miss Sally Paula Curley, niece of Mayor James M. Curley, to Stanton Reid White of Boston was announced last night by Miss Curley's parents, Mr. and Mrs. John Curley.

Miss Curley is a graduate of Mt. St. Joseph's Academy and the Mt. Ida School of Newton. She is active in the New England Club and the Riding Club, a talented pianist and one of the most popular of the younger members of the summer colony at Hull, where her parents have a summer home.

STANTON REID WHITE, whose bride will be Sally Paula Curley.
Mayor Curley and Daughter Back from South; Mayor Replies to Goodwin Criticism

Mayor Curley and his daughter, Mary Curley, who appeared the picture of health after her recent return home, from Florida, the Mayor said, was prompted by his decision to appear personally this week in South Boston. His daughter returned home last night, the Mayor said, to be on the safety of the Board of Education, the Son and the Board of Education was prepared to take the young girl back to her school.

Charges by Councilman John J. Fitzgerald of the West End, former Repub- lican, that Lorraine's political potentiality was the one claim to golf course development was made by the Mayor, in a memorandum to the Council, brought another protest from the Mayor upon his arrival home.

"Getting a Bargain"

"When any one can buy land within the cities of the city of Boston for about two cents a foot, he is getting a bargain," the Mayor said. When the taxpayers got a wonderful deal, especially when you consider that land generally suitable for golf purposes is about 40 cents a foot.

"At two cents a foot, you cannot expect to get developed land at all. And with the difference between two and 40 cents a foot, we are greatly interested in the development of the city. In stead of buying developed land at high prices, we bought land at a bargain and let the unemployed develop it, providing wages of $20 a week to those most needing relief.

"But the Mayor vetoed the project because it was a very short one, there being no need of providing relief for the jobless. He came home from Florida with the announcement that he was in the building business and prosperity were on the way and due to arrive without delay.

"In my visit to the South," he said, "I met the big business leaders from every corner of the Union. I met Sena- tors and Congressmen and officials representing practically every State in the Union. And it was the general opinion of these business leaders that we are on the verge of a new prosperous era. I am convinced of it."
Mayor Curley Back Home, Defends Acts

CURLEY BACK IN BOSTON

Defends Mayoral Acts Against Goodwin Statement

RETURN NOT CAUSED BY SCHOOL PROBE

Wants to Speak on Hub Bills Before Legislature

Mayor Curley unexpectedly returned home late last night, and as he stepped from the Palm Beach special at the Back Bay station, primed by a few weeks' rest in the Southland, he defied the critics who have been active during his absence.

FACE BRONZED

Defending his acts during the first year of his third administration, the Mayor said, "If I had to do it over again, I would do it the same way. Furthermore, I shall continue the same policies during the current year."

His bronzed face broke in a broad smile when he was informed that Chairman Frank A. Goodwin of the Finance Commission in public hearing at the school investigation charged that the Mayor controlled both the school committee and the school buildings department.

"Why, the records of the school department and the fact that the school committee members were elected by popular vote would disclose that there is absolutely nothing in the charge that I have ever attempted to put the schools in politics," the Mayor smiled. "I'll admit that when on one of two occasions, they have pursued dilatory tactics I have speeded them up a bit. And I will do it again, if necessary. But as for controlling them, there is nothing to it."

Why He Returned

The Mayor denied that the school investigation had brought him rushing back to Boston two days early. He told the Post reporter that he had not heard of the Finance Commission reference to him until he posed for the
Curley Returns to Florida in behalf of several bills, particularly measures on transportation which will be later than expected, the mayor explained, and before it is exercised there can be no responsibility.' The court, he said, was inclined to extend to theatrical performances.

"In recapitulation, all we seek to do by this charge is to take away this unfair power of censorship, which has been abused, from the hands of one or two men; to give the theatrical people an opportunity to be heard and defended in court; to permit Bostonians the privilege of seeing many excellent plays which are withheld from the public in general to restore drama to its high place among the arts."

Curley Returns to Defend Hub Bills

Mayor Curley, accompanied by his daughter Mary, her classmate, Miss Loretta Bremner of Chicago and her parents; City Treasurer Edmund L. Dolan and Thomas J. A. Johnson of the Port Authority Board, arrived in Boston from Florida Sunday night, two or three days earlier than expected, the mayor explaining that he was anxious to appear in behalf of several bills, particularly those on transportation which will be heard at the Legislature this week. The mayor said his three weeks in the South had proved most beneficial to himself and daughter. Fishing, boating, golf and bathing had given the party a deep bronze color. The mayor had lost ten pounds, but he said he never felt better in his life. Most interesting of the messages the mayor gave to inquiring newspapermen was that, after talking with representative men from various parts of the country, he was convinced that business is picking up rapidly and that the unemployment situation will show improvement from now on. When he was asked about the statement of Chairman Frank A. Goodwin of the Finance Commission that the mayor controlled both the School Committee and the school construction department, Mr. Curley replied that it was absurd to think that he had attempted to put the schools in politics. On one or two occasions, he said, he had sped up the work of the School Committee. In reply to the criticism of Councillor John L. Fitzgerald that the city had bought a "gold brick" in West Roxbury, the mayor insisted that, when completed, it will be one of the best in the country.

"BILLY" SUNDAY AND P. E. DALBOUZE GIVEN KEYS

Two large keys, fashioned out of historic wood, as souvenirs of the city of Boston, were presented today to two visitors at City Hall by Acting Mayor Joseph McGrath.

The visitors were Rev. "Billy" Sunday and P. E. Dalbozue, a prominent French business man who is in Boston as a guest of the Harvard School of Business Administration. The two guests came and left the hall alone, but were present in the Mayor's office at the same time.

Well tanned by Florida sunshine, Mayor James M. Curley, accompanied by his daughter, Miss Mary Curley, returned home from Florida last evening.

Men of prominence in politics and business whom he met in the South, he said, had predicted the tide is turning and that the country is on the edge of another surge of prosperity. The Mayor returned last night, he said, because he wishes to appear before Legislative committees this week on measures affecting the city of Boston.

BOSTON IS WARNED AGAINST EXPENDITURE

Council Told City Faces Work of Controller

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Not City Hall
But the Court
To Be Censors

Present Theater-Licensing,
The Proposed Change and
Possible Consequences

The annual session in behalf of an amendment to the licensing act that gives the Mayor of Boston control of the Bostonian theater will be made at the State House next Thursday. The Committee on Cities will observe and consider—no doubt an admirable body in other functions, but mildly amusing when it sits to scrutinize the inner workings of the stage. It will hear a proposal to make the mayoral licensing of Bostonian plays mandatory upon payment of the authorized fee. He may no longer impose "reasonable terms and conditions." There is no mention of his right to review or reject their amend- ment, however desirable, can muster no more impressive or influential advocates before the committee than a directress of schools of the drama or of acting; a professional American theater at the top. There is no active body of public opinion behind the proposed change. There is none, indeed, to actively hostile to the present exercise of theater-censorship in Boston. Following the natural custom, we have hysteric, good, pleasant, but very kind: when such a statute as that of Massachusetts "Interlude" comes along. The fit over, ninety-nine one-hundredths of us return to the usual uncertain and the other one-hundredths of Bostonians to note with interior smile the purifying and uplifting of the drama according to the ways of City Hall. The probability is that the committee will direct "leave to withdraw" without rising from its chairs; Trust the men of politics to hold up the hands of their fellows. "Political censorship?" Why, in the name of all that is established should there be any other? "The only time when such a bill as this has a chance of passing comes in a time of motion and animosity against some new folly of the censor." Situatio

There are, however, two advocates of the change who deserve the attention of friends of the Bostonian stage and of sensible and liberal situations generally—New York's M. Grant and Mr. Angoff begin, "The Mayor of Boston is virtually the censorship of the Miller, a license to him the power to issue a license upon such terms and conditions as he deems reasonable. If for any reason he finds the Mayors displeasure no license need be granted. Recourse to the courts is almost useless. Pending litigation the theater is closed and profits lost. Litigation itself is rarely, if ever, of any effect as the Mayor may do what seems reasonable to him and the court will never upset his judgment unless a clear breach of public duty is involved. "The statute further provides that the Mayor, the Police Commissioner, and the Chief Justice of the Municipal Court of the city of Boston, by a majority vote, may revoke or suspend theatrical licenses. He can cure the revocation of the offender's license. The Mayor need not even wait until August which licenses are issued. He can act in a sweeping supervision over the stage. "It is apparent that by virtue of these powers the Mayor is enabled to exercise a sweeping supervision over the stage. He may set what plays may be shown, in what manner they may be presented, how they should be acted. If he so desires he may revise the text to suit himself, and substitute and as has been done many times in the past, words and sentences to replace those stricken out. Without alteration, without consent. He can either the Police Commissioner or the Chief Justice of the Municipal Court. As a result the Mayor can establish a pre-censorship of the stage. Moreover, the leg- islator who advocates such a step is For the present exercise of theater-censorship in Boston during the current season. It cannot be said that the present generation is satisfied with our previous censorship of the theater. On the contrary, legislation in the past ten years shows that there is a more liberal trend. In 1922, a referendum on the question of new censorship in the state was held, and then, by a vote of almost five to one, that the voters of Massachusetts were opposed to censorship. Last year the local law was amended by the Legislature."

Change and Consequences

"If the old licensing act is repealed and this new one passed, we are amply protected by a criminal statute, which punishes 'whoever, as owner, manager, director, agent or in any other capacity, prepares, advertises, gives, presents or participates in any obscene, indecent, immoral or impure entertainment. The court and a jury will determine what is a obscene show, as they are the sentinels of what is harmful and what is. The court shall have a discretion over him to whom he must apply, for permission to speak, write or publish; but he shall be held accountable to the law for what he speaks, what he writes and what he publishes. It is possible that this right to speak, write and
INSURANCE ON TUNNEL PROTESTED

$10 Per $100 Rate Called Excessive by Sullivan

Protest against the proposed attempt to charge the city a liability insurance rate of $10 on each $100 in the payroll for the construction of the $16,000,000 East Boston traffic tunnel was sent last night to State Insurance Commissioner Merton L. Brown by Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, who charged that the premium was “excessive and unjustified.”

TOO HIGH, HE CLAIMS

He complained that it was 10 times as high as the experience rate made by the city in the construction of the East Boston Elevated tunnel and the Governor square subway extension, which were more hazardous for the workmen.

The new $10 per $100 rate was established for the new East Boston tunnel jobs, a few days ago at a conference of the Massachusetts Rating and Inspection Bureau, representing the large insurance companies here.

Why High Rate Approved

As approved by the State commissioner, it was stated that the high rate was approved principally because the work would have to be done under compressed air, which occasionally produced a caisson disease commonly known as the “bends.”

URGES SESSION TO CUT RATE

But Colonel Sullivan reported that more than half of the work would be carried out in free air. He complained that his department had not been given the opportunity to be heard in the matter and urged that the Insurance commissioner hold a session today for the purpose of reducing the rate, as the bids on the first section of the tunnel would be opened tomorrow noon, and the contractors should have a chance to include the lower rate in their bids, resulting in a saving to the city.

Of a total payroll of $2,966,066.11 in the East Boston subway extension, the city paid but $17,599 in compensation to injured employees, and only $500 out of a payroll of $14,000 at Governor square.
WARNS COUNCIL ON FINANCES

Fitzgerald Thinks City Heading Toward Plight Of Fall River

$275,000 ORDER FOR GOLF COURSE PASSED

A sharp attack by Councilman John J. Fitzgerald, yesterday, on the Curley administration culminated in his warning that Boston is confronted by the prospect of a city comptroller or a governing commission like that in control of Fall River.

He called on the council to rescind from its attitude of "sitting idly by and voting fabulous sums of money under the guise of unemployment," and contrasted the "unemployment" employment of the Curley administration with the stress placed during the Nichols administration on "the sick, aged and infirm at Long Island Hospital and "the dying at the City Hospital."

VOTE FOR ORDER

Fitzgerald's speech came during the work for a loan order of $275,000 to insure the completion of the municipal golf course in Hyde Park.

In support of the appropriation Councilman Herman L. Bush pinned on Park Commissioner William P. Long an unqualified statement that the golf course can be completed "within the asked-for amount" and declared that the engineer, Donald Rass, had been misquoted when he was pictured as the author of the statement that the Golf estate, under conversion into golf links, was unsuited for such use. The statement referred to another tract.

"I don't know how long the city council is to stand being tossed around and how long the council is to vote for something that is brought in here," said Fitzgerald. "At the present time a commission is in control of Fall River and there are other cities which are in a similar predicament. It won't be very long before we have a city comptroller here or a commission running the city."

"I know what's going on. I don't have the white hoses which are being used. Things should be open and above board. This group did everything to saddle this estate upon the city government. Then they tried the veterans bureau, offering it as a site for a hospital. When officials who were honest declared that they wouldn't accept the land as a gift, the argument was used that there is stone enough on this golf course to build all the cellars that will be built in Boston for 20 years."

TRANSIT BOARD HITS TUNNEL BID TERMS

Demands Revision of Premium For East Boston Tube

The transit commission yesterday protested the approval of Insurance Commissioner Brown of a $20,000 liability insurance premium of 10 per cent, of payroll to be demanded of the successful bidder for the construction of section A of the East Boston vehicular tunnel, and demanded a downward revision of the rate before noon today.

Col. Thomas F. Sullivan said the city must pay whatever premium the contractors are forced to assume and that the decision of the Massachusetts Rating and Inspection Bureau which Commissioner Brown has approved "cannot be justified."

He added that the explanation of the insurance commissioner's department, "the 10 per cent, rate, because work is to be done under compressed air, is ridiculous."

But Commissioner Brown that "considerable more than one-half of the payroll for this contract will be for work done in free air and he added that only $9,768.14 or less than one per cent, of the construction payroll of $2,045,066 on the construction of the Maverick extension, on which $417,592 has been spent for payroll requirements to date, the total expense for injury-employ, doctors, nurses and hospital charges has been $5,492. The East Boston traffic tunnel, project Sullivan main, is or the construction, from the standpoint of hazards, with either the Governor square or Maverick station jobs."

TO DETERMINE CITY FLATLANDS CLAIM

Council Directs Silverman to File Petition

Determination of the city's claim to ownership of the South Bay flatsland is the object of an order which the city council sent to Mayor Curley yesterday, directing Corporation Counsel Silverman to file a petition in the land court for a partition of the lands.

Councilman Joseph P. Cox of West Roxbury, who maintains that railroads are trying to grab the flatsland of Port Point channel, South Bay and the Roxbury channel, offered the order and argued that the city's right to ownership can be judicially supported. A state commission, including one representative from each of the small towns, is scheduled for this week.

Councilman Joseph P. Cox of West Roxbury, who maintains that the land court will divide the lands at an expense of $7,000,000, to be divided between the commonwealth and the city and the legislative hearing is scheduled for this week.

Councilman Fitzgerald was alone in his opposition to the passage of a loan order of $300,000 for an addition to the public welfare building on Charlestown street.

OPPOSE SUM TO SEAVER SCHOOL

Parents Claim Parkman Should Have Addition

Contending that the yard of the Edward P. Seaver School in Forest Hills is unhealthy and unsafe for children, a delegation from the Parent-Teachers Association of the Francis Parkman School yesterday sent a letter to the council committee last Saturday and came to the meeting for the answer from Joseph J. Hurley informed him that the committee had arranged to reply to the letter, when Rose urged that the delegation be informed and there what the reply consisted of.

Hurley stated the committee is in receipt of another report from Assistant Superintendent John C. Brodhead concerning the maturing of the matter. They would like to study further before replying to the parent-teacher association.

Committee Chairman A. Reilly interjected at this point that he had made up his mind definitely that the yard is unhealthy and equable solution was to split the appropriation and spend one-half in each school.

"Do you realize the conditions at the grounds of the Seaver School?" asked Rose. "Have you looked the situation over thoroughly? The dump surroundings at the Seaver School are unhealthy and a terrible place for children."

Committee Chairman A. Reilly declared that the educators are positive and their recommendations to the school committee that the best solution would be for the first addition to each school in question.

In an order by Councilman Lynch, yesterday, protesting the statue of Edward Everett, knocked over by an automobile a few days ago, to the park adjacent to the historic Blake house. A similar effort in past years failed because of the disagreement of the art commission.

"I desire to transfer responsibility for approving the classification of the compensation of county employees, prepared by Budget Commissioner Charles P. Fox, to the City Council."

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A permit was granted for Sunday baseball games at Braves Field during the major lease season.
10 TUNNEL BIDS OPENED TODAY

Two Boston Contractors Represent Outside Companies

PRELIMINARIES MAY DELAY ACTUAL WORK

Bids for the contract to build the major section of the $16,000,000 East Boston vehicular tunnel, to be opened at noon today in the office of the transit commission, are expected to reveal particularly keen competition among 10 nationally known contracting companies.

Two Boston contractors will represent outside concerns in the bidding as a result of agreements recently reached which will not make it compulsory to disclose the identity of the companies which will do the work if either of the local competitors submits the lowest proposal.

On the assumption that the contract will be awarded to the lowest bidder, engineering experts who have been studying tunnel plans informally admit they have clipped their estimates to the lowest possible figures with the result that the contract price is expected to be substantially below estimates averaging $7,000,000.

FACE THREAT OF APPEAL

Though confirmation has been lacking, city officials accept as accurate a threat said to have been diplomatically made that award of the contract to other than the lowest bidder will be followed by an immediate appeal to the courts.

Engineers asserted yesterday that a maximum of 120 men per shift would be the limit on the project, thereby placing the total force to be employed well below 400.

Positive declarations that the job will not be completed inside the time limit of two years specified in the invitations to bidders, unless greater speed is attained than has hitherto been achieved in similar construction work, injected an unexpected angle into the problem confronting the transit commission. It is also the belief of tunnel engineers that a minimum of two months will lapse after the actual signing of the contract before excavating will be started at Liverpool and Decatur streets, East Boston. The building of the shield with which the digging will be done, construction of the compressing plant, and other essential adjuncts to work under compressed air, will require two and possibly four months, thereby substantially reducing the time for actual tunnel digging.

Contractors familiarizing themselves with Massachusetts labor laws, have learned that revised regulations governing work under air pressure between 10 and 26 pounds, limit actual employment to not more than six of eight hours.

HOUSE RESCUES MAYOR'S BILL

Reverses Previous Action
By Passing Measure Affecting Assessors

Mayor Curley's powerful influence in the Legislature was forcefully demonstrated yesterday when the members of the House of Representatives in reacting to some overnight pressure by his supporters completely reversed their position on his bill to place his 23 second assistant assessors under the protection of civil service without being forced to submit to competitive examinations.

By an overwhelming voice vote the bill was rejected at Monday's session. By an equally decisive registration of sentiment yesterday, the previous day's action was reconsidered and the bill was passed to be engrossed. It was predicted yesterday that the fight against it will be renewed when the bill is returned to the House for its next legislative step.

So completely was the rout of the opposition yesterday as led by Representative Owen A. Gallagher of Boston that his request for a rising vote was immediately withdrawn as the members stood up almost in one body. Many of the assessors who had lobbied for the bill prior to the session followed the debate from the gallery.

TOTALLY UNEXPECTED

The decisive defeat was totally unexpected in view of the fact that opposition had been voiced by several conspicuous Boston Democrats, including Representatives Leo M. Birmingham, the Democratic floor leader, John Patrick Connolly, Gallagher and John V. Mahoney.


The bill already has been passed through the Senate, and favorable action by the House at its next stage will send it to Gov. Ely for executive sanction. None would predict yesterday how it would be accepted by the Governor.
In tracing the development of American history, especially of the period covered by Colonial days—from 1630 to 1783—no city in the land affords a more fruitful field for survey and study than Boston, according to Judge Thomas H. Dowd of the Boston Municipal Court, acting chairman of the historical sites commission of the city, speaking yesterday afternoon from the City Hall radio studio over WNAC. In part he spoke as follows:

"For more than 150 years here was staged the mighty drama whose theme was human liberty and whose units of time, place and action pitted the meager strength of a struggling colony against the towering might of a dominant empire. Across the stage of a virgin land set with the background of primeval wilderness, heroic figures appeared, played their allotted parts, and then to be succeeded by equally heroic figures, each in turn making its contribution to the contending forces.

"Here for a century and a half, amid the ever shifting scenes of a mighty conflict, such as the world had not witnessed before, King and subject, Royalist and Puritan. Might and Right, fought the age-old struggle of man's desire to be free. The climax, reached by the Declaration of Independence in 1776, inspired the hopes of subject peoples of earth, and when in 1783 the drop curtain was rung down on the final act by the Treaty of Peace, the American Nation was born and the world witnessed the birth of a new political and moral creed.

"The heroic actors of this great drama have long since made their exit from the stage of life, but ere they departed they left the imprint of their events and places, by organization upon human progress and human civilization.

Service of Sons of Boston

"Later, in the formative period of the Republic, during the trying years immediately following the establishment of the Nation, and the troubles during the Civil War, which resulted in the abolition of slavery, the establishment of political solidarity of the Union, the Sons of the Commonwealth and of Boston rendered honored service in every hour of the Nation's need. The scenes of their glorious labors are sacred to the cause of human liberty.

"It savors of the ingratitude of republics that these shrines of heroic ancestors, these landmarks of American history, priceless in their significance, wherever human liberty is honored and revered, should have either escaped general official recognition. There had been, it is true, sporadic markings of some of the most historical events and places, by organizations interested in a particular incident or persons, but no comprehensive, systematic plan had ever been followed in this worthy patriotic work. It was not until the year 1891 that any general interest was evidenced in this direction. In 1892 the Sons of the Revolution took up the work of marking with suitable bronze tablets the historic places connected with events occurring in Boston and Massachusetts during the War of the American Revolution. As the activities of this worthy patriotic organization were limited to the period of the conflict with Great Britain—that is from 1776 to 1783—much of Boston's early history was left unmarked by tablet or memorial.

Mayoral Curley's Vision

"Acting on the suggestion of the chairman of the tablet committee of the Sons of the Revolution on June 6, 1924, Mayor Curley, with his usual broad vision sensing the need of comprehensive action in marking these historic shrines, appointed a commission known as 'The Commission on Marking Historical Sites,' whose function was to prepare an appropriate tablet or memorial the most important events and places connected with the history of Boston from the date of its settlement. An appropriation of $15,000 was provided by the City Council to carry on the work.

"A searching study of the city's early history was immediately begun by the commission. It was early realized that a large and laborious, though intensely interesting task, had been assumed. The search of this wide area for attendant changes in the topography of the city had largely obliterated the original shrines and scenes of activity of the Puritan founders. Whenever possible a bas-relief of the person or place or event commemorated has been incorporated in the tablets placed by the commission.

"On Tuesday, July 8, 1924, the first tablet was unveiled and dedicated with appropriate exercises.

The Legislative Committee on Municipal Finance this afternoon reported a bill, based on Mayor Curley's petition, authorizing the School Committee of the city of Boston to expend money for athletic wearing apparel and clothing and for repairing and maintaining the sports outfis of the public schools of the city.

As reported the bill read:

The bill provides for the expenditure, out of the public school funds, from the proceeds of the sale of bonds, or other moneys in the hands of the city, of the $100,000 authorized by the act of June 27, 1924, for the purchase of athletic wearing apparel and clothing and for repairing and maintaining the same.

This act shall take effect upon its passage.

Public approves many city department appointments

Mayor Curley yesterday approved several appointments in the various city departments. They are for use by pupils of the public schools of the city.

The following appointments were announced:

Public Works—Patrick Joyce from the Park Department at $5 a day; Benedict T. Daly, 320 Dudley at, Roxbury, permanent clerk, at $900 a year; Patrick E. Haney, 92 Medford at, Charlestown; Edward Kennedy, 322 Lovell st, East Boston; Patrick Boylan, 270 3d st, South Boston, 30 days' temporary assistant druggist, at $700 a year.

Public Buildings Department—William L. Carey, 85 Westville st, Dorchester, emergency ambulance driver, five days at $35 a week; James A. Carroll, 41 Duncan st, Dorchester, fireman, at $41.50 a week, transferred from the Institutions Department; William R. Keane, 601 Albany st, permanent inside watchman and laborer at $5 a day; William Judge, 16 Templeton st, Dorchester, permanent inside watchman and laborer, at $5 a day.

Overseers of Public Welfare—Mary J. O'Gorman, 82 St Alphonsus at, Roxbury, clerk-stenographer, temporary, at $1000 a year; Charlotte M. Roseenthal, 31 Brookview at, Dorchester, temporary, at $50 a week; Margaret M. Hogan, 115 Blake st, Mattapan, temporary stenographer, at $50 a week.

Boston Retirement Board—Joseph M. Dunlea, clerk, promoted to clerk to the finance committee, at $1000 a year; Charlotte M. Roseenthal, 31 Brookview at, Dorchester, stenographer, temporary, at $50 a week; Margaret M. Hogan, 115 Blake st, Mattapan, temporary, at $50 a week.

Boston Police Department—Patrick J. Twomey, 1022 Boylston st, and Edward Lennon, 23 Elm st, Roxbury, temporary gardener laborers at $5 a day.

Mayor Curley honored by Boston Hockey Club

Announcement was made yesterday that Mayor Curley has accepted honorary membership and a position on the honorary advisory committee of the Boston Hockey Club extended him by the board of directors.

Congratulates Green upon his 58th birthday

Mayor Curley yesterday sent a congratulatory telegram to William Green, president of the American Federation of Labor at Washington, D C, upon his 58th birthday anniversary.
FROWNS ON SCHOOL AIR BROADCAST

Corporation Counsel to Rule Funds for Such Plan Illegal

Corporation Counsel Samuel Silverman, it was learned last night, is planning to advise the Boston School Committee within the next 24 hours that it will be illegal for it to expend city funds for a programme of education by radio broadcast.

Expected to Stir Fight

By a 3 to 2 vote two weeks ago, following a spirited fight, the school committee voted to launch a 16-week experimental programme of radio education, at no cost to the city.

The opposition to the plan, in the meantime, insisted, that a ruling be obtained from the corporation counsel as to whether the committee has a right to continue such a radio programme when the experimental stage has passed, future programmes to be paid for by the city.

Such a ruling by Corporation Counsel Samuel Silverman is expected to establish in the midst of the school committee, as the sponsors of the radio broadcast two weeks ago hailed the scheme as one of great importance.

The committee would not discuss the matter last night, pending the arrival of the report from the city law department, but it was stated that the proponents of the plan might decide to carry the issue to the Supreme Court.

It is understood that the corporation counsel will point out in his ruling that it would be illegal for the school committee to spend city money on experimental programmes of radio education, since the programme as now being operated has exceeded the experimental stage.

Frowns on Corporation Counsel

Man, it was learned last night, is planning to advise the Boston School Committee within the next 24 hours that it will be illegal for it to expend city funds for a programme of education by radio broadcast.

Literally meaning discrimination, it was stated last night that there can be no legal objection to the experimental programme of 16 weeks sponsored by Reilly, in case there is no expense to the city.

It has been stated that station WEEI had volunteered free use of the station for half an hour each week, to start about March 15.

City Had Already Acted on South Bay

It developed today at City Hall that several months ago Mayor Curley and the law department had announced the plan for the building of the golf course in every school city, and which was to be completed for the celebration of Evacuation Day, by Mayor Curley.

It will be located at the old Fort in Roxbury, which has been in process of rehabilitation for a year.

An investigation of the golf course was made by the Finance Commission several months ago, and which was the principal Club who volunteered free use of the station for half an hour each week, to start about March 15.

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Challenges Charges in Fin. Com. Report

When the Finance Commission's public hearing on the administration of the public schools was resumed today, William F. Snow, one of the assistant superintendents, challenged many statements in the survey committee's report, especially those which charged dilatory policies in school construction against the board of apportionment.

Mr. Snow declared that the Finance Commission's inquiry board had not presented a shred of evidence to show how much the so-called "dilatory" tactics were attributable to the apportionment board and how much to the changes in the school board every two years.

He said that until a better plan can be shown than that of the elected school board the city must submit to changing opinion. He thought that the Finance Commission should be more thoroughly before making its charges. He admitted that he himself had changed his position with reference to the location of a new girls' high school.

Despite the lively hearings of the last two weeks the small room of the finance commission was not filled today. The attendance was thinner than that of the school officials, practically every member of the school board, the board of superintendents and the apportionment board being present.
BOSTON TO PLACE TABLET IN MEMORY OF GEN HENRY KNOX

Revolutionary Leader, Who Brought Cannon From Ticonderoga And Forced British to Quit City in 1776, to Be Honored on Evacuation Day

Maj Gen Henry Knox of the American Revolution, first secretary of war in 1789 and in command of the expedition which brought greatly needed cannon from Ticonderoga, thereby compelling the British to evacuate Boston on March 17, 1776, will be honored on Evacuation Day by the city of Boston.

On that day the Commission on Historical Sites, Walter Gilman Page, chairman, will place a tablet in his memory on the old High Fort in Roxbury which has recently been restored by Mayor Curley last year set aside $10,000 for improvement of the old fort. Concrete walks have been laid, 48 oak benches have been built and the old Cochituate standpipe which now stands on the site of the old High Fort has been painted. The standpipe was built in 1869.

Maj Gen Knox was born in Boston in 1750.

SCHOOL SPORTS BILL FAVERED

Committee Reports Measure Authorizing Expenditures for Uniforms

The legislative committee on municipal finance today reported a bill based on Mayor Curley's petition authorizing the school committee of the city of Boston to expend money for athletic wearing apparel and clothing and for repairing and maintaining the same for use by pupils of the public schools of the city.

As reported the bill read:

The net receipts accruing from all athletic contests and games engaged in by the pupils of the public schools of the city of Boston shall be deposited in the city treasury and held for expenditure for purchasing athletic apparel and clothing, and repairing, altering and cleaning the same, for use by the pupils of said schools in connection with athletic contests and games, and for other incidental expenses connected therewith, and shall be expended as aforesaid on order of the school committee of said city.

"This act shall take effect upon its passage."

ELY ROAD SO NAMED BY DEVELOPMENT FIRM

Street Commission Denies Responsibility in Matter

After Mayor Curley had jocularly remarked to newspaper men yesterday that during his absence in Florida the street commission had apparently honored Gov. Ely by giving his name to a roadway in Dorchester, the commission denied any such intention and passed the responsibility to a land development firm.

"It looks as if the street commission has given recognition to His Excellency the Governor," laughed the mayor, as he read an official communication bearing the signatures of the three commissioners. "Evidently Gov. Ely has had a street named after him in Dorchester which connects Frederika street and Kenmore road."

Reporters trying to discover the whereabouts of Ely road were told by the street commission that it existed on a plan regularly filed and that the name was chosen by the development firm.
MAYOR, PEPPED BY REST, RESUMES WORK WITH ZEST

CORNELIUS H. REARDON

Now let us go! Mayor Curley, a picture of health after pleasant vacation at Palm Beach, shown as he plunged into work on returning to his desk at City Hall today. His aides, Cornelius A. Reardon, secretary; John A. Sullivan, assistant secretary, and John P. Mahoney, chief clerk, were kept on the hop clearing up many accumulated matters. (Staff photo.)
Would Remove Everett Statue

Removal of the Edward Everett statue, which was knocked down early Sunday morning by a motorist, is based on its former position in the center of Edward Everett square. Dorchester, to the adjoining park, was demanded last year by Councillor William G. Lynch in an order unanimously adopted by the Council.

Determining the order of the city's claim to ownership of the South Bay flats is the object of an order which the council sent to Mayor Curley directing Corporation Council Silverman to file a petition in the land court for a partition of the lands. Councillor Joseph P. Cox of West Roxbury, who maintains that railroads are trying to grab the flats of Fort Point channel, South bay and the Roxbury harbor, offered the order and argued that the city's right to ownership can be judicially supported. Councillor Fitzgerald was alone in his opposition to the passage of a loan order of $90,000 for additions to the public welfare building on Chardon street.

North End Bathhouse Will Cost $107,980

Approval of Mayor Curley was today given the awarding of a contract by the Park Department for the construction of a field house, bathhouse and laundry at North End Park, one of the most popular recreation centers in the community. Thomas C. Dolan was the lowest of eleven bidders, receiving the award at $107,980. The highest bidder was the John Bowen Company which wanted $127,000 to do the work. The contractor will start at once and the property will be ready for use during the summer.

Specifications are so arranged that with future needs another story may be constructed. Present plans call for accommodations for 250 bathers.

Exchange Favors Start on Artery

At a regular meeting of the directors of the Boston Real Estate Exchange, the idea of the proposed Central Artery was given renewed consideration. This matter has been before the directors on several occasions, including a special meeting. It was voted yesterday afternoon to accept the report of the exchange committee on transportation and civic improvements, which reads as follows:

"We believe that additional access to the tunnel entrance will be necessary and important, and as such information is available, favor the proposed construction of a widened Chardon and Merrimac streets so as to give adequate connection between Cambridge street and the tunnel entrance. We believe that construction of the other sections of the proposed artery may well be held in abeyance until such time as a general agreement is reached as to what route is best and until we have opportunity to observe the effect of the Arlington street widening on downtown traffic."

A Needed Artery

Provision for an elevated roadway or "overhead street" having been struck out, the so-called Central Artery bill presented today at the State House has much to commend it. With this highbrow controversial feature omitted, the array of great interests which recorded this morning their support either in whole or in part, is impressive but by no means surprising.

Concerning the need for some major operation to relieve traffic congestion in downtown Boston, we have now less doubt. Time and again the merits of the project were expounded in these columns during 1925 and 1926 when the proposal then known as the "Intermediate Thoroughfare" was first offered. The direction of traffic from Washington and Tremont streets in a large volume of traffic which has no real business there today as great as it was then. Moreover, the expectation that a new thoroughfare, going around the central business district, would provide such relief has by now become a matter of more general theory but of demonstrable proof.

Under the direction of the City Planning Board exact counts have been made and tabulated which show the origin and destination of every vehicle moving through downtown Boston on a typical day. We know where each stream of traffic comes from, where it is going, and therefore just how it will go in the future if it is given a chance to take improved and more convenient routes.

And there has been another great development of the most practical and pressing significance. Since the former debates on this project, the construction of the East Boston vehicular tunnel has become at last a voted reality. The city is now as great as it was then. Moreover, the expectation that a new thoroughfare, going around the central business district, would provide such relief has by now become a matter of more general theory but of demonstrable proof.

The Undersecretary of the City Planning Board, Thomas C. Dolan was the low bidder, receiving the award at $107,980. The highest bidder was the John Bowen Company which wanted $127,000 to do the work. The contractor will start at once and the property will be ready for use during the summer.

Specifications are so arranged that with future needs another story may be constructed. Present plans call for accommodations for 250 bathers.

Will Rule School Broadcasts Wrong

That it would be illegal to conduct school broadcasts with city funds is the opinion of Corporation Counsel Samuel Silverman, who thus advises the school committee, which, by a vote of three to two, decided two weeks ago to start a sixteen-week experimental program of radio education.

The opposition to the plan, in the meantime, insisted that a rule be obtained from the corporation counsel as to whether the committee has a right to continue such a radio program when the experimental phase has been passed, all future programs to be paid for by the city.

BIDS ARE OFFERED ON TUNNEL PROJECT

Though the opening of bids on the first section of the proposed $15,000,000 traffic tunnel between the city proper and East Boston was begun yesterday, it is not yet known when the contract awards will be made.

Bids were opened by Edward F. Condon, secretary of the Boston Transportation Department, at the office, 1 Beacon st., in the presence of Chairman Thomas F. Sullivan, members of the commission, together with scores of outsiders, among them interested contractors.

The following bids were made: Silas Mason, Inc. of New York, $3,500,000; George R. Cook Company of Detroit, $8,761,790; the C. R. Construction Company of Boston, $7,925,121; Patrick McGovern Company of New York, $8,361,790, and Coleman Brothers, Inc., of Boston, $9,243,602.

CITY TRANSPORTATION DISCUSSION POSTPONED

The discussion of the city transportation problems, scheduled for the meeting of the United Improvement Association at the Boston City Club last night, was postponed until the next meeting. The storm kept many of the members from the meeting.

The requesting of an opinion of the chairman of the Transit Commission, on the question whether it would be practical to begin construction work at the East Boston end of the proposed traffic tunnel on the same plan as now prevails at the Kenmore sq tunnel, in order that employment might be given to citizens of East Boston receiving aid from the city, was laid on the table.
I PLAN SOJOURNERS CONVENTION HERE

Principal executives. situation. Only a few words, he said, Fussell subsequently admitted that his The Cambridge league of women vo-

s:12r through the Legislature of his bill ficient votes to obtain favorable action as an as2et in hi: ,  dtive to obtain pa,. to the Russell cause It may have split-

s.tress through the Balton City Hall tax and its effects on municipalities.

Russell and Curley Confe
At Boston City Hall and Rumor Flies
CAMBRIDGE WOMEN
AID MAYOR'S FIGHT

Reports of an alliance between Mayor Curley and Mayor Richard M. Russell of Cambridge to bring about the removal of Henry F. Lehan from the office of city treasurer of Cambridge spread through the Boston City Hall yesterday afternoon as the result of a conference there between the two municipal executives.

Both mayors were reluctant to discuss the subject of the conference but Russell subsequently admitted that his difficulties with his unwelcome city treasurer were mentioned.

It was believed Russell made an endeavor to capitalize Curley's known enmity for Lehan's lifelong friend, Daniel H. Coakley, a native of Cambridge, as an asset in his drive to obtain passage through the Legislature of his bill which would authorize him to appoint his treasurer without confirmation of the city council.

IN CONFERENCE AN HOUR
The conference lasted almost an hour and was held late in the afternoon in Curley's private office. Russell slipped into the office without being observed and his presence was made known only to those closely associated with Curley.

Curley declined to discuss the conference in any of its phases but it was learned that the appointment for the meeting had been made several days ago. Although the problem of removing Lehan is exclusively Russell's, it is believed that Curley entertained favorably the suggestion that he lend his support to the movement to drive from office the intimate friend of his uncompromising political enemy.

The Russell bill was heard by the legislative committee on cities Feb. 12 but no report has been made although the members subsequently have assembled for several executive sessions.

It has been repeatedly reported that adverse action will be voted as the result of the committee deliberations, but no information has been forthcoming in explanation of the long delay in reporting it.

At the conclusion of the conference Russell said that they had discussed the proposed increase in the gasoline tax and its effects on municipalities. They also, he said, talked about municipal finance and the unemployment situation. Only a few words, he said, had been exchanged in relation to the Lehan affair.

The Cambridge league of women voters yesterday forwarded communications to every member of the Legislature bearing information of a resolution favoring the Russell bill which was adopted at a recent meeting. If Curley throws his support into the Legislature in the Russell cause it may have sufficient votes to obtain favorable action in spite of an unfavorable committee report.

If the bill is passed through the Legislature Gov. Elly will be placed between two fires, Curley on one side advocating its approval and Coakley on the other side demanding its veto.

SEE ALLIANCE TO OUST LEHAN

$5,696,510 LOW BID FOR TUNNEL

Silas Mason Co., N. Y., Offers to Do Job for $3,065, 280 Less Than McGovern

COLEMAN WANTED
$9,424,602 FOR WORK

The expectation that Patrick McGovern, former Boston man, but for many years a prominent New York contractor with close political affiliations among Boston Democrats, would be the successful claimant for the contract to build the major section of the East Boston vehicular tunnel was upset yesterday when Silas Mason Co., Inc., of New York, officially considered to be closely allied with the Mason-Hangar Co., underbid McGovern by $5,065,280.

The Mason company, a "dark horse" in competition, offers to build the tunnel from Liverpool and Decatur streets, East Boston, to North square, for $5,696,510 in contrast with the McGovern proposal of $8,761,790.

TO CHECK ON MASON CO.
Official expressions of recognition of the reliability of the Mason Co. indicated that as soon as necessary formalities are complied with, the award of the contract will be made by recognition of the lowest bid.

Probability of the grant of preference to McGovern vanished when the detailed bids were computed. Engineers and interested observers who made up the gathering of 500 who sought to crowd into the room of the transit commission at 1 Beacon street coupled characterization of the Mason Co. as the "dark horse" with the declaration that the refusal of the prominent tunnel building companies of the east to file bids was not surprising.

There were two other bidders whose proposals were lower than that of the McGovern Co. The George R. Cook Co. of Detroit submitted a bid of $6,166,082 and the C. & R. Construction Co. of East Boston offered to do the job for $7,823,121. This bid was held to be free of any tieup with an outside contracting firm. The only other bidder, Coleman Bros., Inc., of Boston, filed the highest price, $9,424,602.

ONLY FIVE BIDDERS
The disinterestedness of New York contractors who engage in tunnel construction projects was surprising to some city officials when it developed that only five bids had been filed and that two of them were submitted by Boston contractors. Other firms had obtained specifications but failed to bid.

Firms which submitted bids for the $6,600,000 major section of the tunnel from north square to east Boston, included the Mason-Hangar Co. of New York, Inc., R. C. McGovern Co., Inc., of Boston, the Silas Mason Co., Inc., of New York, the George R. Cook Co., of Detroit, and the C. & R. Construction Co. of East Boston.

Contractors who engage in tunnel construction projects was surprising to some city officials when it developed that only five bids had been filed and that two of them were submitted by Boston contractors. Other firms had obtained specifications but failed to bid.
MAYOR'S PLAY CENSORSHIP

Several Opposed It. Others Support System

A bill to take from the Mayor of Boston authority to prohibit any theatrical presentation and placing prosecutions for improper productions in the hands of the district attorney was urged by several well-known eras at a hearing today before the Legislative Committee on Cities.

Reuben L. Lourie, representing the Civil Liberties League of Massachusetts, said that censorship as now exercised in Boston is obnoxious and contrary to the fundamental principles of democracy.

Sydney Grant declared that the bill under consideration was desirable in that the prosecution of improper plays when placed in the hands of the district attorney would afford the public adequate protection. He said that the Mayor should not be given power to tell the people what they should see or hear.

George RR. Walker favored the bill and intimated that serious plays are "scared away" from Boston because of undercover threats. Samuel Angoff said that serious plays have been the objects of censorship in Boston while burlesque shows have not.

Walter Pritchard Eaton, representing the Theatre Guild of New York, said people ask freedom of judgment and action. Said he, "You trust one man to say what we shall see and then you get ridiculousness. We cannot trust the judgment of one man. No one is questioning the honesty of that man, but it is too ridiculous a situation for the city of Boston to have exist."

Leo Meltzer said that theatrical managers did not dare appear in favor of the bill for fear of the "dire results" that would follow. Albert Lovejoy of Cambridge spoke for the bill as did a number of others.

Three Heard In Opposition

Judge Thomas H. Bilodeau, Legislative counsel for the city, said the proposed legislation was not needed. He declared the citizens of Boston do not want it and that the Mayor is satisfied with the present law "as he is doing a good job in keeping the stage and plays clean."

John M. Casey, official censor for the Mayor's office, said, "Nobody can ban a play from coming to Boston. All have a perfect right to come here. I am willing to take on my shoulders anything I do, but I resent anyone attempting to ridicule or my work. The statement that dire results would be leived upon theatre managers for appearing before the legislative Committee was absolutely untrue."

Mr. Casey enumerated the plays banned in Boston and the reasons for such action. He said that several prominent New York producers are in favor of the Boston system of censorship.

Bernard J. Rothwell of the Watch and Ward Society opposed the bill.

BOSTON'S 2D HOWARD CLOTHING STORE OPENS

Mayor Curley at Ceremony at 605 Washington St, 18th in Company's Chain

Mayor Curley at Ceremony at 605 Washington St,
ing stores, selling suits, topcoats, over-
ston. The store is the second opened
 tion had opened another store in the
fied to know that a national organiza-
serted that Bostonians should be grati-
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The Mayor paid his compliments to
the Howard clothing system and as-
dising and presents a fashion show in

Throughout the day the executives of
the new store will hold a reception for
friends and visitors. The new
Washington-st store is one of the
largest in the city devoted to the sale
of men's clothes. It has a 50-foot front
on Washington st and its two large
floors offer ample room for the display
of goods and for the convenience of
customers.

At present the store is stocked with
the latest Spring styles direct from
the Howard factories in Brooklyn. The
company makes a particular specialty in
catering to men "hard to fit," and

Another department of the store is
devoted to the business and profes-
sional man. For the young man there
are hundreds of different patterns.

The new store contains every mod-
ern development in clothes merchant-
dising and presents a fashion show in
itself. The other store in Boston, at
43 Tremont st, has been doing business
for years and ranks high among the
stores of the system. Because of the
excellent business done at the Trem-
ont-st store, it was decided to open
a second store in Boston.

The 18th of a chain of Howard cloth-
ing stores, selling suits, topcoats, over-
coats and dress clothing at one price,
was opened this morning at 605 Wash-
ington st, between Avery and Boyl-
ston. The store is the second opened
by this company in Boston. The other

The new and commodious store was
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The 18th of a chain of Howard cloth-
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coats and dress clothing at one price,
New Howard Clothing Store Opened by Mayor

Mayor Curley looking over clothing after he opened the new Howard clothing store at 605 Washington street. Left to right, Manager Maurice Langerman of the Tremont street store, Mayor Curley and Manager John F. Dawson of the Washington street store.

Curley Turns Key Throwing Open 18th Clothing Establishment in System at 605 Washington Street—Big Display Draws Crowds

The new Howard clothing store at 605 Washington street, between Avery and Boylston streets, the 18th store in a chain of Howard stores situated in all large cities of the country, was opened for business this morning, Mayor James M. Curley turning the key in the door of the main entrance.

MAYOR PRAISES STORE
The mayor was accompanied by John F. Dawson, manager of the Washington street store, and Maurice Langerman, manager of the Tremont street store. After making a round of the big store the mayor made a short address to the large crowd that had gathered within. He paid high compliment to the Howard system and he predicted for it a record breaking business. He told Manager Dawson that he had a store to be proud of, and that with the return of better times the store would prove for itself one of the best located in the Howard system.

Howard Clothes also have a store at 45 Tremont street. This has been doing business for some years, and the yearly turnover here ranks high among other stores in the system. In fact, so great has been the business at this store that it was decided that another store was needed, and the new Washington street store was decided upon.

The Washington street store is one of the largest in Boston devoted to the sale of men's clothes. It has a 50-foot front on Washington street and two large floors offer ample room for the display of goods and the convenience of customers. For this opening, the store is stocked with the latest spring styles, direct from the Howard factory in Brooklyn. Howard Clothes make a specialty of catering to "hard-to-fit" men, and they carry in stock at all times garments up to 52 stout in size. There is a special department for business and professional men. The young man is given every attention, and he has hundreds of different patterns from which to make a selection.

MANY ENDORSE TRAFFIC ROUTE

Lomasney Scores $11,000 Project

Hearty endorsement, except in the case of former Representative Martin Lomasney of the West End, was accorded the petition of Mayor Curley that was heard yesterday at the State House before the legislative committee on municipal finance, that the city of Boston be authorized to borrow $11,000,000 to construct a central artery in Boston to relieve traffic congestion.

Proponents of the measure included realtors, merchants, labor, trucking and steamship interests. Lomasney, however, claimed that the measure contains several "silk little jokers." He also declared that those interested in the bill are trying to direct as much traffic toward Haymarket square as possible with a view to selling land in that neighborhood.

Mayor Curley declared that the traffic problem in Boston has become a "serious" one and said that some immediate action must be taken to relieve conditions.

Charging that vehicular traffic in downtown Boston has "more or less strangulated business," Chairman Frederick Fay of the Boston Planning Board expressed the view that the proposed artery would take about 40 per cent of the traffic from Tremont street, Washington street, Devonshire and Federal streets as well as side streets.

Chairman Fay stated that Chardon street would be widened from Bowdoin square to Merrimac street and then the Central artery would commence at Merrimac street, through Haymarket square, widening the latter, to Cross street and continue to State street. He said it is planned to extend it to Causeway street so that it will connect with Nashua street and thereby have direct connection with the Northern artery.

The committee was told by President Loring of the Suffolk Savings Bank of New England property values would increase in the North End through such an artery. P. A. O'Connell representing the Retail Trade Board of the Boston Chamber of Commerce, said that many Boston retail stores have been obliged to establish branch divisions in the outlying districts on account of traffic congestion in the heart of the city.

In opposing the measure, Lomasney claimed that if enacted in its present form the artery would probably eventually cost the taxpayers $60,000,000. He asserted the committee that he himself has no land holdings in the district near Haymarket square, having, he added, disposed of them some time ago.

"The little money I have," he said, "is now out in mortgages."

Representative Bernard Pinkelstein of Dorchester was the only opponent. He claimed that the taxpayers of Boston have a heavy enough burden now.
MAYOR OPENS NEW STORE

The new Howard Clothing Store at 605 Washington st., between Avery and Boylston sts., the 18th store in a chain of Howard stores in the country, was opened for business this morning, Mayor James M. Curley turning the key in the door of the main entrance.

The Mayor was accompanied by John F. Dawson, manager of the Washington st. store, and Maurice Langerman, manager of the store at 43 Tremont st. Mayor Curley paid high compliment to the Howard system.

The Washington st. store is one of the largest in Boston devoted to men's clothes.

BATH CONTRACT AWARDED

The women of the North and West ends today won their five-year fight to have a new bathhouse erected for them at North End park when Mayor Curley awarded a contract for construction of such a building.

The contract was given to Thomas C. Dolan, lowest of 11 bidders. The building will cost $107,980 and construction will start at once.

Toward the end of his last administration Mayor Curley received a petition from the women of the North and West Ends requesting the removal of the old wooden structure at North End park which they had been using for many years.

Mayor Curley agreed that a new building should be erected there, but before a contract could be awarded his term expired. He has been working since his return to office to complete plans for the building.

CENSORSHIP OF BOSTON STAGE IS ATTACKED

Existing statutes were urged today at the State House to supplant Boston's stage censorship board.

Before the House committee on cities, speakers for the bill to abolish the board called attention to existing statutes that call for fine or imprisonment for obscenity.

Opponents of the measure were due to attack it late in the day.

Sidney Grant, Boston attorney, cited the laws and at the same time scored the present censor system as a "dictatorship."

"It gives the power to impose any changes in a play that is desired even to the rewriting of the play," he said.

Reuben L. Lorrie, of the executive committee of the Civil Liberties Committee of Massachusetts, cited the banning of "Strange Interlude" as a stage play and the ability to obtain the book un molested in Boston as an incongruous situation growing from the present censor methods.

Samuel Anoff, also an attorney urged that serious sex plays were carefully censored, while burlesque performances had little attention paid them.

"Censor Casey is sincere, but he is mistaken in his attitude," Anoff said.

"His attitude to protect the morals of children asserts itself, but children don't care for the legitimate stage and few of them view the performances.

"It is the American policy to have these things tried in open court, but under the present system of censorship this cannot be done."

Others who urged the change were Prof. Albert Lövejoy, director of the Cambridge School of the Theater; Walter F. Eaton, dramatic critic, and George Walker.

The measure was introduced by Representative Christian Herter for Catherine S. Huntington of Boston.

Mayor Thanks Police

Mayor Curley has sent a letter of thanks to the Boston police for the contribution of $6281 from their salaries for the relief of the unemployed.
The National Convention of the National Sojourners Will Be Held in Boston on June 18, 19 and 20. Officials of the Convention Met with Mayor James M. Curley at the City Hall Yesterday. Standing (Left to Right): Major Walter M. Phelps and Captain Abraham Raken. Seated—Mayor Curley and Lieutenant Colonel George C. Brewer

Officials of the New England Chapter, No. 12, of the National Sojourners met with Mayor James M. Curley yesterday to formally invite the mayor and also discuss with him plans for the national convention of that organization which is to be held in Boston during June 18, 19 and 20. The Sojourners are Master Masons comprising commissioned officers of the uniformed forces of the United States, and many Masonic organizations will join in giving the delegates and guests an elaborate reception. The convention will bring to Boston leaders in the military and naval life of the country and cabinet officials. The convention banquet will have an array of outstanding speakers whose addresses will go over a national chain of radio stations.

The local chapter has arranged a series of events preceding the convention, including a radio broadcast each month from Station WIBZ, the second of which will be broadcast on the afternoon of March 15. The chapter will have a General's Night in April to which General Fox Conner, Adjutant General John Agnew and officials of the Regular Army and National Guard are to be invited. During their stay here the delegates and guests will be taken on a tour of the North Shore and will be the guests of the Swampscott Ionic Club. Many of the visitors will see the seashore for the first time and will enjoy shell fish dinners for the first time.

The Sojourner committee which met with Mayor Curley comprised Major Walter M. Phelps, Captain Abraham Raken and Lieutenant Colonel George C. Brewer. Mayor Curley assured Major Phelps that the city of Boston will do its best in entertaining the delegates and guests and presented Major Phelps with the key of the city. Delegates and guests will come from every State and from the Canal Zone, Philippine Islands, Cuba, Hawaii, Haiti, France, China. Thousands of Masons will come to Boston to witness the activities of the Sojourners and attend the elaborate functions arranged for the period of the convention. The convention ball will be one of the most colorful affairs witnessed in Boston. Major Phelps announces the following entertainment committee: Chairman, Capt. H. L. Brinkley, Major Edward L. Child, Lieut. Commander Leo J. Brayderick, Lieut. Vincent J. Charla, Lieut. J. L. Miles, Captains Irving B. Pierce, F. P. S. Pack, Captain Abraham Raken, Lieutenant F. E. Rhodes, Captain Conrad P. Richardson, Lieutenant J. H. Russell, Major Richard W. Sears, Lieutenants Rony Shryder. The convention committee has designated the Hotel Statler as convention headquarters.
CURLEY URGES TRAFFIC ARTERY

Speaks at State House in Favor of City Bill to Borrow $11,000,000

Mayor Curley appeared in person before the legislative committee on municipal finance at the State House to urge authority for the city to borrow $11,000,000 for the proposed tunnel traffic artery through the city from Merrimack and Chardon streets to Arlington square.

He was backed by a number of Boston retail merchants, real estate men, bankers, trucking men and shipping officials. The project was opposed by Martin M. Lomasney who declared that it contained many jokers, would handle traffic in an improper way and would cost the taxpayers $60,000,000.

Mayor Curley said it would remilitate Boston business and he stressed the seriousness of the traffic situation.

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Freedom of City for Sojourners in June

Mayor Curley is shown presenting a key to the city to officials of the Sojourners, which is an organization of Masons of the nation's armed forces. They will convene here in June. Left to right: Major Walter M. Phelps, Mayor Curley, Captain Abraham Raten and Lieutenant-Colonel George C. Brewer.

Mayor Curley's Aides Boost Jobless Fund

Mayor Curley's secretaries and clerks today contributed $100 to the overseers of the public welfare for the relief of the poor and unemployed of the city. An additional $56.40 was added to the fund by the employees of the building department.

Curley Asks $11,000,000 for Loop Traffic Artery

Before the legislative committee on finance, Mayor Curley urged that Boston be authorized to borrow $11,000,000 for a loop traffic artery from Merrimac and Char- don st., to Arlington sq. The plan was opposed by Martin Lomasney, who said it would cost $60,000,000.

$5,696,510 LOWEST BID FOR TUNNEL

New York Firm Agrees to Finish Job in Two Years

Actual construction of the $16,000,000 East Boston traffic tunnel will start within a few days, officials of the Boston Transit Commission planned last night following the opening of public bids for the main section under the harbor.

BIDS FROM FIVE

Five contracting companies offered bids, the lowest of them being Silas Mason, Inc., of New York, which agreed to complete the big job in two years at a price of $5,696,510.

Next came the George C. Cook company of Detroit with a bid of $6,568,063, followed by the C. and R. Construction Company of Boston at $7,323,121; Patrick McGovern Company of New York, Jr., 761,790, and finally Coleman Brothers, Inc., of Boston, $9,921,602.

Sixty-five other companies took out specifications and were represented at yesterday's session at 1 Beacon street, but they did not file bids before the closing time arrived.

Colonel Thomas E. Sullivan, chairman of the Transit Commission, which is directing the tunnel job, started last night that his board will require a few days to study the financial statements of the various bidders and their records of accomplishments in recent years. He promised that work would start as soon as the contract is awarded.

According to reports to the commission, the lowest bidder for the East Boston job, has just completed a $21,000,000 tunnel under the East River in New York, built the foundations for the Pro- Lee bridge at 13th street, and is now engaged in building another $11,500,000 subway at Sisters street, New York.

SILVERMAN URGES GREATER BOSTON PLAN

Speaking before the Brotherhood Beth 11 of Dorchester, in the auditorium of the Hebrew School on Brads- show street, last night, Samuel Silver- man, corporation counsel of the city of Boston, declared that the creation of a metropolitan Boston would bring about the revival of commercial prosperity in this city.

"The consolidation of all the towns and cities, surrounding Boston, into one political entity is not a selfish proposition for the sole interests of Boston. It is for the benefit of the entire State, even New England. All the people of the towns and cities concerned will benefit."
BILL FOR CENTRAL ARTERY URGED

Many Favor Chardon and Merrimac Sts to Arlington Sq Thoroughfare

Mayor Curley's bill to allow the city to borrow $11,000,000 to construct a central artery in Boston to alleviate traffic congestion was favored at a hearing today before the Legislative Committee on Municipal Finance by a number of interested groups, real estate men, bankers, representatives of automobile interests and others.

Ex-Representative Martin M. Lomasney was present to register vigorous opposition.

The bill seeks to provide for the money for the construction and recon-struction of certain proposed and exist-ting streets, for the purpose of laying out a new thoroughfare from the vicinity of Chardon and Merrimac sts to Arlington sq in the South End and in connection with this work to take cer-tain property and rights of the Boston Elevated Railway Company, the Bos-ton & Albany and the New York, New Haven & Hartford Railroad Company.

Mayor Curley Speaks

Mayor Curley was the first speaker and pleaded for favorable action on the measure, claiming that it will stim-ulate Boston business, and bring additional revenue to the city.

He explained that out of this central ar-tery will be a connecting link with the Northern Artery, the Southern Artery, and a direct connection with the new East Boston traffic tunnel.

He told the committee that traffic congestion in Boston has become a serious problem, and that the plans for the central artery would handle the traffic situation admirably, and is the conception of a group of experts after four years of study.

Corporation Counsel Samuel Silverman also spoke for the proposed legis-la-tion, as did Chairman Frederic Fay of the Boston Planning Board.

The committee realized that vehic-u-lar traffic in downtown Boston has more or less strangulated Boston busi-ness, and this proposed artery would take about 40 percent of traffic from Tremont st, Washington st, and other downtown streets.

Explains Plans

He explained the plans, stating that Chardon st would be widened from 114 ft to 220 ft, so that the central artery would commence at Merrimac st and then the central artery would commence at Merrimac st, through Haymarket sq, widening the latter, to Cross st and continue to State st.

He said it is planned to extend it to Causeway st, so that it will connect with Nashua st and therefore have direct connection with the Northern Ar-tery. On the south, he said, the cen-tral artery calls for the widening of Albany st between Broadway and Kneeland sts.

He said this is absolutely necessary, because of present and traffic congestion and destined for the business district gets into the district by way of Albany st and that street is inade-quate today to handle the traffic from the Boston & Albany freight houses and the docks.

He declared this is the first step in a comprehensive plan which will greatly fa-cilitate traffic conditions here in Bos-ton and will remove the strangling in-terference which now retard business. It will enable the city to grow and ex-pand for the future generations.

The streets are so congested by traffic that property can't do the busi-ness it should do. Many business houses are moving and riot Boston be-cause of traffic congestion and a res-ul-t of Boston is losing about $1,000,000 a year in its taxes.

Decreased Values

Henry J. T. Harriman of the Metro-politan Planning Division told the committee that the provisions of the bill were absolute essentials.

Pres Augustus P. Loring of the Suffolk Savings Bank told of how property values have dropped in the North End, and he attributed it to the traffic conges-tion.

He expressed the opinion that one of the reasons of the lack or the success of the Boston Harbor is because of the lack of facilities to the harbor, whether it be by railroad or trucks.

This project, he declared, would facilitate traffic movements to the har-bor and become of the value of Atlantic av property in the North End.

P. A. O'Connell, president of E. T. Shattley Company, representing the retail trade board of the Chamber of Commerce, told of how large downtown retail stores have been forced to establish branches in outlying cities and towns in order to accommodate their customers who found difficulty in getting their machines through downtown traffic.

Relief for Harbor Side

The entire situation in the vicinity of Atlantic av is one of stagnation, Pres Wilmot R. Evans of the Boston Five Cents Savings Bank told the committee. He said the market dis-trict is suffering greatly as a result of traffic congestion and something like the plan submitted must be done.

A central artery will afford great relief on the harbor side of the city.

Sydney Stone, representing the Boston Central Labor Union, Pres William S. Parker of the Boston Society of Architects, Day Baker, representing several automobile interests, Mr. Lomasney referred to several points about the bill as "slick lit-tie jokers. Hartman has worked them in here. That planning is superb, the book of the Planning Board is superb.

Mr Lomasney said that if enacted the bill, in its present form, would probably cost the taxpayers $30,000,000.

He also spoke for the proposed legis-la-tion of the Massachusetts Real Estate Exchange, Pres P. J. Connolly of the Dorchester Board of Trade, Pres M. J. Norton of the United Improvement Association, Direct of the New York, New Haven & Hartford Railroad Company.

Committee member Hartley asked Mr Lomasney if the plan was to do so.

"The little money I have," he con-fessed, "is out in mortgages."

The hearing was continued this afternoon.

BIDS OPENED FOR EAST BOSTON TUBE

Lowest “Underwater” Offer Is $5,696,510

Unofficial computation made today of the bids received for the under-water section of the East Boston tun-nel showed that apparently the Sills Manson Company, Inc., of New York, was about $500,000 below the other bidders.

The George R. Cook Company of Detroit, C. & R Construction Com-pany of Boston, the Patrick McGovern Company, Inc., of New York, and Coleman Bros., Inc., of Boston were the successful bidders who submitted bids. Many firms which were expected to put in bids did not do so.

The Lehigh bid was $5,696,510. The second lowest bidder was the Cook Company, $5,716,833. Coleman Bros of Boston was the highest bidder, $9,424,662.
Howard Clothes Opens Its New Boston Store

The new Howard clothing store at 605 Washington street, between Avery and Boylston streets, is the 15th store of a chain of Howard stores located in large cities of the country. It opened for business yesterday morning, Mayor Curley turning the key on this occasion.

The manager of the store, John F. Dawson, and Maurice Langerman, manager of the Tremont street store, the Mayor, and Manager John F. Dawson of the Washington street store.

The new Washington street store is one of the largest in Boston devoted to the sale of men's clothing. It has a 50-foot frontage on Washington street and two large floors offer ample room for the display of goods and the convenience of customers.

For this opening the store is stocked with the latest spring styles direct from the Howard factory in Brooklyn, New York. Howard Clothes are a specialty of catering to "hard-to-fit" men and they carry in stock all times garments up to 52 stout in size. There is a special department for business and professional men. The young man is given every attention and he has hundreds of different patterns from which to make a selection. Howard Clothes have spared no expense in making the new store one of the most up-to-date in New England and it is worth a visit for the present display for the store salesmen.

In a statement of praise for William Randolph Hearst and the Boston Evening American, Mayor Curley today cited the new bonus loans for veterans as one of the biggest boons to business yet made toward relief of depression. At the same time he observed the failure of the dire predictions of Andrew Mellon, secretary of the treasury, who bitterly opposed the new loan act.

"The shelves of the retail establishments are being emptied in consequence of the purchases with the money to which they were entitled and which they so greatly needed," Mayor Curley said.

"It is but a short step from the emptying of shelves of the retailers to the emptying of the wholesalers; then, it means, the mills and factories will run full time toward prosperity.

"Seven full days have passed since the act was passed over the veto of President Hoover and the American nation is still in existence.

"In fact the outlook for business, if the stock market is to serve as a barometer as outlined by Secretary Mellon during the Coolidge administration, would indicate that we are on the threshold of prosperity rather than about to take a slump.

"The dire prophecies of Secretary of the Treasury are refuted by facts as shown by his own barometer.

"William Randolph Hearst and the Boston Evening American are to be congratulated upon their courageous and far-seeing demand in behalf of the veterans and the loans on their adjusted compensation certificates.

"It is but another of the forward moves of a powerful organization for the support of laws that show a mark of appreciation to those who sacrificed so much in time of war."
SO. BOSTON PARADE ROUTE ANNOUNCED

Evacuation Day Procession to Start at 2 P. M. March 17
In Edward Everett Sq.

Edward M. Sheehy, chief marshal, last night announced the route of the Evacuation day parade which will be held in South Boston March 17. The parade will start at 2 P. M. at Edward Everett Square, and proceed along Columbia road to Dorchester avenue, Andrew square, Dorchester street, West Sixth street, E street, West Fourth street, G street, East Sixth street, H street, East Fourth street, I street, Columbia road, K street, Marine road, Ticknor street, back to Columbia road, L street, East Fourth street, Farragut road, East Broadway, West Broadway and to Dorchester avenue and Broadway where the parade will be dismissed.

There will be three reviews; the stands, one for gold star mothers at Dorchester street and Broadway, another for Mayor Curley, Gov. Ely and other dignitaries at B street and Broadway and the third for the chief marshal and his staff at A street and Broadway.

Mayor Curley will dedicate the new I street bathhouse when the procession reaches that point. Sunday evening, March 15, the annual historical celebration will be held at the Broadway Theatre and Monday evening, March 16, the annual banquet of the South Boston Citizens Association will be held at the Bradford Hotel.

CURLEY AGAINST HOSPITAL CELLAR

"There'll be no cellar" was the verdict of Mayor Curley today after he had glanced at the preliminary sketches of the $200,000 recreational building at Long Island and discovered that, contrary to his specific orders, provision had been made for a cellar.

Institutions Commissioner James E. Maguire tried to convince the mayor that difficulty will be encountered in properly heating the building, unless a basement is provided, and that tentative plans have been made to locate the hospital pharmacy in the basement.

"There'll be no cellar," repeated the mayor. "For 30 years these unfortunate at Long island have been forced to spend their time in a cellar. I'm not going to be around here always, but I'm going to be very certain that none who comes after me will say that these unfortunates shall find their recreation in a cellar."

"Put in an old-fashioned fire-place, arrange for a good library, plenty of card tables, have a brass rail running around the hall so that the men can put their feet upon it if they wish, and, above all, take them out of the cellar. That's final, and that stands."

CURLEY BOARD HEARS TAYLOR SOCIETY HEAD

H. S. Person of New York, managing director of the Taylor Society, addressed the season's final meeting of Mayor Curley's unemployment conference of researchers and approved the proposal of a federal planning board, which was suggested at the initial meeting of the conference.

Person suggested that definite steps to prevent a recurrence of depression and unemployment should be taken and proposed a campaign of education in better methods of management; recognition of the fact that industry should be basically responsible for the maintenance and security of its labor force; repeal of existing anti-trust legislation and enactment of comprehensive, constructive, positive legislation to promote the integration of industries, and acceptance of some form of national planning.

CENSORSHIP OF PLAYS BY JURY URGED

Group of Individuals for Bill to Curb Casey's Power

Echoes of the controversy in Boston and vicinity a year ago over the attempted production of "Strange Interlude" and the final production of that play at a Quincy theatre were heard before the committee on cities at the State House, yesterday, when a group of individuals appeared in favor of a bill which would take the power of censorship away from John M. Casey and other city officials and leave to the district attorney and the grand jury to say whether any theatrical production is proper for the Boston stage.

OPPOSED BY CASEY

The bill was strenuously opposed by Thomas H. Bledsoe, representing Mayor Curley, City Censor Casey and Bernard J. Bushwell, representing the Watch and Ward Society.

Walter Pritchard Eaton and several others who appeared for the bill strongly condemned what they called "one-man" censorship under Casey, and contended that Boston is deprived of many valuable theatrical productions because of the refusal of Casey and the Mayor to recognize the art displayed in New York productions.

One of the proponents of the measure said that theatrical producers would not care to come before the committee in support of the measure, although they believe in it, because they would be fearful of the prejudice against them that such an appearance would occasion.

"Would Earl Carroll favor legislation of this kind?" asked Senator Michael J. Ward, when Mr. Eaton was testifying.

"No," replied the speaker, "because Carroll thrives on being arrested."

The general argument of those who spoke for the bill, which would practically leave control over the kind of plays to be performed in Boston to the individual citizens who might care to bring the matter before the district attorney and the grand jury, was that one man's opinion regarding the morals of a play should not be taken as final and that only when there could be an indictment by a grand jury should a performance be barred.

Censor Casey and Assistant Corporation Counsel Bledsoe were most emphatic in their opposition to the bill and for a continuance of the present system.

CITY HALL NOTES

To provide a site for a new school in the Longfellow district at West Roxbury, Mayor Curley yesterday approved the order of the school building department to purchase 8,000 square feet of land at Wad and Buchanan streets. It was estimated that the Street Commission, in taking the property for school purposes, would pay about 12 cents a foot.

... Work will start tomorrow on the construction of a women's bathhouse and laundry building at End Park at a cost of $30,000, under a contract awarded to the Thomas C. Dolean Company, the lowest of 12 bidders seeking the job.

At the same time the Mayor approved the award of a $75,000 contract to H. C. Fletcher & Company to supply granite masonry and corner stones to the city paving service. In this case, also, the contract went to the lowest bidder, which was $10,000 lower than the next bidder.
WOULD AFFECT '30 STATEMENTS, ALREADY FILED

Gov. Ely Calls Mayor's Plan Best Yet Proposed—Would Be Effective but One Year and Is Intended to Relieve Burden of Cities and Towns in Providing Relief for Unemployed—Long and Silverman to Draft Bill—Constitutionality Doubted

What Mayor's Proposal Means

Under Mayor Curley's plan there would be a 10 per cent. increase in the state income tax on 1930 income. The rate on salaries would go up from 1.5 per cent. to 1.65 per cent., the rate on gains from 3 per cent. to 3.3 per cent., and the rates on interest and dividends from 6 per cent. to 6.6 per cent. Under this plan if a man now pays $10 as tax from his salary it would be increased to $11.

By DONALD R. WAUGH

Mayor Curley today advocated a 10 per cent. increase in the state income tax.

He wants the money to be used to relieve the municipalities of some of the increased burdens which have come to them in the public welfare departments because of relief to the unemployed.

The increase would be for one year only and would be on the 1930 incomes for which returns were filed with the state. Monday.

Doubt as to the constitutionality of the mayor's proposal is expressed by many legal experts.

ELY SEES RELIEF NEEDED

Gov. Ely's reaction to the mayor's proposal is that some relief to the cities and towns in the matter is "very pressing" and he says he has not yet heard a better way than that suggested by the mayor.

The mayor's plan was outlined at a conference which he had with the Governor in the State House today. The conference was attended by other city and state officials. By its conclusion it was agreed that State Tax Commissioner Henry F. Long and Corporation Counsel Samuel Silverman of Boston would get together and draft a bill to carry out the mayor's plan.

The legislative committee on taxation could then report the bill as a redraft of the one now before the committee calling for a 20 per cent. increase, which was filed by Frank A. Goodwin, chairman of the Boston finance commission.

MILLION FOR BOSTON

Under the mayor's plan the cities and towns would receive about $4,500,000 more this year to offset part of the increase of $8,000,000 while city and town expenses are budgeted. The benefit which each municipality would get from the increase would depend upon the proportionate distribution of the increase. The increase, which the city and town expenses of the first two months of this year indicate that some $8,000,000 will be needed this year.

The present income tax rate is 1.5 per cent. on salaries, 3 per cent. on gains and 6 per cent. on interest and dividends. The increase of 10 per cent. would bring these rates to 1.65 per cent., 3.3 per cent. and 6.6 per cent.
CURLEY URGES 1% INCOME TAX BOOST
CURLEY KEEPS WORD TO POOR

Attendants at Long Island Hospital can't herd inmates into the cellars of the proposed new recreation building—because there won't be any cellars.

Mayor Curley, in ordering changes in the plans for the $200,000 building, charged that a favorite "stunt" of the attendants is to send the inmates into the cellars of the buildings "to get them out of the way."

When Institutions Commissioner James E. Maguire and the architect rolled out the plans in the mayor's office today, the mayor exclaimed:

"A cellar! That's out. There will be no cellar in the recreation building. It promised the inmates that last Christmas, and I will live up to my promise."

Six appointments to the staff of the hospital were made by the mayor today.

Dr. Harvey Williams was named first assistant resident physician, Dr. James R. Hamilton was named assistant resident physician, and Dr. Arthur A. Tait was named assistant resident physician.

ELY AND CURLEY BACK RASKOB

Massachusetts Democracy stood solidly behind Alfred E. Smith and John J. Raskob today as the prohibition issue split the Democratic national committee at Washington.

The state leaders of the Democratic party viewed the split-committee opposition to Chairman Raskob's "home rule" plan as a challenge flung by Southern drys to the rest of the nation.

LOYAL TO SMITH

Both Governor Ely and Mayor Curley praised the anti-prohibition plan and Representative Roland D. Sawyer of Ware announced his candidacy for delegate to the 1928 Democratic presidential convention.

The Ware minister-representative's announcement was a direct result of the national committee wrangle at the capital.

"Southern dry Democrats have challenged the Democratic party in the rest of the nation," he said. "We should accept the challenge. I shall be a candidate for delegate to the convention, pledged to hack whatever Al Smith wants as a program to the limit of 100 percent."

Smith's hero campaign against such tremendous odds in 1928 rebuilt the national democracy and made possible Democratic victories in a score of states, Massachusetts among them.

"I am quite sure that followers of Smith in 1928 will not step aside and allow a little group of Southern drys to dictate our policies."

"I do not propose to follow the leadership of any prohibitionists in any place or at any time."

WET PLANK FAVORED

Governor Ely said Chairman Raskob's plan was similar to one he suggested several months ago and that he heartily favors it. Mayor Curley, Dist. Atty. Perry and President Bacon of the Senate issued brief statements concerning the plan.

CROWDS THRONG NEW CLOTHING STORE

Hundreds inspected Washington street establishment after it was opened by Mayor Curley yesterday. The other Howard store in Boston is at 43 Tremont street.

Crowds Throng Howard Store, 18th In Chain, at Its Opening by Curley

Mayor Curley yesterday opened the new Howard clothing store at 605 Washington street, the 18th establishment in the Howard chain, when he inserted a key into the door lock. Thereafter, the latest Howard store was thumped by Bostonians eager to inspect the store and its contents.

Accompanying the mayor were John F. Dawson, manager of the new store, and Maurice Lauberman, manager of the Howard store on Tremont street. After inspecting the establishment, Mayor Curley made a short address, in which he complimented the Howard system, predicted a bright future for the latest link in the Howard chain and added, that with the return of normal times, the store would prove to be one of the best located in the system.

The Howard store at 43 Tremont street was the first in Boston of the chain. Its business has been so great that it was deemed wise to establish another store. This store has a 30-foot front on Washington street, and is stocked directly from the Howard factory in Brooklyn, N. Y. A complete line is carried, and "hard to fit" find Howard stores prepared for them. No expense has been spared to make the store one of the best from a stock and appearance viewpoint.

CALLS ON MAYOR CURLEY

Prof. Mikolas Birzskis of the University of Kaunas, Lithuania, called on Mayor Curley yesterday and accepted an invitation to be his guest at a luncheon at the Ritz-Carlton, Saturday noon.

CITY CONTRACT AWARDED

A contract for the erection of the women's bathhouse at North End park and a laundry was awarded by Mayor Curley yesterday to Thomas C. Dolan whose bid of $107,800 was the lowest of 11 proposals. H. E. Fletcher Company of West Chelmford submitted the low bid of $77,750 for furnishing the city's requirements of granite edgestones and cornerstones for the current year.
PROPOSAL OF RASKOB 
STIRS RESPONSE HERE

Gov. Ely Notes Similarity 
to His Own Plan

Mayor Curley Praises New Solution 
of Problem, in Statement

John J. Raskob's prohibition repeal 
plan brought sympathetic comment 
from Gov. Joseph B. Ely and praise 
from Mayor James M. Curley, in 
statements issued here last night.

GOV. JOSEPH B. ELY

"It is perfectly clear, not only from 
the Wickersham report but from the 
referendum in Massachusetts and 
other States, that there is a wide 
difference of opinion in regard to the 
proper method of handling the diffi-
culty presented by the 18th amendment.

"Some months ago I suggested a 
modification of the 18th amendment 
by adding to its provisions the words, 
'except as the Congress may otherwise 
provide,' so that in substance the 18th 
 amendment, as amended, would pro-
hibit the manufacture, transportation 
and sale of intoxicating liquor for bev-
verage purposes, except as the Congress 
might otherwise provide. Under such a 
 Constitutional provision the Congress 
could enact a law delegating to the 
States, if they so desired, the right 
to engage in the manufacture and sale 
of intoxicating liquor for beverage 
purposes within prescribed limits—such 
limits might pertain to the alcoholic 
content or to the general method of 
distribution.

"Mr. Raskob's suggestion would 
require Congress to take action in re-
ference to the present Volstead act be-
fore any action upon the part of the 
States could become effective, but his 
suggestion made today to the National 
Committee is similar to the plan out-
lined above in its purpose, although 
my suggestion would leave with Con-
gress the power to curtail the scope 
of the State's authority."

MAYOR JAMES M. CURLEY

"The suggestion as advocated by 
Mr. Raskob presents an excellent solu-
tion of one of the most serious propo-
sitions confronting the American peo-
ple today."

MARCH 17 PARADE 
ROUTE TO BE LENGTHY

Some Boston Plans Are 
Announced by Marshal

The longest parade route ever ar-
ranged for an Evacuation Day parade 
in South Boston, in which was an-
nounced last night by Chief Marshal 
Edward M. Sheehy.

Starting at Edward Everett sq., the 
marchers will proceed through a num-
ber of streets of the district, weaving 
in and out of comparatively narrow 
streets, in the City Point section, 
in order to pass the chief marshal's 
house, and cover more mileage than 
ever before.

The parade is expected to start 
promptly at 2 o'clock, moving from 
Edward Everett sq. into Columbia road, 
to Dorchester av., to Andrew sq., 
to Dorchester st., to West 6th st, to E st, 
to E 8th st., to E 4th st., to E 8th st., to West 
Park, to E 8th st. to H st, to E 4th st., to I st, 
to Columbia road, to Litchfield st., to 
Marina st., to Dorchester st., to 
Columbia road, to L st., to E 4th st., 
to Farragut road, to E 8th st., to 
West Broadway, to West Broadway, with 
dismissal at West Broadway and Dorchester av.

Reviewing stands will be at Dorches-
ter st. and West Broadway, for Gold 
Mothers; at E 8th st. and Broadway, 
for the Governor, Mayor and invited 
guests, and at A st. and Broadway, for 
the chief marshal and staff.

The route will bring the parade by 
the homes of William L. Kendrick, 
president of the South Boston Citizens' 
Association, on 6th st.; Dist Atty 
William J. Foley, on West 4th st., and 
Chief Marshal Sheehy, on Ticknor st.

The parade will move to Columbia 
road and L st., where the new Lostbath- 
house will be dedicated on that 
day by Mayor Curley.

HUNDREDS FAIL TO GET 
SNOW SHOVELING WORK

While the quick-melting snow in 
Boston streets yesterday may have 
pleased city officials and residents who 
must travel, it carried keen disap-
pointment to several hundred men who 
assembled at various points early 
yesterday in the hope of securing work 
in removing the snow.

The situation was most acute in 
Charlestown, where more than 400 
men gathered at the City Yards on 
Rutherford av., and 500 more assembled 
in front of the home of City Councillor 
Thomas H. Green on Baldwin st.

There was little work for the men 
and only a few secured tickets that 
would permit them to work. The 
others were disappointed.

At 6:30 a.m. the job seekers gath-
ered at Councillor Green's home. He 
said it was a good-natured crowd, al-
though it was pitiful to see so many 
out of work and eager to get some-
thing to do.

ROUTE TO BE LENGTHY

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ter st. and West Broadway, for Gold 
Mothers; at E 8th st. and Broadway, 
for the Governor, Mayor and invited 
guests, and at A st. and Broadway, for 
the chief marshal and staff.

The parade will move to Columbia 
road and L st., where the new Lostbath-
house will be dedicated on that 
day by Mayor Curley.

CURLLEY INSISTS ON 
NO BASEMENT ROOM

Though Mayor Curley, on his visit to 
Long Island a few weeks ago, had argued 
against "herding" inmates of the almshouse 
or hospital in basements and had 
lied down the law that the new $2000 
recreation building, then under planning, 
should not contain a basement, the 
completed plan of the structure, shown 
the mayor today, contained the prohibited 
feature.

Both the architect and Commissioner 
McGuire tried to convince the mayor 
that the basement as planned would fur-
nish excellent facilities for recreation, 
but Mr. Curley was adamant and 
insisted that the plans should be revised 
so that no subsequent administration 
would be tempted to compel inmates to 
use inferior quarters.

The mayor announced that Dr. Arthur 
Williams had been promoted to the posi-
tion of first assistant resident physician 
at a salary of $3270; Dr. James R. Ham-
ilton to the position of assistant resident 
physician at $2500 and Dr. Arthur A. 
Tait as second assistant at $2250.
DOWD RAPS MAYOR ON SNOW REMOVAL

Writes Curley That Idle Received No Work
Points to 75 Snowplows Busy in Boston's Suburbs

Councillor John F. Dowd, in a letter to Mayor Curley yesterday, attacked the failure to remove snow and charged that, though over 75 snowplows belonging to contractors were working in the suburbs, thousands of unemployed were refused work because of orders. According to Councillor Dowd, it was said that the Mayor expressed the opinion that sun and nature would take care of the storm. The Councillor's letter was as follows:

"Over 10,000 eager and jobless men, a majority of whom have large families to support, surrounded the Municipal Employment Bureau and every district yard in Boston this morning waiting for you to direct the Commissioner of Public Works to place a substantial number of men to work removing the snow in every section of the city. If personally, was somewhat amazed and perplexed when orders were issued that no men would be placed at work and when it was stated that, in your opinion, sun and nature would take care of the present snowstorm.

"It is very interesting to note, nevertheless, that while not a single solitary man was placed at work, it was a rather peculiar coincidence that over 75 snowplows belonging to contractors were out working in the suburban districts. Let me remind you that during your administration every loan order that was sent to the City Council was under the guise of relieving unemployment. You had a splendid opportunity today to show the people of Boston that you at least were sincere, but once again, you were very ungrateful to the people who placed you in office.

"The citizens of Boston are entitled to some consideration, but evidently none was extended to them so they were obliged to trudge through slush and snow, not only from the main streets, but from the residential thoroughfares. It is not too late for you to rectify your mistake of today, so I accordingly request that you reconsider your action and place a sufficient number of men at work cleaning the streets of Boston."

CITY BIDS OPENED
FOR GRANITE EDGESTONE

Bids for granite edgestone and corners were opened yesterday. The lowest bidder for City of Boston business was H. E. Fletcher Company, West Chelsa, with $47,750. The next bid was $47,000. Specifications called for 75,000 linear feet, 100 large corners and 200 linear feet of special.

SERVICES HONOR MEMORY OF ATTUCKS

Recall Negro Who Fell in Boston Massacre

All city flags were at half-staff and memorial services were conducted at various places throughout the city yesterday in honor of Crispus Attucks, the Negro who died at the hands of British soldiers at the Boston Massacre on March 5, 1770, marked him a hero when he was the first to fall under the British rifles. Tribute, too, was paid to the four white men who were killed or mortally wounded that day.

The National Equal Rights League, assisted by other organizations, conducted exercises at the death spot, State and Exchange sts, at 10:30; at the graves of the men in the Old Granary Burying Ground; at the Declaration of Independence tablet; at the Attucks' monument on the Common, and last night in the Charles Street A.M.E. Church, Charles and Mt Vernon sts. For the noon ceremonies at the Boston Massacre statue on the Common, Gov Ely sent Maj Paul G. Kirk and Representative Albert F. Bigelow of Brookline, of the Joint Ways and Means Committee of the Legislature.

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CURLEY URGES 10 PC INCREASE IN THE STATE INCOME TAXES NEEDED TO MEET PUBLIC RELIEF

A suggestion for a flat 10 percent increase in the present State income taxes, the proceeds to be turned over to the cities and towns to aid in the relief of public welfare expenditures, was made to Gov Ely today by Mayor Curley.

The Mayor attended a conference with the Governor at the State House today at which were present Pres Casper G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, State Tax Commissioner Henry F. Long, Corporation Counsel Samuel Silverman of Boston and City Solicitor Rupert S. Carven of Boston.

Some relief is demanded, it was pointed out at the conference, for existing conditions, which have placed a tremendous burden on all municipalities. The public welfare expenditures in Boston last year increased 100 percent and payments the first two months this year indicate another advance of a similar total.

The increase would be for one year.

An Municipalities Are Finding Poverty a Burden
Mayor Curley attended opening of the new $300,000 Oakland-Pontiac factory branch, at 983-985 Commonwealth ave. yesterday. He is shown with Fred C. Sibley, New England superintendent, and Albert Hislop, Allston dealer. (Staff photo)

GEN. CONNER WILL DRAFT CITY LEASE

Maj.-Gen. Fox Conner, commanding officer of the First Corps Area, yesterday was authorized to draft with city officials a lease to the city of Governor's Island.

The authorization was contained in a telegram to Mayor James M. Curley from Secretary of War William J. Harlow at Washington and was another step toward Mayor Curley's proposed enlarging of he Boston airport.

"The commanding general of the First Corp Area is authorized to institute negotiations for the leasing of Governor's Island and submit a tentative draft of the lease," the telegram read.

Mayor Curley announced that negotiations would start immediately with a view to expediting the work as a measure to relieve unemployment.

Opens New Building

Mayor Curley inspecting one of the Oakland cars at the opening of the $300,000 Oakland-Pontiac zone office and factory warehouse at 983-985 Commonwealth avenue. Left to right are Fred C. Sibley, zone manager; M. D. Liming, executive secretary, Chamber of Commerce; Mayor Curley, and Albert Hislop.
Curley Calls Meeting On His Tax Boost Plan

INVITES MAYORS AND SELECTMEN
Will Explain His Proposal at Gathering Tuesday

Yesterday Mayor Curley, in a conference with Gov. Ely, Speaker Saltonstall of the House, Pres. Bacon of the Senate and Tax Commissioner Long, recommended a 10 percent increase in the State income tax, the amount obtained to be used for public welfare in cities and towns. Next Tuesday at 2 p.m. in the Council Chamber at City Hall, Mayor Curley will outline his plan to the Mayors of cities and chairmen of the Boards of Selectmen of towns from the entire State.

Today, Mayor Curley sent the following letter to every Mayor and Board of Selectmen chairman:

"The expenditures necessary for the relief of the needy of every city and town of the Commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive who has examined the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of Public Welfare Departments of the cities and towns of the Commonwealth. It is invariably the rule when taxes are increased for the owner of realty to apportion the increase upon the occupant of house, flat or tenement as to make the same burdensome.

"There is no way in which to justify the development of a situation of this character, provided it can be prevented without undue hardship to the citizen as a whole. The portion of the burden of the costs of government borne by real estate has appreciably increased during the past 20 years, and unless measures are taken at once there will be a further increase in that burden.

Would Mean $4,000,000.

With a view to providing a reasonable measure of relief without unduly burdening any individual, a bill has been drafted providing for a 10 percent increase on income tax returns. When the matter was first considered before the Committee on Taxation of the Legislature a 20 percent levy was discussed. At a later conference, however, it was deemed advisable to consider a limit of 10 percent additional tax. The revenue from this levy, apportioned in conformity with the State tax assessment, would result in the distribution of more than $4,000,000 to the cities and towns of the Commonwealth.

JOHNNSTON OUT $30 MONTHLY BY RULING
Giant Radical Leader Hit After Rejecting Laborer's Job Offered by Mayor Curley

Refusal of Stanley Johnston, radical leader, to accept a job from Mayor Curley, has caused the Soldiers' Relief department of the city to drop him from its rolls, the Boston Evening American learned today.

His knocking down of a policeman on the Common in the demonstration on Feb. 25 also had some bearing on the decision.

Johnson, who lives in Shawmut ave., South End, was one of five "Red" leaders whom Mayor Curley received in his office on Jan. 19, when Communists staged a demonstration in front of City Hall. He is a giant and the mayor offered him a laborer's job on the new municipal golf course.

Recently it was discovered that he was drawing $30 a month as soldier's relief.

After being found guilty in municipal court of assault and battery on Patrolman Francis Gancan at the rioting on the Common, the case being placed on file, he went to City Hall to collect his semi-monthly $15. It was refused and at a hearing, granted him by Capt. John J. Lydon, the department head, his appeal was rejected.

"He simply refused to go to work," said Commissioner Lydon today. "He even refused a job offered personally by the mayor. He has a court record now, too."
School Board Ready on $15,000,000 Plan

After a lengthy survey, the Boston School Board is ready to project its $15,000,000 construction program and has asked the Finance Commission for its support. This represents a further increase of seventy-six wooden portable buildings, and thirteen wooden and twenty-three brick buildings that are considered obsolete. Assistant Superintendent John C. Broadhead gave the details at yesterday's hearing on the Finance Commission's special school investigation.

A decision by the School Committee to disregard the "gentlemen's agreement" to give preference in high school construction to a new girls' high school, will eliminate the only basis for serious argument about the building program and will give both the committee and the commission freedom to decide how the school construction shall be financed.

The building program, prepared by the board of apportionment, and acceptable to the School Committee as a basis of discussion, provides for the allocation of $7,233,500 for new intermediate construction and additions to existing schools, $8,455,000 for new high schools and additions and $3,288,000 for elementary construction. The program lists fifty-five projects, of which thirty concern elementary schools, fourteen intermediate and eleven high schools.

The restoration of harmonious relations between Chairman Joseph J. Hurley of the School Committee and Chairman Frank A. Goodwin of the Finance Commission, and their coinciding views on the major phases of schoolhouse construction, has made possible an agreement which will avoid battle at the State House about a building program.

The entire Finance Commission and the majority of the School Committee are in accord that there should be concentration upon construction of intermediate and elementary schools before less pressing need of high schools is met.

CURLEY CALLS STATE MAYORS TO TAX PARLEY

City and Town Heads to Discuss Proposed Increase

Mayor Curley today extended an invitation to the mayors of all Massachusetts cities and the chairman of all boards of selectmen of towns, to a conference to be held in the city council chambers at 2 P. M. to discuss his proposal to Gov. Ely of a 10 per cent. increase in the state income tax.

SEES RELIEF NEEDED

The mayor, in connection with the invitations, issued the following statement:

"The expenditures necessary for the relief of the needy of every city and town of the commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive who has examined into the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of public welfare departments of the cities and towns of the commonwealth. It is invariably the rule when taxes are increased, that the tax is apportioned the heavier burden upon the occupants of houses, rents or tenements as to make them burdensome.

"There is no way in which to justify the development of a situation of this character. Relievable can be prevented without undue hardship to the citizen ship as a whole. The portion of the burden that rests of government borne by real estate has appreciably increased during the past 20 years, and if no measures are taken at once there will be a further increase in that burden.

"With a view to providing a reasonable measure of relief without undue burdening any individual, a bill has been drafted providing for a 10 per cent increase on income tax returns. The bill has been considered before the committee on taxation of the Legislature a 20 cent. per cent. It was reported. At a later conference, however, it was deemed advisable to consider a limit of 10 per cent. additional tax.

SEES $1,000,000 MORE

"The revenue from this levy, appropriated in conformity with sixty tax assessments, would result in the distribution of more than $4,000,000 to the cities and towns of the commonwealth.

"In most of the cities and towns outside of the principal urban areas there has been a reduction in net incomes over $2000 by 1.65 per cent, I believe, is a step in the right direction.

Another who expressed favorable comment was Harry Jennings, New England organizer of the International Brotherhood of Teamsters, Chauffeurs and Helpers of America and a former business agent of the Central Labor Union.
Curley Calls Mayors to Aid His Tax Plan
State-Wide Conference on Income Levy Increase at City Hall Tuesday

Selectmen Invited

Mayor Realizes He Has Hard Fight Unless He Can Organize Forces

By Forrest P. Hall

Realizing that he has a hard fight on
his hands to persuade the Legislature
that the State income tax should be in-
creased 10 per cent for a year to provide
money to reimburse cities and towns for
increasing expenditures in welfare relief,
Mayor Curley had a conference with his
advisors this morning and decided to call
a conference of representatives of every
city and town in the Commonwealth for
next Tuesday afternoon at two o'clock in
the Council Chamber, City Hall.

Mayor Curley emphasized to his
friends, and later to the city and town
officials, that there is no way to justify
the further burdening of real estate, in
a serious economic depression, provided
it can be prevented without undue hard-
ship to the citizenship as a whole. In fact, the mayor has received from
the real estate interests many very
kindly expressions of approval for his stand, especially in view of the fact
that Boston's public welfare disbursements are likely to be increased $2,000,000
this year and, if not met, at least in part,
some extraordinary measure, would fall
heavily on hand and building valuations.

Thursday night Mr. Curley was sched-
uled as one of the principal speakers at
the annual dinner of the Boston Real
Estate Exchange. He did not attend
because at that time he was formulating
the plan for the increase in the income
tax to be presented to Governor Ely on
Friday morning. Had the mayor chosen to
appear at the dinner with that plan,
and at the same time express his
well-known ideas on relief of real estate
in taxation, he would have received a
particular ovation.

Governor Ely, before whom the mayor
argued at length on his proposal, ap-
peared as a "good Hater," as he
began his remarks, and he made an impres-
sive speech. Mayor Curley's plan, however, was considered favorable
and approved by the Governor.

The mayor's invitation to the mayors
of cities and the chairman of boards of
selectmen mailed this afternoon was as
follows:

"The expenditures necessary for
the relief of the needy of every city and
town of the Commonwealth has increased
rather than diminished during the months
of January and February, as contrasted
with the same months in 1928. It cer-
tainly is not to every one that will exam-
ined to the problem that unless relief
is provided from other than the regular
sources a considerable increase in taxed
money is necessary for the requirements
of public welfare departments. It is inevi-
tably the rule when taxes are increased
in reality to so great an increase upon the
occupant of house, flat or tenement
as to make the same burdensome.

There is no way in which to justify
the development of a situation of this
character, provided it can be prevented
without undue hardship to the ship as a whole. The portion of the
burden of the costs of government borne
by real estate has appreciably increased
during the last twenty years, and un-
less measures are taken at once there
will be further increase in that burden.
With a view to providing a reasonable
measure of relief to all our burdened
individuals, a bill has been drafted providing for a ten per cent in-
crease on income obtained from the
real estate. When the first considered before the Committee on Taxation of the Legis-
lature a twenty per cent levy was de-
nounced. At the San Francisco conference, however, it was deemed advisable to consider a
limit of ten per cent additional tax.

The revenue from this levy appropriation in conformity with the State tax assessment
would result in the distribution of more than four million dollars to the
wealth of the Commonwealth.

The mayor has proposed to the board of
the mayor of each city and the chairman
of the board of control of the
appropriation for the maintenance of
extraordinary expenditures in public welfare
department which has been borne almost wholly by real estate, it
may in part be borne by other agencies than
real estate and that no additional burden
be placed on the unfortunate needy,
for such increases, unless the cost of
other municipal activities can be re-
duced.

"I think that any taxation question re-
quires considerable study. I believe that
at this time everything possible should be done to keep government
{g}down, rather than to raise taxes.

I recognize that at present the cities and
towns are bearing a burden heavier than
in many other municipal departments, and
I know the money must be raised to pay
for such increases, unless the cost of
other municipal activities can be reduced.

The Curley suggestion is needlessly
harassed by labor leaders, most of whom
are opposed to increasing the burden of
taxes and the assessments levied on motora-
ists. President J. Arthur Moriarity of the Bos-
ton Central Labor Union, was of the opinion
that it was a step in the right direction
and a progressive idea.

Sylvester J. McFarland, former head of
the Boston Typographical Union and
council of the Board of Control of
the Trade Union College of the Boston
Central Labor Union, was of the same mind.

"Certainly no tax should be levied that
The Editor,  
Boston Evening American,  
Boston, Mass.

Dear Sir:

The contribution which your newspaper is making to the service man in maintaining a clearing house bureau in connection with the soldiers' bonus is the character of contribution of service that is deserving of commendation. It is a very great pleasure as Mayor of Boston to extend in behalf of the service men the thanks of the municipality for the excellent work your splendid paper is rendering.

Sincerely yours,

James M. Curley
Mayor.
Seeds of Hatred
Mayor Calls Immigration Bill Spasm of Hysteria

MR. REARDON: What do you think of the immigration bill which got such an overwhelming vote in the Lower House in Washington and will be brought up in the new Congress? Is it wise to limit, as proposed, the number of desirable citizens who may want to come here from any part of the Americas, or, in fact, desirable citizens from anywhere?

MAYOR CURLEY: That bill can be attributed to a spasm of hysteria on the part of some members of Congress who fail to realize that such a bill can accomplish little of value and who do not understand the seeds of hatred it sows.

MR. REARDON: There seems to be some objection to the new public golf links in Hyde Park. Do these public links pay their way and have they value as health investments?

MAYOR CURLEY: The criticism leveled against the taking of land for public golf links has been proven fallacious. In the Hyde Park purchase there were several considerations. One was to furnish work, instead of the dole, but a great factor was that it concerned a wise expenditure of public money for a reasonable return.

Land to be put in shape for golf requires many times its purchase price in labor expenditure and so labor will greatly benefit.

Any time that it is possible to purchase a tract of land as great as that in Hyde Park, 6,000,000 feet at two and one-half cents a foot, its acquisition must be accepted as sound, clean public policy and a wise investment.

Few American cities have such a desirable piece of land within their borders available for public purposes.

The city's public golf links in Franklin Park returned $44,000 gross in 1930 and the net was $20,000. This, in addition to health for 40,000 persons.

It is not unreasonable to expect next year one-half as many in Hyde Park and the city will possess a fine property.

MR. REARDON: What have you to say on the new tunnel to East Boston, Mr. Mayor? Do you expect it to solve a substantial share of Boston's traffic problems, thereby helping the city's business?

MAYOR CURLEY: The new East Boston tunnel will contribute materially to solving of our traffic problems. It will clean up the dense and clogging traffic on Chelsea Bridge which slows up all other traffic in the northerly section of the city and up into the central business district. The cleanup of traffic here will help to end the blockade in other sections of the city.

The tunnel will also furnish a direct route to the Boston Airport, making it possible to travel there in less than five minutes, as against 30 minutes to one hour at every other airport in the world.

Improvements
Central Artery Will Help Solve Traffic Problem

MR. REARDON: What big new municipal improvements should the next year see planned or under way?

MAYOR CURLEY: The traffic problem is one that will challenge the best brains of the city for years to come. The Boston Planning Board, composed of engineers, architects and business men and women, have given unselfishly of their time for a period of 10 years.

The result of their labor is found in a bill now receiving consideration by the Legislature and providing for a central artery crossing Boston north and south. The cost will be $28,000,000, but it will be worth it.

It represents a radical de-
'Sweating Labor' 
To Pay Profits 
Frowned On

JAMES M. CURLEY
Mayor of Boston

is interviewed by

JAMES W. REARDON
Associate Editor, Boston Sunday Advertiser

(Edited, 1931, Boston Sunday Advertiser)

SCENE: The Mayor's Office. Boston City Hall, immediately following the return of Mayor Curley from a Florida vacation.

MR. REARDON: Mr. Mayor, unemployment is the big topic of the day wherever one meets. In view of its prevalence, what do you think of employers who seize on present conditions as an excuse to cut wages, make wholesale dismissals and drop men and women who have given long service?

MAYOR CURLEY: Employers who adopt this character of program are hypocrites and have failed to solve the most elementary principle of economics. America can only be prosperous when the wage earners of the country are well paid and enjoy continuous employment.

MR. REARDON: You used the term hypocrites. Do you mean by that men who publicly preach the need to keep people employed at high wages and who, in their private business, make wholesale dismissals and reduce the wages of those who remain?

MAYOR CURLEY: I do. The real enemies of America are the business men who have neglected to study industrial and commercial conditions and overlook the all important fact that 90 per cent of the prosperity of our land is due to the purchasing power of its people.

In 1927, the total value of all goods fabricated in industry or taken from the earth or developed through agriculture in the United States was 87 billions. Imports and exports at approximately four and one half billions, about balanced each other.

In 1928 the total income of the country was about 90 billions with exports and imports about balancing around four and three-quarters billions.

These two years marked the flood tide of high prosperity in America and furnished the best answer to the mistaken and greedy policies of those who reduce wages. In those two years America could have lived off itself without the need existent of a large balance of trade. I need be no prophet to declare that the future welfare and happiness of America is absolutely dependent on the continuance of employment for the worker and of the high wage scale.

Employer's Duty
Mayor Curley Opposed to 'Sweating of Labor'

MR. REARDON: What in your opinion, Mr. Mayor, should the employer do to carry his just share of the burden of depressed prosperity?

MAYOR CURLEY: The tragedy of the industrial depression in 1930 is disclosed in a report of the industries which in that year paid the same dividends as were paid in 1929, the year of high earnings and accumulated surpluses.

In many of these cases the payment of 1930 dividends was only possible through the 'sweating of labor,' or in other words the saving made through a reduction of wages or the discharge of workmen or both.

Labor should not be required to bear the whole burden of an industrial depression. If the surpluses of the fat years were stored for the leaner ones there would be fewer or no depressions.

Here we have a serious question which must be solved if the Republic is to survive.

Rightly handled, there should be no depressions.

MR. REARDON: What should be done in a national way to prevent the recurrence of depression?

MAYOR CURLEY: A commission of economists, non-partisan in character, selected solely for merit and ability, should be assigned the task of collecting data with a complete survey of the facts for the benefit of the President and the Congress.

This commission could furnish the framework for legislation which would establish what would amount to a federal industrial planning board to serve as a most necessary and useful agency, either in preventing a depression or minimizing its effect.

MR. REARDON: How do conditions in Boston compare with other sections and cities you have recently visited?

MAYOR CURLEY: Boston enjoys a better position as to conditions when compared with other cities of the nation.

The city is particularly well off in that officials in charge have had experience in the lean years of 1915 and 1922. They realized that the only way to meet these situations is by a wise and liberal spending of public money and they took the proper steps.

In 1930 the city got power from the Legislature to borrow $40,000,000 for public works, the largest sum ever borrowed by Boston outside the debt limit.

The careful expenditure of this large sum will take care of thousands during the period most needed.

On top of this, the amount allotted to the public welfare officials was set at 150 per cent in excess over recent years, with the result that Boston is one of the few large cities free of a bread line, soup kitchens and street apple sellers.
Curley Hits ‘Hypocrites’ Who Cut Wages

Labor should not be required to bear the whole burden of an industrial depression," Mayor James M. Curley tells James W. Reardon, at right, in the Boston Mayor’s office.
The mayor thanked them for their visit and presented keys of the city. The executive committee of the Massachusetts Tax Association yesterday discussed the proposed 10 per cent increase in income and corporation taxes but Alexander Whiteside, moving spirit in that organization, said last night that the decision of the committee will not be made known until this afternoon, when a formal statement regarding the matter will be issued.

He declined to say whether the executive committee favored or opposed the suggestion of Mayor Curley for the increase.

Real Estate Favor

The directors of the Boston Real Estate Exchange will meet tomorrow to consider the mayor's proposal, and the view of the fact that any proposition looking to providing new revenue to the cities and towns may be expected to help out the real estate taxation situation to some extent, in theory at least. In discussions last night were the fact that this group may be found favoring the mayor's plan.

Mayor Curley has called a conference of the mayors and selection of the cities and towns of the State in the City Council Chamber at Boston for Tuesday afternoon at 2 o'clock to discuss means of organizing the municipalities in favor of his plan. In his letter to the Bay State municipal officials, the mayor pointed out that Massachusetts, unlike other States, has taken care of its citizens during the past year without resorting to bread lines or other means of relief. He maintained that the mayor's plan may be found favoring the mayor's plan.

The committee had before it the proposal of Mayor Curley that the city be allowed to borrow $1,000,000 outside the debt limit to improve the facilities. In a letter to the president of the Massachusetts Real Estate Exchange, Mr. Long informed Senator Hollis of his feeling in the revision and the side-boards of the street commissioners should sanction so narrow a width in the view of the much wider reservations commonly constructed. Today, they felt, is the best on the Atlantic seaboard.

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Airport Policy Criticised

Hearing Told Lines Don't Pay for Using It

Sharp criticism was made by Senator Arthur W. Hollis of Newton, member of the Legislative Committee on Municipal Finance, of the practice of the city of Boston in permitting commercial air lines to use the city's airport without imposing any charge for use of the land.

The committee had before it the proposal of Mayor Curley that the city be allowed to borrow $1,000,000 outside the debt limit to improve the facilities. Mr. Long informed Senator Hollis that the Colonial Line pays $1000 a year as rental for the land, does not pay for using land to take off and alight. As the other, Boston-Springfield Line, Commissioner Long said, "It has only started and has not made any money yet."

"Do you give them the facilities free?" Senator Hollis asked. "If that is a good policy why shouldn't you give me or anyone else free offices building because I want to develop my business. How much does the Federal Government pay for the use of the field?"

Commissioner Long replied, "One dollar per year.”

"It thinks it outrageous," Senator Hollis continued, "to allow these commercial lines to use the city's property without any charge. You want to spend money and give it away?"

Briefly, Commissioner Long summarized the improvements which Mayor Curley contemplates making at the airport. The city, he said, at this time intends to spend $1,000,000 and will ultimately spend $10,000,000.

Boston's airport, Commissioner Long felt, is the best on the Atlantic seaboard, "If not in the country." Considerable excavating and filling will be done in the course of improving the airport. If the suggested legislation is enacted, the committee was told.

There was no opposition to the measure which will be taken under advisement by the committee.

GLEE CLUB SINGS FOR MAYOR CURLEY

The Glee Club of Lincoln University, Chester county, Pennsylvania, visited City Hall today and serenaded Mayor Curley. The group was presented by Asst.-U.-S.-Dist.-Atty. John W. Schenck. The mayor thanked them for their visit and presented keys of the city.
BONDS OR BOOST INCOME TAX, GOVERNOR SAYS

Curley’s Plan Best if Solons Won’t Give Part of Gasolene Raise to Cities, Towns, Ely Believes

Failure of the legislative committee on ways and means to provide for distribution of a substantial part of the gasoline tax increase to the cities and towns, as recommended by Governor Ely in his budget message, makes the proposal of Mayor Curley for a 10 per cent increase in income and corporations the best thing left to meet the emergency in welfare expenditures, according to the Governor.

In a statement issued from his home in Westfield, last night, the Governor pointed out that it was to foretell such a proposal that he had put forward by Mayor Curley that he recommended that three-fourths of the one-cent-a-gallon increase in the gasoline tax be returned to the cities and towns, and asked also that he be given an emergency fund of $1,000,000 to assist the municipalities in caring for the unemployed and their families during the present depression.

Instead of providing for a return of any of the gasoline tax revenue to the cities and towns, the ways and means committee recommended that the State apply all of that money in payment of the $1,000,000 bond for new highway construction, at the same time relieving the municipalities, the counties and the metropolitan district of certain assessments which they have previously made towards State highway construction and maintenance.

Bonds Would Do Job

The Governor points out in his statement that the relief to cities and towns under the ways and means committee proposal is not material, and insists that, if his recommendation for 10-year bonds for highway construction had been accepted, the bonds could have been taken care of with one-quarter of the one-cent increase, and the balance of the revenue from that increase could have been returned to the cities and towns to help them in their excessive taxation problems.

In his statement, last night, Governor Ely said:

"The proposed 10 per cent increase in income and corporation taxes applicable to 1931 returns is a measure to assist the financial conduct of the cities and towns of the State."

"It would be to foretell such a situation I had previously recommended that three-fourths of the one-cent gasoline tax be devoted by way of relief from assessments and direct contribution to the cities and towns, and an emergency fund of $1,000,000 be made available subject to the disposition of the Governor."

"No Bread Lines"

"From this resume it is perfectly apparent that the increased expenditure of the ordered $1,000,000 emergency fund to bring to the relief of the cities and towns of the unfortu-

nate situation has been largely on real estate, or find means to provide I..."
GOVERNOR SAYS MAYOR MAKES BEST PROPOSAL

Is Expected to Urge City And Town Executives To Agree

PREFERS BOND PLAN TO LEGISLATORS'

Declares His Highway Financing Offered More Relief

[Special Dispatch to The Herald]

WESTFIELD, March 7—Gov. Ely tonight formally threw his support to Mayor Curley's proposal for a flat 10 per cent increase on the 1930 income and corporation taxes as a measure of relief for the municipalities of the state which have been harassed by heavy public welfare expenditures.

The Curley suggestion was under fire in Boston during the day and the Governor's reiterated approval of it as "the best proposal yet made to meet this emergency" was taken as indication that he will lend his assistance to the mayor in the attempt to be made Tuesday to persuade city and town executives to accept it.

The Governor issued a statement giving a technical description of one phase of the taxation problem upon which he is concentrating his attention. In many of the large cities in the state which have been harassed by heavy public welfare expenditures.

The burden will in no case be unduly severe and no portion of the burden will be required to be borne by individuals unable to meet the obligation.

GOVERNOR'S STATEMENT

The Governor's statement follows:

"The proposed 10 per cent increase in income and corporation taxes applicable to 1930 returns is a measure to assist the financial conditions of the towns and cities of the state.

It was to forestall such a situation that I have previously recommended that three-quarters of an additional gasoline tax be devoted by way of relief to the cities and towns and an emergency fund of a million dollars be made available.

The measure reported limiting borrowing for highway construction to four years and relieving cities and towns from certain assessments and counties from contributions, is perfectly sound from the point of view of state financing, but does not furnish as much relief to the cities and towns as the plan which I have advocated for 10-year bonds.

"Using Boston as an example, the welfare expenditures are estimated at $5,000,000 over last year, and it is necessary either...."
People may, or may not, agree with Ex-Gov Alfred E. Smith of New York that the primary has been a failure, but they unite in praise of his courage in acknowledging his belief that he made a mistake in urging the adoption of the primary when it came up for consideration 25 or more years ago. Few men in public life are big enough to confess they have been wrong, particularly on a question of importance.

But it must be said that some of the ex-Governor’s criticism of the primary does not strengthen his case. The old-line Republicans in Nebraska tried to defeat Senator Norris by running his name against him in the primary, but that another man of the same name; the trick is an old one, and it has been used many times in both primaries and conventions. In this case, however, it failed. Further, as Mr Smith says, the general impression is that Senator Norris could not have been nominated and would never have gone to the Senate, if he had been in the primary. Consequently, if Senator Norris is a good man, and Mr Smith seems to imply that he is, the primary has not worked badly so far as Nebraska is concerned; on the contrary, what the ex-Governor presents as an indictment is in reality a justification of the primary.

### A Human Instrument

The truth about the primary, and about every other device used in electing men to public office, is that it is a human instrument, and never accomplishes in full measure all that its supporters predicted. The primary, the initiative and referendum, the popular convention, the caucus and loaded, almost to the breaking point, primary in operation; they are easily persuaded that the past must have been better than the present. But, in measuring the convention and the primary, both merits and faults should be compared. It may be that the weaknesses of the primary outweigh its advantages, but the miscarriages of the convention should be brought to light.

### The Squires Measure

The primary is still another instance of what is called in modern language a representative democracy. It is an idea which, as opportunities for self-government have increased, has spread over the entire country and has been carried into practice in many of the States. It has for some time, but there seems to be little evidence that the State is better governed or its inhabitants happier since those measures went into force. It is a truism that the people are responsible. The good government they can get it in spite of bad laws. But if the people do not care for good government, statute books crammed to the covers with availing legislation will not force it on them.

The human mind is likely to compare the worst of things as they are with the best of things as they used to be. Everybody knows that the popular primary does not work perfectly and that incompetent men, and worse, have been nominated and elected under its provisions. But the weaknesses of the primary and the convention should not be forgotten.

### Primaries and Conventions

Men who are old enough to recall State conventions, or in recent years have attended them know what abuses prevailed under the old system of nomination. Bargains by the score were made on the floor of the convention hall. A candidate for one office, promised a block of votes to B, a candidate for another; and for the latter’s support of A. One need not go outside Massachusetts in order to recall instances where, through the swapping of convention votes, incompetent men were nominated in preference to others who had ample qualifications, whom the voters wanted to nominate.

Thousands of voters in Massachusetts have been caught in the caucus act and in the primary in operation; they are easily persuaded that the past must have been better than the present. But, in measuring the convention and the primary, both merits and faults should be compared. It may be that the weaknesses of the primary outweigh its advantages, but the miscarriages of the convention should be brought to light.

### Financial Matters

A misapprehension seems to prevail in regard to Mayor Curley’s suggestion that the State income tax might well be increased 10 percent for the next year and the proceeds used to reimburse the cities and towns for their expenditures in relief of needy citizens. The Mayor’s proposal is not that the rate of the State tax shall be increased from 2 to 12 percent, but that 10 percent be added to each individual tax. For example, the man who now pays a State tax of $10 will, if the proposed law goes into effect, pay $11. A State tax of 12 percent on incomes would be almost confiscation.

The passage of such an act would bring great harm to the economy, and would be almost one of which is now spending more money than it can pro-

### MAYOR SENDS MESSAGE

Tells Justice Holmes Massachusetts Is Proud of His Service

Mayor Curley yesterday recognized the 90th birthday of Justice Oliver Wendell Holmes, who has visited him several times in City Hall, when he sent him the following congratulatory note:

"I pray you will accept an assurance of my congratulations and every good and sincere wish upon your 90th birthday. You have given to the world a magnificent service, which is now almost forgotten."

The name of Stanley Johnston, Negro communist “lecturer,” who faded temporarily from prominence in demonstrations of communists, after Mayor Curley offered him a job which he refused to accept, has been stricken from the list of recipients of soldiers’ relief. Johnston, who showed up at the mayor’s office when the mayor asked him if lecturer produced more revenue than work, has been drawing $30 per month from the soldiers’ relief department.

It was not until he was arrested Feb. 26 after an altercation with a policeman at a demonstration on the Common that John J. Lydon, soldier’s relief commissioner, identified him as one of the prominent communists. When Lydon sought to collect semi-monthly relief of $15, he was told that his name could not be found on the list.

He demanded a hearing. He got it from Commissioner Lydon and his name was not restored to the list.

"He simply refused to work,” said Lydon yesterday. "And we do not give soldiers’ relief to persons who won’t work when jobs are offered them.”
Mayor Invites Heads of Cities and Towns to Conference on 10 Percent Welfare Project

There was much speculation last night as to what fate Mayor Curley's proposal to increase the State income tax 10 percent, for one year only, to relieve the burden of public welfare work in cities and towns, would meet at the conference in Boston City Hall Tuesday afternoon to which all Mayors and Boards of Selectmen in the State have been invited.

Mayor Curley insists that the tax burden of emergency measures has hitherto been borne by real estate and that it is time the burden is shared by other agencies. He declared there was ample precedent for an additional State tax on incomes of individuals and corporations, citing the Massachusetts Legislature's action in 1918 and in 1923.

Mayor Curley's suggestion came after the members of the Legislature had left for the weekend. When they return Monday night they will be expected to act on it. No definite date has been set for the return of the members of the Legislature, however, and it is believed that the bill will not be acted upon until after the Mayors' conference.

Mayor Curley's invitation was met with enthusiasm by the Mayors of Boston and other large cities. In Massachusetts we have been free of movements for the relief of either city or town treasuries in the case of the needy, and have likewise been free of broad lines and soup kitchens. This has been possible through such increase in the appropriation for the maintenance of Public Welfare Departments as has been found necessary to provide for the requirements of the unemployed and needy.

The burden, as a consequence of this meeting of the emergency confronting government, which is in my opinion the only sound and sane plan of providing for the unfortunate needy, has been borne by real estate, and that the burden may in part be shared by other agencies than real estate, and that no additional burden be placed upon those who would find it difficult to meet the obligation this system of levy is presented.

Precedents in State's Acts

The burden will in no case be unduly severe and no portion of the burden will be required to be borne by individuals unable to meet the obligation. The additions to pay under the provisions of this measure should well be the opportunity that is presented for service to their fellow men and women.

It may be contended that this represents a radical departure in the emergency, but there is ample precedent for the action here taken. In 1918 the Massachusetts Legislature provided for an additional tax upon the net income of domestic and foreign corporations for one year to meet the additional burden placed upon the Commonwealth by the war bonus.

In 1933 the Commonwealth imposed an additional tax of 10 percent upon net income, as is proposed in this instance, in order to meet the loss sustained by the cities and towns in the reimbursement to national banks when the courts declared the national bank illegal.

A conference has been arranged at the City Council chamber, fourth floor, City Hall, School st, Boston, for Tuesday, March 10, 1931, at 2 p.m., to which invitations have been extended to the Mayors of each city and the chairman of the Board of Selectmen of each town in Massachusetts. The purpose of the conference is to consider this measure as here outlined, the adoption of which is so necessary for the well being of the entire people of the Commonwealth.
TWO-CENT RISE IN GASOLINE TAX IS COUNTER PLAN

Higher Poll Levy Also Indorsed by Massachusetts Association

OPPOSE INCREASE ON INCOMES OF 1930 Proposal to Reduce Old Age Pension Limit Condemned

Mayor Curley's plan to increase state income taxes for 1930 by 10 per cent, to provide funds for unemployment relief, met with strong opposition from the Massachusetts Tax Association, according to a statement issued yesterday. The association met privately Saturday afternoon.

A two-cent increase in the gasoline tax should provide funds for the relief program, the association believes, and the funds needed for old age pensions should be provided by an adequate increase in the poll tax and an adequate poll tax on women.

OPPOSE INCREASE

The conclusions of the association, with regard to the measures to be adopted in the present emergency, are as follows:

1. There should be no reduction at present in the old age pension limit.
2. There should be no more increase than is absolutely necessary in the state tax.
3. There should be no increase this year in the tax on incomes, and particularly on corporate incomes.
4. The funds for the relief program should be raised largely by a two-cent increase in the gasoline tax, a substantial part of which should be distributed to, or used for, the municipalities for highway and traffic purposes.

Of the proposal to increase the state tax, the association says:

The association irrevocably believes that present burdens on real estate and industries should not be increased, even temporarily, more than is absolutely unavoidable. Real estate has been flat for five or six years. As real estate is an important part of the foundation of our economic structure, it will be seen that this condition is not healthy and not likely to accelerate a return to prosperity. One of the principal reasons why there is no market for real estate is on account of the heavy taxes which make real estate an undesirable investment.

It is well known that our industries, with a few notable exceptions, are having a force struggle to make both ends meet, and it is clearly unwise to add anything more to their burdens.

FOR GASOLINE TAX

The association believes that the most feasible method of granting the relief that seems necessary or inevitable is by a two-cent increase in the gasoline tax, of which at least one cent should be distributed directly to the municipalities, to be used by them for highway purposes, thus releasing other funds for the relief program. The association believes that an increase in this tax will fall as lightly as any tax that could be imposed.

In regard to an increase in income taxes, the association is reluctant, prior to the revision of our tax system which should be made next year, to make any radical change made in present rates. Any increase runs the risk of driving capital out of the state at a time when every citizen of Massachusetts should be desirous of attracting capital here.

The mayor of Boston suggests a 10 per cent increase in these rates. The association doubts if this is wise. One point is certain, that no increase should be made this year in the tax on corporate incomes.

Our governmental agencies, particularly the municipalities, have been spending far more than they could afford to spend. Yet we hear little or nothing from executives of many of our towns to indicate that they appreciate this, or have any desire to remedy it.

The officers of the Massachusetts Tax Association are: President, Chandler Bullock; vice-president, Alexander Whitehead; treasurer, Francis C. Gray; executive secretary, Wendell D. Howie.

BOSTON'S THEATRE CENSORSHIP BACKED

Revere Pastor Hits Change of Control from Mayor

The Rev. Richard K. Morton, pastor of the Community Church of Christ, Point of Pines, Revere, yesterday struck out at proposed legislation which would remove from the mayor of Boston power to ban objectionable plays and place it in the hands of the district attorney.

He said: "We all love freedom and resent the superimposition of another mind on our own. We like to be free as far as possible to do as we please."

But I believe that the Mayor of Boston has stated the reasons, which, on the whole, are worth the consideration of the city and men with sense to judge, why he stands. Mr. Curley has the support of thousands who differ from him politically. We know that he hates the obscene and corrupting. We stand foursquare with him.

We need Christian men and women with ideals to support the stand of the mayor. Boycott objectionable plays and refuse to support vulgarity, proclaiming itself a new and higher type of 'art.' The real censorship comes from the preferences of the people.

SEEK CHARLESTOWN MUNICIPAL BUILDING

Bill Letting City Borrow Money Urged

A large delegation of Charlestown residents, headed by Representative Robert L. Lee, appeared before the Legislative Committee on Municipal Finance today, urging favorable action on a bill that the city be authorized to borrow a sum of money for the establishment of a municipal building in the district.

The young boys of the district, the committee was informed, have no recreation building. The committee was further informed that Mayor Curley and the City Council are in favor of the measure. Representative Lee felt that an appropriation of $400,000 would be sufficient to construct an adequate building. There is no difference of opinion, the committee was told, as to the site of the proposed building, and it was felt that the city could use its own land at Lexington and Bunker Hill sts.

Among persons who spoke in favor of the bill were Ex-Senator James J. Mellen; Daniel Foley, commander of the Bunker Hill Post, A. L.; Mrs. C. F. Shaheen, United League; Representative William F. Prendergast, City Councillor Thomas H. Green and the Charlestown Improvement Association were put on record in favor of the proposal.

The committee took the matter under advisement.
Motorists to Fight Any Gas Tax Increase

A. L. A. Declares Car-Owners of State Aroused at Proposed 4-Cent Levy

Won't Be “Saddled”

Association “To See That Voters Have Opportunity” to Express Selves on Proposition

As sequel to the suggestion of the Massachusetts Tax Association that the tax on gasoline be raised from two cents to four cents per gallon rather than an increase in the State Income tax 10 percent, as proposed by Mayor Curley, the Automobile Legal Association issued a statement today to the effect that Massachusetts motorists are so aroused that they now propose to fight any raise at all in the gasoline tax. The statement adds that the association and other organizations will see to it that the voters of the State shall have the opportunity of voting on this effort to saddle upon them an outlay of $11,000,000 annually to support a doubtful plan of expansion calculated to relieve a small class of unemployed, a large percentage of whom are aliens.

The association’s statement follows:

“While the automobileists of Massachusetts might have been willing to pay an additional tax of one cent on gasoline for one year, amounting to approximately $5,500,000, as their contribution to the restoration of normal conditions, the subsequent proposal to levy such a tax for the next four years, which would amount to approximately $22,000,000, roused them to protest against such a levy as uncalled for and which plainly indicates to them that the proposed increase was not for the purpose of relieving a temporary situation as alleged by its proponents.

“The present suggestion by the Massachusetts Tax Association that this tax be raised to two cents or about $11,000,000 annually, has so thoroughly roused the automobileists of Massachusetts that they now propose to fight any raise whatever. The Automobile Legal Association and other organizations will see to it that the opportunity of voting on this effort to saddle upon them an outlay of $11,000,000 annually to support a doubtful plan of expansion calculated to relieve a small class of unemployed, a large percentage of whom are aliens.”

Negro Glee Club Serenade Curley

The Glee Club of Lincoln University, Chester County, Pa., called on Mayor Curley today and serenaded him with one of the popular spirituals of the South, represented by John W. Schenck, assistant United States attorney, who declared that no public officer is entitled to more respect than the mayor, who always had deep sympathy for the Negro cause. In reply, the mayor stated that absolutely no discrimination exists at City Hall in the appointment of Negroes to office and that he had never known a Negro employee unfriendly to his trust. The mayor presented each of the visitors with a copy of his well known Lincoln address at Washington and invited them to be his guests at a luncheon at the Boston Club.

SPEED UP WORK ON CHARLES ST.

New Plans Call for Reservation 28 Feet in Width

The widening of Charles street is to be begun at once and pushed to completion as quickly as possible.

After certain changes had been made today in the layout in connection with the widening Mayor Curley ordered Commissioner of Public Works Rourke to go ahead with the job without further delay, and to complete it as quickly as possible.

The original plans called for a 120-foot thoroughfare, with a division of 40-foot roadways, 20-foot reservation in the centre and sidewalks 10 feet wide. Vigorous objection to the narrowness of the reservation developed and it has been agreed to cut the roadways to 60 feet, the sidewalk on the river side to 16 feet, and to widen the reservation to 38 feet. There are to be no crossings from the side streets running into Charles street.

Turning circles have been provided for, and traffic entering Charles street will be obliged to move through moving traffic until it reaches a turning circle. It was also decided today to build an underpass at Cambridge and Charles streets for foot traffic, with connections with the new Elevated at that point, at an estimated cost of $60,000. The Elevated has agreed to pay $50,000 of this cost.

Mayor Hurley of the street commission told the mayor that he is satisfied the whole job can be done within the available appropriation of $1,000,000.

SEES BLOW TO BUSINESS BY CURLEY TAX

Many industries will be driven from this state if the Legislature adopts Mayor Curley’s plan for a 10-per-cent increase in state income taxes, the Massachusetts Tax Association declared in a statement issued yesterday.

Timing its statement in advance of action this week by the legislative body, the association made up of prominent business men, bankers, officers of utility companies and insurance men strongly opposed the tax increase as a deterrent to reviving business.

They proposed instead a 3-cent gasoline tax for a period of one year to be voted upon in the municipalities. A poll tax on women and an increased poll tax for men are favored to raise funds for old-age pensions.
Curley Tax Plan Aroused Legislators

Reaction Over Week-End on Part of Constituents Is Unfavorable

By Richard D. Grant

Legislators who left Beacon Hill for their homes after Friday morning's session, unaware that Mayor James M. Curley was on his way to the State House with a plan temporarily to increase the State income tax 10 per cent in order to relieve the overburdened cities and towns of the Commonwealth of part of their public welfare obligations, returned today to their seats vividly conscious of the fact that public opinion is thoroughly aroused against the proposal.

Indeed, it is more than likely that, if the General Court should be obliged to render an immediate decision on the important matters now before it, the Curley-income tax bill would not only be overwhelmingly defeated, but the success of other legislation in which Governor Ely is interested would be by no means certain. The most frequently-expressed comment today was, "Where is it going to stop?" with Democratic members no surer of the answer than the Republicans can best endure.

Governor Ely's ready decision to support Mr. Curley's plan, many believe, may prove embarrassing to him in other respects, although with the chief executive and the Joint Ways and Means Committee in favor of the $11,500,000 program for public works and a new department building, the chances of ultimate rejection are slight. With the proposal to place an additional cent on the gasoline tax, however, it is another story. There is much current sentiment against any kind of a tax increase. People have long been unpleasantly reminded, through the filing of their personal and business tax returns, of the general falling off in income. Then the ways and means committee reported a recommendation for a three-cent gas tax. The mayor's proposal to raise the income tax and the governor's comment that it was the best plan he had heard to date, copped the whole situation.

Representatives and senators from all parts of the state, with few exceptions, brought back the same story. Their constituents have been thoroughly stirred by the prospect of having to give up a great proportion of income despite the fact that lean business conditions have reduced the gross total, and have taken pains to let them know about it.

Holding Up Budget

Representative Arthur W. Jones, House chairman of ways and means, who delivered a statement Friday explaining the committee's attitude on the highway program proposed by the governor, said today that he did not know when the committee would be able to file its bill. He also stated that the committee's report on the general appropriation bill was due today, and that he could not be filed with the clerk today.

Mr. Jones called attention to the changed condition brought about over the week-end by Mayor Curley's suggestion, which would have an important bearing on the budget, he declared, and must be seriously considered. Another item which will delay the report is a further proposal, the necessity for further appropriations for the public works department, for repairs of damage caused along the coast line by the recent severe storm. Indeed, it is more than likely that, if the General Court should be obliged to render an immediate decision on the important matters now before it, the Curley-income tax bill would not only be overwhelmingly defeated, but the success of other legislation in which Governor Ely is interested would be by no means certain. The most frequently-expressed comment today was, "Where is it going to stop?" with Democratic members no surer of the answer than the Republicans can best endure.

Tax Commissioner Long was delegated by the Legislature to find some means of taxation which would be equitable and a source of revenue ample for the needs of the act, but apparently has been unable to do so. The speedy and strong explosion against the plan to tax the bothers seems to have effectively stopped that source and there is small chance of imposing a further tax on the tobacco interests.

A BARGAIN ON THE BASIN

To the Editor of the Transcript:

The citizens of Boston are watching, with interest the matter that is nowpending before the Legislature, providing for the improvement of the Charles River Basin. We see in the project an opportunity for providing Boston with a public park of sixty-five acres, located near one of the city’s most densely populated wards and easily accessible from any part of Boston. The cost at which the city can obtain this new recreation spot makes it a positive bargain.

It will be recalled that Mrs. James J. Storrow gave a million dollars toward making this park possible. After considerable investigation by State officials, it appears that $600,000 in addition to Mrs. Storrow’s gift is needed to complete the Charles River basin playground, widen the Esplanade, and make the Basin more available for boating and all water sports. The half of this amount was included in the appropriation made in 1929, and only $400,000 is now necessary to complete the project.

Boston is justly proud of Columbus Park on the Strandway in South Boston. This area, which is almost equal in size for the park on the Charles River Basin, cost the City of Boston between $2,500,000 and $3,000,000. How much would it cost to obtain a park of sixty-five acres by purchase? Would the required fund in the thinly settled district of the West End? The opportunity to provide Boston with a park of such size, in such a location, at a price of only $600,000 is likely to come but once. Let us grasp it while we can.

Leonard K. Gibson

Look Before We Spend

On Beacon Hill a landslide of legislative bills to spend public money has been followed by a snowslide of cash due bills for public money already spent. To the governor's special proposals for future outlay there has suddenly been added a statement of the large special outlay of relief funds which the cities and towns have been making in the recent past and which are forced to continue making in the immediate present. On the very day when the Ways and Means Committee reported in favor of a three-cent gasoline tax to cover every dollar of the governor’s extra highway-program, Mayor Curley called for a 10 per cent increase of the income tax to cover the extra dollars now being spent for relief. The Massachusetts Tax Association, facing these combined demands, finds that a fourth tax to cover more public works will be too much to meet the joint calls so registered.

Is it unreasonable to hope that this sudden combination of demands upon the public purse will have a sobering influence? May it not be freshly realized by our administrative and legislative authorities that any excessive spending of public money has an even more direct likelihood of hurting the public than it has of helping? Ten extra millions of dollars spent upon road-building, over and above the State’s regular program, may have some limited helpfulness as a stimulus to general business, and then again they may not. But one thing is certain. To supply those extra ten millions higher taxes must be imposed. Sources of larger revenue must be found and tapped, whether the State falls back upon a toll or long-term borrowing policy of the kind which Pali River once found so attractive but no longer thinks very pleasing, or whether we meet and discharge the whole burden in three or four years.

In any event the self-same public which we talk of “relieving” by increased expenditures must pay the bill for that increase. This being the case, will not the ways and means committee reconsider and take second thought whether it is really advisable to authorize the governor’s whole extra highway program? Will not Governor Ely himself reconsider? Now when the public has learned in two almost simultaneous instances that while a three-cent gas tax may cover the cost of this special future expenditure, a four-cent tax will be needed to recoup the relief money already spent, a cooler view of the Commonwealth’s whole financial program may well prevail, we think, not only among the people but among the people’s qualified representatives.
MOVE TO TURN DOWN BIDS ASSAILED

Motion Introduced by Council President Tabled After Stormy Session

Future action on an order introduced by President Joseph McGrath of the City Council, calling for rejection of all bids for the construction of the major section of the East Boston tunnel, was considered unlikely today, following a stormy session of the council in which it was tabled for a week.

The charge that the order was a deliberate attempt "to steal $2,500,000 from the taxpayers" was made by Councilor Dowd, one of the opponents of the measure. A bitter battle of personalities was provoked when Pres. McGrath left the presiding officer's chair to introduce another order, requesting the mayor to direct the Boston transit commission to reject all bids received last Wednesday and readvertise the contract.

The attacks of Dowd and Kelly were considered so bitter that Councillor Thomas H. Green of Charlestown recommended that they be expunged from the record.

"I won't stand for the expunging," shouted Councilor Dowd, adding, "I insist that if the bids are thrown out it means that over $2,500,000 of the taxpayers' money will be stolen."

"New York bidders were invited to come in and when the bids were opened it was found that the lowest bidder was $2,500,000 under the gentleman who was supposed to get the job. And you know who he was."

Councillor Kelly named Contractor McGovern, declaring that "the mayor raced home unexpectedly from Florida to see that his friend Pat McGovern got the job."

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In those bids, the Patrick McGovern Co. of New York was high by $3,065,280, offering to build the underwater section of the tunnel for $8,761,790, while the Silas Mason company, and Councilmen Dowd and Francis E. Kelly retorted, the newt's company have already sought to engage his frequent comparisons of the cost. The council balked about appropriating $35,000 for the maintenance of the municipal employment bureau, but approved a transfer of $5,000 from the reserves fund pending the appearance of Director John J. Shields, before the executive committee, next Monday, to explain the need of an appropriation $16,000 larger than has annually been approved.

An order of Mayor Curley appropriating $14,000 for the purchase of radio-telephone photographs of Boston soldiers and sailors who died during the war was referred to the committee on appropriations. The mayor informed the council that he is not convinced that the best method of commemorating the war service of Boston's heroic dead is by the hanging of their photographs in schoolhouses and other public buildings, but no better suggestion, in his judgment, has yet been advanced.

An appropriation of $2,250,000 for the maintenance of the public welfare department was authorized by the city council yesterday, upon representation that the maximum statutory expenditure pending adoption of the regular appropriation budget, will be insufficient to meet demands.

The cost of sustaining the welfare department for the year, variously estimated at about $6,000,000, or about 50 per cent, in excess of last year's actual maintenance cost.

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He contended that it would be more beneficial to non-residents of Boston than Bostonians and was as essentially a state matter as the express route to Worcester and other State projects.

An order from the Mayor asking for $500,000 for radiotelephone photographs of victims of the World War, was referred to the committee on appropriations.

The Council approved an order for $2,250,000 for Public Welfare expenditures for the period ending April 30. For the first two months the expenditure was $1,100,000.

The Municipal Employment Bureau wanted $35,000; was voted $50,000 and Director Shields of the Bureau was ordered to appear before the City Council next Monday.

**CHARLES-ST PROJECT UNDERGOES CHANGE**

City Hall Conference on Widening Plans

At a conference in the office of Mayor Curley yesterday several changes were made in the plans for the Charles-st widening. The conference was attended by Public Works Commissioner Joseph A. Rourke, Public Welfare Commissioner William P. Long, Chairman of the City Planning Board Frederic H. Fay, H. Ware Barnum, counsel of the public trustees of the Boston Elevated Railway, and Thomas J. Hurley of the Boston Street Commission.

Original plans called for a widening of 120 feet, divided into 10-foot sidewalks, a 20-foot reservation and 40-foot roadways. At the conclusion of the conference the width remained the same because Park Commissioner Long objected to any more shifting on the river side, but the card was re-chunched on measurements.

Roadways were cut down to 3 feet each; the river shore sidewalk was cut to six feet in width; the walk on the hospital side of Charles remained at 10 feet, while the reservation was increased from 25 to 35 feet. Experts declared that autos could not safely and speedily make a turn around the end of a reservation only 20 feet wide.

An added feature will be an underpass under the traffic circle at Cambridge and Charles st., to provide for walkers on Charles st. The underpass will have connections to the Elevated station. It is estimated that the underpass for pedestrians will cost about $60,000 and the Elevated Railway has agreed to pay about $36,000 of the amount.

Chairman Hurley expressed the opinion that in view of no additional land takings and no additional width of thoroughfare, it would be possible to allow the appropriation of $1,060,000 for the widening. He said that already $229,000 of the appropriation had been absorbed and that deficits would take about $50,000 more that was allowed by the awards of the Street Commissioners.

**PASSES ASSESSORS' BILL DESPITE ATTACK**

To Put 23 2d Assistants Under Civil Service

Legislature Sends Measure to Ely—R-G: Roads Debate Tomorrow

Unsuccessful attempts were made in both houses of the Massachusetts Legislature yesterday afternoon to kill on the enactment stage the bill providing for placing 23 second assistant assessors in Boston under Civil Service without examination.

When the vote came up for enactment in the House, Representative Ingalls of Lynn, moved that the enactment clause be stricken out. Representatives Johnston, Anderson and Prendergast of Boston opposed the motion, which was defeated by a voice vote.

In the Senate, shortly afterwards, Senator Franklin of Dorchester opposed enactment, which was favored by Senator Ward of Boston. The Senate enacted the bill by a rising vote of 21 to 2. It was thereupon sent to the Governor for his approval.

**Will Seek to Amend Road Bill**

The bill reported by the Joint Ways and Means for a one-cent increase in the gasoline tax and $16,000,000 appropriation for road construction and $1,900,000 for a new building for the State Department of Public Works, was explained by Representative Jones of Nantucket, who read a statement already printed in the newspapers. Action on the matter was postponed until tomorrow on motion of Representatives Nantucket, who read a statement already printed in the newspapers. Action on the matter was postponed until tomorrow on motion of Representative Jones. Representative after hearing a statement from Salem that he will offer an amendment.

The House, by a rising vote of 52 to 49 refused to substitute an adverse committee report a bill for separate fishing and hunting licenses.

A bill for additional employees and larger quarters for the State Department of Civil Service was reported by the Committee on State Administration, and given its first reading by the House.

**Illinois Senators Pay Visit**

By voice vote the Senate refused to substitute for an adverse committee report a bill to amend the section of law relating to the giving of notices in actions arising out of the alleged defective condition of private premises or public ways.

Both branches of the Legislature received a visit from a group of Illinois State Senators who are here to study Massachusetts election laws. The leader of the delegation was Senator Richard J. Barr, president pro tem of the Illinois Senate, who made a brief address in each chamber.

**Reports on Harbor Bills**

The Committee on Harbors and Public Lands reported "no legislation necessary" on the special report of the State Department of Public Works relating to construction of a breakwater and the dredging of an anchorage basin of Winthrop Highlands.

The same committee reported "next annual session" on the petition of Mayor Curley that the State Department of Public Works be authorized to dredge certain parts of Boston Harbor at or near Bird Island flats.

The Committee on Highways and Motor Vehicles reported "next annual session" on the petition of Senator Max Ulin of Dorchester for the laying out and constructing a portion of Blue Hill av, Boston, as a State Highway.

**PASS ASSESSORS' BILL TO ENACTMENT**

Both Houses Give Curley Plan Big Majorities

Under forced pressure from Mayor Curley's legislative agent, his bill to place 23 second assistants under state civil service protection without benefit of competitive examination yesterday was passed to enactment by both branches of the Legislature.

The bill now is before Gov. Ely for executive approval, and speculation was that concerning his ultimate action, in view of the decisive margins by which the legislation was enacted in both branches. In the House it went through by acclamation and in the Senate only Senators Joseph Finnegan and Henry Parkman, Jr., were recorded in opposition on rising vote.

In spite of the near unanimity of legislative action, the motion to enact the bill was not carried without protest. In the House of Representatives Alfred W. Ingalls of Lynn objected to its enactment in an expository speech delivered against it while in the Senate Finnegan was equally uniform in his protest.

Ingalls told the House that similar bills during the past four years almost invariably have been rejected unless carrying referenda to the voters of the local municipal governments. He expressed the conviction that it was bad legislation and advocated that it be killed without ceremony.

In the House its enactment was urged by Representatives Richard E. Johnson, George P. Anderson and William P. Prendergast, all of Boston, Prendergast said there now are plenty of duties that may be transferred to the assessors to keep them busy during dull times.

Senator Finnegan expressed of its general effect on the civil service if its protection so easily could be given the assessors. "It's a dangerous policy," he said "to grant civil service protection so easily.

Senator Michael J. Ward of Boston, in defending the bill, declared that the assessors would be eliminated from the municipal department immediately if the bill should be killed at its enactment stage.

Progress of the bill in both branches was followed by a group of the assessors assembled in the gallery.
MOVES TO REJECT ALL TUNNEL BIDS

City Council President Prompts "Steal" Charge

Dowd and Kelly Aroused by McGrath Motion Later Tabled

Surrendering the gavel as president of the City Council yesterday afternoon, Councillor Joseph McGrath of Ward 13 took the floor and offered an order that the City Council request the Mayor to reject all bids for the East Boston traffic tunnel.

Before the order was taken out of the chamber and into executive session there was such an exchange of personalities that when the order was tabled, it was only a question of giving it to one or another of two New York contractors, and charged that if the Council would import all labor from New York City and introduce the padrone system.

Councillors Dowd and Kelly opened up on the order. The former said it was only a question of giving it to one or another of two New York contractors, and charged that if the Council acted to throw out the low bid they would be "responsible for a steal of $2,500,000 that will go into the pockets of the men now in control of the city."

Councillor Kelly declared that the Mayor returned unexpectedly, and his purpose was to see that his friend McGovern, with a bid of $6,500,000, got the contract. He also charged that the C. & R. Construction Company belonged to Michael J. Ward. He was hailed by a point of order raised by Councillor Ruby, and said he wanted to show this tremendous steal about to come off and name these in it.

Cites Personalties

"Because of personalities that have been exchanged," Councillor Wilson did not believe the Council should go on record for or against the order. The bid that was the subject of Councillor McGrath's order was that of Silas Mason Company, Inc., of New York City, $5,599,510. The second lowest bid, $6,116,022, was by George C. Cook of Detroit. Next lowest bid, $7,350,321, was by the C. & R. Construction Company of Boston. The other New York bid was $8,767,790 by Patrick McGovern Company of New York. Pres McGrath, speaking on the order, said that the low bidder would import all labor from New York, which would work on the job. He charged that the concern had a representative operating in Ward 1, seeking workers for the employees, and that the job would be run on the padrone plan. Rejection of bids and readvertising could be completed, he said, in three weeks.

No Influence Felt

The Republican Councillor from Dorchester opened by remarking that he thought the Council should introduce an order that would have been influenced to introduce the order. Councillor Wilson thought the citizens of Boston would be amply protected by the order. He would have to be filed and that he was not disturbed by any threat of introduction of the low bidder, calling the attention to the wide diversity in the bids and then said: "If the Mayor and Council are on the job the bond will be on a company that can stand the gaff if the contractor fails and the city will not lose anything."

"The Council," said Councillor Wilson, "should not be on record for or against because of the personalities that have been exchanged."

"It is open season for taking shots at the president of the City Council," according to Councillor Green. "If what he says about the low bidder is true we should know something about the company."

He then asked that all the unkind remarks be expunged from the record, referring to remarks about the Mayor and Pres McGrath of the Council.

There have been a number of shows on Monday (Council meetings) and we are ridiculous in the eyes of the people," he said.

Councillor Timothy Donovan of East Boston suggested that the order be referred to the executive committee and that the chairman of the commission be invited to tell how the bid figures compare with Transit Commission. He was followed by Pres McGrath, who said he did not feel bad about the exchange of personalities, stating that it was a healthy thing when the City Council fights. He then charged that the low bidder had never in control of the city. He declared the low bidder had never had a contract of even $500,000 in the present time; that the East Boston traffic tunnel bid would be its first contract, and he returned a pick or shovel. If they want to try out, let them try out in New York with New York money.

On Unemployment

The City Council head then turned his attention to putting unemployed men to work. He said that as Acting Mayor recently he put 1500 men at work on snow removal against the recommendation of the Public Works Commission. He then shot, apparently at Councillor Kelly, stating that it was an easy way for a Councillor to "duck" responsibility by saying "I'd love to put you to work but I'm unfriendly to the Mayor. Go down to McGovern or the Friendly Councilor."

Until today I did not know who knew the New York men, when I went in on 14 and 15. Now I know where to send men. I'll be a little tough if the New York concern gets the contract."

Councillor Wilson introduced an order that went to the executive committee that was passed. The order asked in view of the increased cost tax asked for on incomes, etc., that the Commonwealth be asked to make financial plans whereby the State would pay part of the cost of the proposed thoroughfare plan and Central Artery.

On & the Mayor's order that the City council request the Mayor to throw it out. 1
Claims that Mayor Curley wanted to give the big East Boston tunnel construction contract to Patrick McGovern, New York millionaire contractor who as a boy started here with a pick and shovel, and charges that the rejection of the lowest bidder would represent a $2,500,000 political steal created an uproar in the City Council yesterday.

The bitter battle of personalities was provoked when President Joseph J. McGrath left the president's chair to introduce an order, requesting the mayor to direct the Boston Transit Commission to reject all bids received last Wednesday and readvertise the contract.

In those bids, the Patrick McGovern Company of New York, was high by $5,065,281, offered to build the underground water section of the tunnel for $8,761,750, while the Silas Mason Company of New York, asked to perform the work for $5,996,249, the lowest bid received.

Since the bids were opened the Transit Commission has been checking up on the financial condition of the various bidders and their records of experience. They will report tunnel work. They will report tunnel work. They will report tunnel work.

"Padrone" System Alleged

The firm was able to put in the lowest bid, he charged, because it intended to use the "padrone" system here by "taking its profit out of the hearts and souls of underpaid laborers." To avoid responsibility, he said, the company was formed as a subsidiary of a big New York firm to supply for the help of the tunnel job. He urged that the bids be rejected as it would require only three weeks to readvertise the contract.

"The jobless of this city a chance to get some of the money paid by Boston taxpayers," he said. In rapid succession Councillors John E. Dowd of Roxbury and Francis E. Kellogg and Robert Gardner Wilson promptly voiced sharp opposition to the Council going on record in the tunnel contract proposal, and following a bitter debate lasting more than an hour, the president's resolution was tabled for a week.

The insulation was extended by Senator Michael J. Ward's firm. It was finally agreeing to appropriate $2,500,000 for the biggest job in the city in the event of failure by the contractor.

A surety bond to be filed by the winning company, during the past few days, had been seeking housing facilities for their workmen in East Boston. He charged that a tour of the lowest bidder would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

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SAYS BUSINESS IS NOW LEAVING MASSACHUSETTS

Former Governor Cited Removal of Mills to Southern States

SEES PROSPERITY'S RETURN RETARDED

Borrowing to Be Reflected In Higher Prices for Life's Necessities

Gov. Ely will speak on taxation for 15 minutes at 7:45 o'clock tonight over station WBZ. His address will be delivered from the special microphone in his private office at the State House, and it will be the first time he has spoken to the public since its installation more than a month ago. He is expected to answer the attack of former Gov. Fuller on his administration.

Former Governor Alvan T. Fuller leaped back into the political arena last night with a blistering attack on proposed tax increase endorsed by Gov. Ely and Mayor Curley.

He declared that already the high Massachusetts tax rate had "given the kiss of death to many of its industries, and with the added taxes which pending legislation will make necessary other Massachusetts industries will pass out of the picture just as sure as fate."

BACK FROM ELBA

Flinching down the gauntlet to his Democratic opponents, Mr. Fuller "marched back from Elba" as he promised he would at Salem almost two months ago.

Raking the Democratic leadership fore and aft, the former Governor blistered political oratory, street corner politicians, carousals and appeals to the emotions.

He predicted that the proposals to borrow untold sums would lead to taxation which the people would be forced to repay, "the price of the bread on their table, the carpet on their floor, and the shoes on their feet."

He asserted that the politicians were destroying the "richest heritage that any citizen of any country in the world has ever fallen heir to," in order to make up "those deficiencies in character and energy and industry which heretofore have been so essential in our American make-up."

His general attack hit out vigorously at the Legislature and the Congress, legislators and executives, but Democrats in particular. "The chickens," he said, "are coming home to roost in the form of additional taxes already."

INDUSTRIES PASSING OUT

Pre-election sympathy for the motorists' problem of compulsory insurance, he declared, has been demonstrated by a proposal to increase their expense by "eight to ten million dollars a year" in an increased gasoline tax.

With ill-concealed contempt, he said that dipping into the public treasuries will be as useless in benefiting a return to prosperity as Mrs. Partington's undertaking to sweep back the Atlantic ocean with her broom.

Gov. Ely's outlined expenditures for highways, in his opinion, would give the state department of public works more money than it is equipped to spend with efficiency in a well-defined program.

The Fuller blast was timed to hit the Legislature at a moment when it is engrossed with the most perplexing taxation problem the law makers have faced in recent years.

The House will have before it for consideration tomorrow the ways and means committee's recommendation for increasing the gasoline tax from two cents a gallon to three cents.

While that measure is pending, the committee will withhold its report on the public buildings projects which, it is expected, will include a recommendation for increasing the state tax by $1,500,000.

Mayor Invited to France for Month

Mayor Curley was in receipt today of an invitation extended jointly by the French Government and the French Line to be their guest in France for the month of May, in connection with the Colonial Exposition in Paris. Similar invitations have been extended to the mayors of thirty other cities in this country which were visited by the French transatlantic flyers, Coste and Belleau. It is believed likely the mayor will accept the invitation.

The mayor received also an invitation from the French Line to make the trip from New York to Boston aboard the line's steamer France, which is scheduled to sail from this port on March 21 on a Mediterranean cruise. She will be the largest first-class liner to make such a sailing from Boston, and her departure from Commonwealth Pier is to be marked by a special ceremony. While the mayor finds that he will be unable to accept the invitation for the trip around the Mediterranean, he plans to be on hand for the sailing, and probably will speak briefly on that occasion.

GET USE OF AIRPORT LAND FREE

Boston Practice II by Senator From Newton

Branding the practice as an "outrage," Senator Arthur W. Hells, Newton, yesterday, before the legislative committee on municipal finance, severely criticized the city of Boston for allowing commercial air lines to use the East Boston Airport without imposing any charge for use of the land.

ON CURLEY BILL

The legislator was appearing before the committee in connection with Mayor Curley's proposal that Boston be allowed to borrow $2,500,000 outside the debt limit to improve facilities in East Boston.

Hollis voiced his protest subsequently, he said, to learning from Park Commissioner William P. Long that one New York line pays only rental for the land on which its hangars are erected and taxes for the hangars. The speaker also said he understood that the city-owned line operating between Boston and Springfield is not charged anything for the right to land at the airport "because it has not made any money yet." "Mr. Long told me that the Colonial line pays $1,000 a year as rental for the land," Senator Hollis declared, "but does not pay for using land to take off and land. As to the Boston-Springfield line, Commissioner Long said it has only started and has not made any money yet."

"So you give them the facilities free in order to develop their business?" the legislator said. "If that is a good policy why shouldn't you give me or anyone else free office building because I want to develop my business. How much does the federal government pay for the use of the help?"

U.S. Pays $1 a Year

Commissioner Long, who was present at the hearing, replied, "One dollar per year."

Senator Hollis then characterized the present practice as an "outrage." He said it resembles giving money away.

In briefly summarizing improvements which Mayor Curley contemplates making at the airport, Commissioner Long said that the city at this time intends to spend $1,000,000 and will ultimately spend $10,000,000. The commissioner said that Boston's airport is the best on the Atlantic seaboard. He said considerable excavating and filling will be done in the course of improving the place if the proposed legislation is enacted.

There was no direct opposition to the measure itself, and the committee took the matter under advisement.
Text of Blast Against Economic 'Cure-Alls'

Scores Appropriations and Hectic Appeals to the Emotions

Now the original intent of the bill is lost sight of and the advance is going to be made right here and now, and of course the millions that are given them won't be given them ever, so that if the legislation that provided for them 20 years hence was wise, then it is a mistake to spend the money now. However, I am inclined to believe that the real objective aimed at by the politicians catering to the soldiers vote is to pay out all this money that was originally appropriated not only to take care of the soldiers, but to avoid the vicious abuses of the civil war pension system. However, if the present provisions of the soldiers' bonus can be exploited and used up, then they can start on the big parade to provide the millions of men in the service with the same opportunities for digging into the public treasury that the civil war veterans had together with their dependents.

I believe the American people are unanimous in their desire to treat generously and liberally, the question of a doubt, those who were injured in the service of their country in any way and in giving them the benefit of every doubt, but this idea of giving money away by the billion to certain well organized groups is a great mistake.

Someone suggested the other day that we deepen the Cape Cod canal to help unemployment. How many unemployed are there who would be helped out by such an undertaking? Meanwhile we are falling heir to a few things which provide for the expenditure of the money as effectively as the present administration here in Massachusetts could hope to do by bond issue. We have got this great metropolitan water supply which is going to cost forty or fifty millions or more. The court has just adjudicated this question so that Massachusetts can go ahead.

Why doesn't that provide opportunity for some of the expenditures we are told are essential at this time, or are the politicians looking for some special appropriation that they can make? Are not those politicians advocating those things which they think will appeal to those who want something for nothing; who want something out of the public treasury who think they can outdo the government treasury can be made up all those deficiencies of character and energy and industry which heretofore have been so essential in our American make-up? Are they not trying to accomplish individual triumphs? To feed the soldier with bread.

emotional legislation that has been ever and is being passed by the federal Congress and the state legislatures. In Massachusetts we have thrown every protection around the workers in industry. The women and children are safeguarded in our factories. No one would have it otherwise. Hours of labor are limited. Wages are higher than anywhere else in the country. Our state institutions, our roads, our schools, all those things which the state provides to the individual are his, in untrammelled use. But we cannot pay the highest wages with fewest hours and give our citizens all the advantages in addition and expect our industries to meet competition and pay tremendous taxes.

They cannot meet competition as it is. Read the auction sales, the bankruptcy sales, the closing out sales in the Boston Sunday papers. If you want to see what is happening to Massachusetts industry, factory after factory being closed down, standing idle, machinery being sold at auction. "Hundreds of mill stocks selling at lower valuation than the quick cash assets. These manufacturers have found it impossible to meet the competition of states where they have longer hours and lower wages and less advantages in schools and libraries and roads, etc., paid for out of taxes, Massachusetts' high tax rate has already given the 'kiss of death' to many of its industries and with the added taxes which pending legislation will make, other Massachusetts industries will pass out of the picture just as sure as fate. This consumption is just as certain as the words 'You have been tried in the balance and found wanting'—written on the walls at Belshazzar's feast.
Tunnel Bids Stir Council to Bitterness

Efforts to Advise Mayor to Readvertise Fail for the Time Being

Much of the random gossip heard since the bids for the East Boston tunnel construction were opened last week came into the open in City Council debate yesterday afternoon when President Joseph McGrath, close friend of the mayor, took the floor to introduce an order requesting the mayor to direct the Boston Transit Commission to reject the bids and readvertise.

Notwithstanding the fact that the Transit Department has never rejected the lowest bidder on an important job, there were strong protests at first, and the bids were subject to more than usual discussion at City Hall before the contract was awarded. The City Council heard yesterday from one of its members the charge that Mayor Curley wants to give the contract to Patrick Mc Govern, New York millionaire contractor, who cannot he let to the Silas Mason Company, during the past few days, had been seeking housing facilities for their workmen in East Boston. He charged that the lowest bidder would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

The firm was able to put in the lowest bid, he charged, because it intended to use the "padrone" system here by "taking its profit out of the hearts and souls of its underpaid laborers."

To avoid responsibility, he said, the company was formed as a subsidiary of a big New York firm simply for the tunnel job. He urged that the bids be rejected as it would require only three weeks to readvertise the contract and give the job to a firm which would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

In demanding rejection of the initial bids, President McGrath declared that it had been brought to his attention that representatives of the Silas Mason Company, who he was told were much worried because of the additional income tax to meet the burden imposed by the unemploy ment situation in the states. He said, referring to the third lowest bidder, "there is no reason why the contract cannot be let to the Silas Mason Company. It has the highest rating in Brad puiter's book."

The attacks of Councilors Dowd and Kelly were considered so bitter that Councilor Thomas H. Green of Charlestown recommended that they be expelled from the record.

"I won't stand for the expunging," shouted Councilor Dowd, adding, "I insist that if the bids are thrown out it means that over two million of the taxpayers' money will be stolen."

"New York bidders were invited to come in and bid," he said, adding that after the contracts were opened it was found that the lowest bidder was $2,500,000 under the gentleman who was supposed to get the job. And you know who he was, Councilor Dowd.

"No one can question this Silas Mason Company," he said, "because it has just completed $122,000,000 worth of tunnel work."

"The firm was able to put in the lowest bid for the East Boston tunnel project is $2,962,300 higher than that of the Silas Mason Company of New York."

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Votes More Money for Public Welfare

Upon representation that the maximum statutory expenditure pending adoption of the regular appropriation budget for the present fiscal year is $122,000,000, or about $10,000,000 in excess of last year's actual maintenance cost, the Council balloed about appropriating $35,000,000 for the maintenance of the Municipal Employment Bureau, but approved a transfer of $500,000 from the reserve fund pending the appearance of Director John J. Shields, before the executive committee, next Monday, to explain the need of an appropriation $10,000 larger than has annually been approved.

The Council balked about appropriating $14,000 for the purchase of radiophone photographs of Boston soldiers and sailors whom died during the World War and who were referred to in the appropriation. The mayor informed the Council that he is not convinced that the best method of commemorating the war service of these brave men is by the hanging of their photographs in schoolhouses and other public buildings, but no better suggestion, in his judgment, has yet been advanced.

Few Respond to the Mayor's Invitation

Only thirty-five mayors and chairmen of the boards of selectmen of the cities and towns of the Commonwealth responded to Mayor Curley's invitation to meet him in conference at City Hall this afternoon on the proposal for a 10 per cent increase in the income tax to meet the burden imposed by a number of the cities showing increases by reason of unemploy ment. The mayor had expected at least 125 persons to be present and no provision had been made for seating that number.

The mayor stood in the center of the room, having on his left Corporation Counsel Samuel Silverman and on his right City Auditor Rupert F. Carven. He made a brief address setting forth his arguments for the imposition of the additional income tax stating that the unemployment situation had made apparent a general increase in the tax rates throughout the Commonwealth. He said there were no question but that real estate interests were much worried because of the extraordinary expenditures of the past year.

In Boston, the mayor said, he had been obliged to prune his appropriation order to the limit, excluding all increases in salaries except for firemen and policemen, and the City Council yesterday afternoon had approved an order for $2,500,000 for the welfare department which would make the total expenditure for relief more than $6,000,000 this year.

At the conclusion of his address he asked for opinions from those present as to their position on the movement he had inaugurated.

The first snag that the mayor's plan encountered was that furnished by Mayor John J. Bates of Salem, president of the Mayors' Club of Massachusetts. Mr. Bates presented figures from a number of the cities showing increases for public welfare ranging from 25 to more than 100 per cent for last year over previous years and argued that something substantia must be done to increase municipal revenues, but he admitted that at the present time he could not accept without further study the mayor's program.

He had not had time to study it but he thought that even today a delegation of the mayors might more wisely consider it in the present condition of the cities showing increases for public welfare ranging from 25 to more than 100 per cent for last year over previous years and argued that something substantial must be done to increase municipal revenues, but he admitted that at the present time he could not accept without further study the mayor's program.

Mayor O'Nei of Everett expressed similar sentiments.
MANY aviation companies are operating at a loss. They continue in business because their executives know that the day will come when more persons will take to the air and these operators wish to be ready to meet the demand.

Meanwhile cities and towns throughout the United States are doing everything reasonable to furnish airport facilities and encourage the establishment of air lines. Boston has not been backward in this work and, in fact, has done so well that our flying field has been praised by airmen the country over. This condition is due largely to Mayor Curley, former Mayor Nichols, Chairman William P. Long of the board of park commissioners and Capt. Albert E. Edson, superintendent in charge of the airport.

Now comes Senator Arthur W. Hollis of Newton, who says it is “outrageous” for the city of Boston to permit planes to land and take off without fixing a charge. Does the senator realize that the alternative might be that to fix any such charge would be to drive business away from the city? Does he not know that big planes, made in Detroit, are flown to Boston and here crated for foreign shipment, thus increasing our port business? Does he know that we must have a flying field just as we must have good roads, that business men use planes and that private owners come to Boston and spend money, attracted here by a good airfield? Does he know that transatlantic lines have used and will continue to use our port as one link in a ship-to-shore mail and passenger service? All this brings dollars to Boston.

We have every confidence that Chairman Long of the park board knows exactly what is best for Boston in the matter of airport policy.

FREE AIRPORT ATTACKED

Branding the practice as an “outrage,” Senator Arthur W. Hollis of Newton, before the legislative committee on municipal finance, criticized the city of Boston for allowing commercial air lines to use the airport free of charge.

The legislator was appearing before the committee in connection with Mayor Curley’s proposal that Boston be allowed to borrow $1,250,000 outside the debt limit to improve facilities in East Boston.

Hollis voiced his protest subsequently, he said, to learning from Park Commissioner William P. Long that one New York line pays only rental for the land on which its hangars are erected and taxes for the premises. The speaker also said he understood that a line operating between Boston and Springfield is not charged anything for the right to land at the airport “because it has not made any money yet.”

There was no direct opposition to the measure itself and the committee took the matter under advisement.

FRENCH INVITE MAYOR ON TRIP

Curley Would Be Guest for Month of May

Mayor James M. Curley is considering an invitation of the French Government for the month of May. He is invited to travel by the French Line and is the guest of the French Government for the month. It is not known just where the plans of the French Government are or the special significance of the invitation.

The Mayor, at his office in City Hall, told the Globe that he understood that about 50 other Mayors of American cities also are invited. The cities, it is said, include those visited by Coste and Bellonte, French flyers, after their successful westward passage of the North Atlantic.

H. Ainsley Highman, general agent, Compagnie Generale Transatlantique, who was accompanied by Frank Davis of the Board of Port Authority, visited Mayor Curley today. The steamship France of the French Line will arrive in Boston on March 21 from New York for a sailing to France. The ship is the largest first class liner, except the Leviathan, ever to sail from the port of Boston.

The Mayor was invited to board the boat in New York and make the sailing to Boston. It is doubtful if he will be able to make the trip, but will meet the ship on its arrival in Boston. According to the Mayor, the sailing of the steamship France from the port of Boston justifies the belief that regular sailings may be followed by this line from the north.

Boston Assessors Bill Passed by Legislature

Both branches of the Legislature yesterday passed Mayor Curley’s bill to place twenty-three second assistant assessors under State civil service without examination, and the measure goes to Governor Ely for approval. In the House, the bill was passed by a vote of 116 to 3, and in the Senate only Senator Joseph Finnegan and Henry Parkman, Jr., were recorded as opposed in a rising vote.
the governor and the ways and means endorsement of the project would prevail.  

The anti-tax sentiment stirred up over the week-end was invited principally by the Curley income tax suggestion, which has since fallen by the wayside. Most of the members returned on Monday with the protests of their constituents still ringing in their ears and determined to oppose any and all measures designed to place a further tax burden upon them. Withdrawal of the Curley plan, the approval of ways and means and the favorable comment expressed in many quarters today on the governor's radio speech probably will combine to sustain the gas tax proposal.  

Governor Ely, at his noon conference with newspaper reporters today, said he had received many messages by wire and telephone, both last night and during the morning, commenting on the radio address. He added that most of them were of a laudatory tone.  

Representative Frank Rafter of Salem, a Democratic member of the House rules committee, has given notice that he will move this afternoon to amend the bill in order to restore to it the governor's original plan for ten-year bonds totaling $11,000,000.

LET GOOD YEARS BEAR TAX RAISE, HIS ARGUMENT

He Declares Voters Repudiated Strict Economy Policy

EMPHASIZES STAND AS TO GASOLINE

Consists on Low Realty Rates In Interest of Home Owners

Full text of Gov. Ely's radio address on Page 3

Gov. Ely sat at the microphone in his private office in the State House last night and calmly replied, point by point, to the attack directed at his administration by former Gov. Fuller in yesterday's Herald. 

He declared that a one-cent increase in the gasoline tax for a period of 10 years would finance his highway projects without adding to the burdens now carried by real estate. To enact no new legislation would be to throw 75 per cent. of the burden on the home owner and owner of business property.  

He charged the former Governor with protesting against the gasoline tax because of the direct effect it would have on the Public interests.  

He disclaimed responsibility for existing conditions. He said that a policy of economy had been repudiated at the election. In his huge program of public works for relief of the unemployed, he only carries out the wishes of the President, he added.

TWOFOLD PROBLEM

He said the problem was twofold—to create employment and to pay for the direct relief of the unemployed.  

In outlining his program, he said it was his intention to defer the burden of payment for his proposed projects until times of more prosperity could simplify the tax.  

Although he had twice over the weekend indorsed Mayor Curley's plan for a 10 per cent. addition to 1930 state income tax bills, the Governor did not mention this at all last night. This was considered highly significant and as indicating that the Governor has now dropped the idea in view of the protest against it. The Governor may also have been influenced by the failure of a tax conference of city and town officials, called by Mayor Curley, to approve it.  

His description of the change in American life made by the advancement of "that inanimate conception, the motor car" was unique. No more searing arraignment of this means of transportation ever has been uttered by a public official. "It has destroyed millions of dollars invested in street railways. It has caused more deaths in America than the world war. It has increased banditry. It has furnished the most potent argument in favor of the 18th amendment."  

In his otherwise strong speech of last night, when he tried to make it appear that any in this Commonwealth oppose now or have ever opposed such relief work we cannot imagine. No human voice has ever been raised in that sense, least of all by any such man as former Governor Allen whose record of service to the poor, the sick and the maimed of this State exceeds that of any official who ever occupied the governor's chair.  

And now when we begin to realize what it must cost to continue such vital work of direct relief in the present year, no wonder "a cyclone of doubt" has swept the State, as Alexander Whiteside says today, as to how far the people of Massachusetts wish to go with the extra expenditures proposed by Governor Ely. On every hand, proposals of new and freshly burdensome taxation have cropped forth. Grant of Mayor Curley's 10 per cent increase in the State income tax is at this time unthinkable. If there is to be an increase in the gasoline tax, let the extra cent go wholly for relieving the cities and towns from their State highway charges and other related assessments, so that these funds may be available to them for direct relief work. And let there be a new and drastic restraint upon extra expenditures over and above our already high existing State budget, for projects of doubtful, largely mythical ability to fulfill existing economic needs.
INCOME RAISE OFF

Ely for Gas Tax and Bonds; Hits Fuller on Air

Governor's Radio Speech Is Defense of Plan Set Forth in Budget

Should Not Force Repayment of Borrowed Capital Until Business Is Good

No Mention of Curley Plan

Mr. Ely went on to say that the automobile was one of the most expensive luxuries ever created, forcing the Governor to turn to treasurers not only in construction, but maintenance.

"It has caused more deaths in America than the World War," he said. "It has brought the installation of expensive traffic devices. It has furnished a means of active competition with the millions invested in New England railroads, and a competition which is made possible by the expenditure of the nation's money furnishing these valuable competitors a suitable road bed. That is a part of the price we have paid for the automobile.

The governor said that the gasoline tax which he proposed was the most equitable form of tax that could be devised for the purpose. "If you do not ride," he said, "you do not pay. A one-cent additional tax on a gallon of gasoline, he declared, represented an increase in the cost of the world's largest rapid transit systems. It has compelled the installation of expensive traffic devices. It has furnished a means of active competition with the millions invested in New England railroads, and a competition which is made possible by the expenditure of the nation's money furnishing these valuable competitors a suitable road bed. That is a part of the price we have paid for the automobile.

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CURLEY FAVERS
SALE OF B. & M.

Wants to Welcome Van
Sweringens as "Part of
New England Family"

WOULD END PENN'S
"STRANGLE HOLD"

Mayor Curley is unreservedly in favor of
the purchase of the Boston & Maine
railroad by the Van Sweringen group,
which is ambitious to acquire a seaport
terminal in Boston.

He declared himself yesterday in a
radio message, which was broadcast to
reference to the construction of a terminal
the "strangle hold" held by the Penn-
sylvania railroad on the Boston & Maine
and New Haven roads.

"Threatened as we are by Pennsy-
lonia domination," said the mayor, "it
is clear to me that we in New England
should not only welcome the Van
Sweringens to become a part of the
New England family, but we should
send our support to and place our best
effort behind the plan which they have
in mind to open a seaport terminal as a
constructive solution of this great
and important railway problem.

FAVORS KEEN COMPETITION

The mayor definitely allied himself
with Boston interests who are working
in cooperation with commercial or-
izations of Providence to further the
campaign of the Van Sweringens for
the acquisition of a New England road
which will have a seaport terminal.

He failed, however, to indicate the
method that can be successfully pur-
suit of the Van Sweringens to compel
the Pennsylvania to dispose of its stock
holdings in the Boston & Maine, and
refused to favor a definite proposal for the consummation of the
merger which he believes to be most
desirable.

New England, in the mayor's judg-
mint, is in need of an aggressive, even-
brash, and ambitious competition by a number of
issues, that New England has its share of strong railway systems. It needs the
closest economic contact with the great
interior of the United States from
which raw materials are obtained and
in which there must be the market for
the products of the major part of its
industrial goods; closer and more intimate contact with world markets from which we ob-
tain raw material and in which, in an
increasing degree in the future, we must
look for a market for New England
made products; and "to have in New
England, railways strong financially
with great resources of credit, that
they may keep abreast of the progress
in transportation.

THE MAYOR'S SOLUTION

"After careful and intensive study of
this question," the mayor declared, "is
my well considered conclusion that
there is but one way by which New
England can secure in the full the fore-
going objectives and that is to bring
directly into New England and to the
port of Boston, each one of the great
trunk line systems, which, if proposed
merger plans are effected and approved,
will send the industrial out, a
territory extending from Chicago on the
east, north of the Mason-Dixon line,
near to the Atlantic seaboard. These
great eastern systems are the New
York Central, the Pennsylvania, the Che-
sapeake & Ohio-Nickel Plate and the
Baltimore & Ohio.

Such a plan would give the Pennsyl-
vania and Baltimore & Ohio joint op-
eration of the New Haven, would con-
tinue the union of the Boston & Albany
and the New York Central and would
give the Van Sweringens the Boston
& Maine.

The mayor voiced regret that he
could not add his support to the send-
ment for an all-New England railway.
On the consolidation of the New Haven
and Boston & Maine, he held forth the
fact that it would mean control or dom-
ination by the Pennsylvania, already
holding a working control of the New
Haven and strong stock ownership in
the Boston & Maine.

ORDERS TUNNEL
BID ACCEPTED

Curley Instructs Transit
Commission—Work to
Start Soon

LABORERS HERE TO
GET PREFERENCE

Mayor Curley yesterday called an
abrupt halt to any political maneuvring
over the East Boston tunnel construc-
tion contract by directing the transit
commission to accept the bid of Silas
Mason Company, Inc., of New York, a
subsidiary of the Mason-Hanger Com-
pany.

Work will start at once, with prefere-
ce given to Boston labor.

The proposal of the Mason firm to
build the tunnel from Decatur and Liver-
pool streets, East Boston, to North
square, North end, for $5,696,510 was
the lowest of five bids submitted to the
commission. This was more than
$3,000,000 lower than the bid of Patrick
McGovern, Inc., of New York, in whose
favor a short but very political play was
executed at the city council meet-
ing Monday.

ORDERS ACCEPTANCE

There was no serious intention
among city officials to attempt to give
preference to McGovern, a former Bos-
tonian, who has maintained intimate
personal and political relationships
with prominent Boston Democrats for
years, after immediate yesterday noon, when it
seemed known that the bid of the Mason
company would be accepted at a con-
currence between the mayor and the
transit commission late in the after-
noon.

At its conclusion the mayor announced
that an investigation of the reliability,
Many of our ablest men for an improvement in these conditions. But meantime money has been lavishly and effectively expended on a solution of these problems, and in some degree the abatement to note that substantial progress has been made. The entire community as a debt of gratitude to those who have worked on our railroad problems. Our textiles are been made. The entire commonwealth will avert a disaster if the trade organizations and similar bodies and in many respects by the public authorities.

After this struggle to rehabilitate the industries in Massachusetts has been going on for six or seven years we, with the rest of the world, were overwhelmed by the most severe industrial depression this country, if that, has known for forty years. Luckily the efforts we have been able to make here, and the economies we have been obliged to practice, have placed us in a better position to meet the storms of bad times than many other sections in the United States, and it is a fact that the hard times of the last two years have not been felt as severely in Massachusetts as in many other sections. They have, however, checked our return to prosperity and have shown how our problems are to be means reached.

OBLIVIOUS TO ECONOMY

When I qualified by the phrase "many regions," the credit due to the public authorities I used that phrase advisedly, because, while much intelligence and good sense has been applied by public authorities to our difficulties, many of them have been oblivious to a very elementary remedy that might and should have been applied to economies to governmental expenditure, particularly those of our municipalities. We are a thickly settled and lump economic problem.

We have been accustomed on the whole to prosperity and the need of spending which brings our standards of living have been high and our comforts great. It is natural that our inhabitants should desire complete and satisfactory municipal facilities and conditions.

It naturally follows that our municipal executives should desire to give people who have been honored by their fellow citizens, to a man, all that they desire. The bread-winner of the household often has to struggle with the desires of his wife and children for the comforts and luxuries of life. The prudent bread-winner has often had real distress of mind and heart and has to deny many things to those he loves both necessary and his ability cannot afford them. If the mayor of a city was obliged to earn the bread of his family he would be more careful in his expenditure for the good of the city.

Unfortunately he has sources of revenue which are denied to the common householder. The public purse can be replenished by taxes levied on a fact that the majority of our people believe that some one other than themselves pay a larger tax than the ability of the large tax payer is inexhaustible. It would be a splendid thing for the community if every man, woman, and child would realize that every time a roof and a bed is provided for them, every time they eat a morsel of food, every time they go to the theater or a social gathering, and, in short, practically every time they draw a breath, they pay taxes. Only a few men and women, and probably no children realize this, and, worse of all, many of our public servants are not aware of it.

RUINOUS PROCESS

Therefore the ruinous process of public expenditure goes on. I have no space to go into detailed figures, but to indicate what has been done in many respects by the public authorities, I wish he would give his attention to what can be done in his own household.

In conclusion I wish to express the emphatic opinion that any public or private industries can stand any greater burden than they bear at present. In fact, unless this burden is reduced they will be involved in greater disaster than anything we have yet experienced.

Favors Van SWERINGENS

Curley Would Have System Buy B. & M. Road

Purchase of the Boston & Maine Rail road by the Van Sweringen system is the only practical solution of the railroad problem and the revival of industry in New England. Mayor Curley declared late yesterday his address from his office at City Hall through WNAC.

The entrance of the Van Sweringen interests here, he explained, would break what he called "the stranglehold of the Pennsylvania Railroad on the Boston & Maine and on the New Haven, and bring about the best service and the lowest rates through competition on the four great trunk lines, the New York Central, the Pennsylvania, the Chesapeake & Ohio and the Baltimore & Ohio systems."

This competition, the Mayor contended, would break down the wall which isolates New England and make Boston a chief port on the rail-ocean artery of the world.

His plan would place New England through the leading railroads in intimate contact with the Middle West and connect with the world markets through the main ocean routes. All other proposals for the solution of the railroad problem were declared either impractical or illegal by the Mayor.

The proposal to leave the railroads as they are, he declared, is impractical because it "means the surrender to the Pennsylvania, a single system."

Merging the New England railroads into a locally-owned system meant the continued isolation of New England. He pointed out that the transportation law prohibited the elimination of competition. He contended that it was impossible in view of the fact that the New York Central had a 95-year lease on the H. & A., and that the Canadian National and Canadian Pacific had connections here. Furthermore, he questioned whether the Penn control on the B. & M. and the New Haven could be bought out by local interests.

In regard to the proposed merger of the B. & M. and the New Haven, the Mayor voiced his warning that it would mean Pennsylvania domination and the death of competition.

Naturally Mayor Curley of Boston takes exception to this and demands, either by an increase in income taxes or by a more liberal distribution of the gasoline tax, greater relief than was suggested by the House ways and means committee. But has Mayor Curley anything about applying any remedy which he has in his own hands? Has he uttered one word about a radical reduction in railroad expenditures for the year 1931, or about any need for economy on the part of the B. & M.?
SAYS WHITESIDE

Expert Declares Many Public Officials Oblivious Of Consequences

SUGGESTS CURLEY APPLY ECONOMY

Industries Face Greater Disaster Unless Relief Is Obtained

This is the first of a series of articles on the mounting taxes of Massachusetts, state and municipal, which will appear in The Herald.

Neither real estate nor industry can bear any further burden of tax increases, declared Alexander Whiteside, former Boston corporation counsel and tax law authority, in a statement to The Herald yesterday in which he sounded a warning against the "ruinous process" of mounting public expenditure.

Many public officials, particularly in the cities and towns, he declared, are oblivious to the present need of curtailing expenditures wherever possible.

"I venture the prediction," he said, "that if some of our . . . municipalities do not start now on a policy of rigid economy, of radical reduction in expenditure, and in a cessation of the policy of over-assessment, they will be within a few years in the same condition as Fall River." The latter city, having reached a crisis in its financial condition, is now in the hands of a state commission.

WHITESIDE'S STATEMENT

His statement, given at the request of The Herald, follows:

"In this statement I am expressing my personal views. While I am vice-president of the Massachusetts Tax Association, I have had no opportunity since I was requested to make this statement to submit it to the executive committee, or to the directors, and therefore I have no authority to speak for the association.

Massachusetts has been struggling for some years with hard times for some of its basic industries. Textiles, shoes, hides and leather have all been in bad shape, not to mention several other lines of industry. The causes have been complex, some of them unquestionably due to those in charge of the industries. A few years ago two of our leading railroads were in very bad shape, and some of our leading trolley systems are about gone. Extraordinary efforts has been applied by
MAYOR CURLEY BACKS EFFORT OF VAN SWERINGENS TO GET B. & M.

Says Unified System For New England Impossible — Wants Four Great Trunk Lines to Come Here to Furnish Competition and Consequent Low Rates

The future of New England’s railroad was the subject of a radio address by Mayor Curley yesterday afternoon over WNAC. The Van Sweringen plan to acquire the Boston & Maine, according to Mr. Curley, offers a practicable solution of the problem.

The Mayor said in part:

“At no time in recent years, if ever, in the economic history of New England, has a question of greater importance presented itself for fair consideration than this question, of the future of New England’s railways—the closest economic tie not alone of our vast business, industrial and shipping interests, but one also, vitally important to the economic welfare of every man, woman and child now living in this Commonwealth. To present a vital question our earnest consideration with a view to a full understanding of this railway question to the end that, through a unanimity to put up a billion or more of dollars to buy back for New England these railway properties.

“By the approval of the Massachusetts General Court the New York Central now has a 20-year lease of the Boston & Albany. There is no way under the law that these leases can be canceled, even if they were desirable. I seriously doubt if there is a single man in this Commonwealth who is at all familiar with railway matters who would advocate putting the New York Central out of New England. Knowing as I do the splendid service afforded us to the West by the New York Central, I surely would not advocate such a step.

“With the New York Central here in New England, with the Canadian National and the Canadian Pacific, here also, we must either find a way to put these railways out of New England or face the facts squarely and admit that this proposal, to create within New England one all-inclusive terminal railway is at best an impractical ideal.

Merger Proposal

“Second, there is the proposal to establish in New England one all-inclusive system, owned by New England capital. I shall attempt to show you that this proposal is contrary to the law of the land, not only so, that it is an ideal which, under existing conditions, is capable of realization, and, lastly, that under present-day economic conditions, it would be a fatal mistake to let this proposal be contrary to the law of the land, not only so, that it is an ideal which, under existing conditions, it would be a fatal mistake to let it proceed. If proposed merger plans are approved, will serve the great industrial East. These great eastern systems are the New York Central, the Pennsylvania, the Chesapeake & Ohio, Nickel Plate, and the Baltimore & Ohio.

Greater Competition

“By such a plan, New England would be directly served by the four great systems which will serve also the rest of the industrial East. By such a plan, New England will be served in a manner never before possible and the resulting competition, afforded by a number of strong railway systems, will be a stimulus to industry and commerce in New England.”
CURLEY JOINS GROUP
FOR HIGHER GAS TAX
Abandons His Own Scheme for Rise in Income Levy

Mayors' Meeting Here Favors
Gasoline Rate of 3 Cents Till 1935

About 30 Mayors and Selectmen from Massachusetts communities went on record unanimously at Boston City Hall yesterday afternoon in favor of a straight three-cents gasoline tax as means of giving cities and towns of the Commonwealth sufficient money to meet increasing expenditures for welfare distribution due to economic conditions.

The meeting had been called by Mayor Curley to organize support for his plan to reimburse municipalities for welfare expenditures by the enactment of legislation that would impose a 10 percent increase on the 1939 State income tax that the city government of Boston, there was no prospect of avoiding an increase in the tax rate. He said that with a view of avoiding an abnormal jump in the real estate tax he proposed a 10 percent increase on the State income tax for last year.

Mayor Curley said that although he felt that the country was emerging from the conditions that had prevailed for some time he believed that until there was more tangible evidence that better times were on the way, it was the duty of municipalities to provide funds for the needy.

Mayor George J. Bates of Salem commented that Mayor Curley's conference of Mayors yesterday at City Hall, some undetected attendant walked off with his lunch. Because of the rapid succession of conferences, he sent him a napkin sandwich and a bottle of milk. Leaving the box lunch in the Mayor's ante-chamber, the attendant went to the assembly hall to call Mr. Silverman out. When they returned, nothing was left but the empty milk bottle, paper box and sandwich paper.

"Well, I guess he needed it more than I did," said Silverman.

Other speakers were Selectman Edward S. Cook of Franklin and Harry J. Jeb, a Franklin manufacturer; Selectman John R. Gillaspie of Sharon, Chairman Blanchard of the Wakefield Board of Selectmen, City Clerk J. Al-
PROPOSED BAN ON SUNDAY SHINES WINS LITTLE SUPPORT IN COUNCIL

McGrath Sends Sharp Message to Absent Dowd, and

Ruby, Hailed as One-Time Polisher,

*Ridicules Plan*

City Councilor Dowd's ordinance to bar bootblack from working on the Lord's Day found little support and met with much opposition yesterday before the City Council Committee of Ordinances. The sponsor of the ordinance was absent, and the only persons favoring its enactment were two owners of bootblack shops. The latter were anxious their help should have Sunday morning off to attend church, but said they would not shut shop because the others would stay open.

Pres Joseph McGrath of the City Council gave the two shop owners a message he conveyed to Councilor Dowd. "Tell him," he said, "that if he wants an order, to come and fight for it." This is the second time this year he did this, the other occasion concerning a golf links; but when the times comes, he runs away. Tell him, the next time to come and make his own fight.

Nicola Damore or 61 Waltham St, owner of two shops, and Victor Corea of 24 Atherton Av, Roslindale, who owns one shop, appeared for the order. Damore asked Councilor Dowd to introduce the order. The shops are open seven days a week and each man, in return for working Sunday mornings, get off during the week. Shoeshiners are paid by the week.

The order as framed would stop all shining in shops as well as by boys on the streets. It developed that owners of shops pay no license fees, but the Hiurricane strolls with box over his shoulder does. Though it was not on cards and foreign to the subject, the ordinance, the committee appeared unanimous that something ought to be done about licensing the shop owner in justice to the bootblack on the streets.

Councillor Hein presided and other members of the Council present were McGrath, Murray, Ruby, Fish, Donovan and Green. The line of questioning indicated that there was little hope for the passage of the ordinance.

Councillor Ruby, attorney, and, according to Councilor Murray, once wielder of a mean brush on a pair of shoes, savagely attacked the order. He ridiculed the propensities that they wanted to give their shiners a chance to go to church. He pointed out that if they would go relays and cited the admission of the proponents that there was no law that compelled them to remain open and that they could close shop on Sunday if they cared to do so.

PROF BEALE EXPLAINS METROPOLITAN PLAN

Council Would Direct the District's Finances

New England business is not prospure, but New England specialties are, Prof Joseph H. Beale of the Harvard Law School told the Cambridge Industrial Association yesterday in a talk on the plan for a Metropolitan Boston.

"We are in a corner of a country," he said, "which always has been a successful business because of preceding failures." He explained how the colonists came to this land and made money on fisheries. Later foreign commerce was most profitable and then with that terminated by the Civil War, New England turned to textiles and the manufacture of boots and shoes. He said the textile industry is now near an end here.

"If we follow the past we will find some other specialty," he said. "New England is bound to lead if she gets the chance. But there is a psychological phenomenon which is threatening. New England is bound to lead if she gets the chance."

The metropolitan city of New England is filled up. With an increase of industrial plants has come a decrease in population. Boston appears to be a decadent city. The foreigner who comes to America seeking a place to invest never heard of Boston. He wants a city of a million or more population. Boston has less than 600,000, which is too small. He does not know Boston, a city of two million or more, metropolitan area.

"Not one out of three persons here are Metropolitan minded, yet we have become one people. Every part of our Metropolitan district is dependent upon Boston. If Boston prospers every district prospers. The prosperity of every inch in the Metropolitan district hangs on the economic health of Boston." Prof Beale explained the bill which is now before the Legislature which aims to create out of the present Metropolitan district a Metropolitan city. It would function just like the present Metropolitan district.

The local self governments would be preserved in this new plan, according to Prof Beale and the cost of conducting its affairs would not increase more than 1 percent over the present cost of the present Metropolitan district. The most important result of the new plan would be the formation of a commercial city of Boston with 2,000,000 people.

Finance Commssion chairman Lane

A Goodwin of the Boston Finance Commission was made by Richard J. Lane, chairman of the Board of Commissioners of School Buildings, at the hearing before the Legislative Committee on Cities yesterday afternoon on a bill, supported by Goodwin, calling for appointment of the superintendent of construction by the Boston School Committee instead of by the School Building Commissioners.

Lane's attack came after Goodwin renewed his criticism that $500,000 was spent in the Michaelangelo School case in construction of a theatre and workshops when in his opinion further desk room accommodations were far more important.

"Before Committee Existed"

Lane said there was no basis for the criticism of Goodwin. Seizing his clenched hand in the direction of the Finance Commission chairman Lane exclaimed:

"You know the stories in connection with those two schools. Why don't you tell the truth?"

"I will and I'll read from reports also on the subject." Goodwin rejoined, "if you so desire."

"No, I will." Lane countered "for I am not going to let the chairman of the Finance Commission get away with this stuff any longer."

"Mr Lane said the money for the theatre and workshop had been appropriated "before the committee came into existence."

"A man of honor would not repeat the charge," Lane said.

Mr Goodwin smiled but did not reply. Under the existing situation, the School Committee takes no part in the construction of school buildings: this being done by a separate board. Lane contended that the system is a good one. He said Supt Rourke has saved $1,000,000.

"The committee takes no part in the construction of school buildings; this being done by a separate board. Lane continued, "realized that these two projects were unnecessary."

"Goodwin's Charges"

Chairman Goodwin said the dual system has no counterpart in the United States. It has not worked well, he said, and is increasing rapidly of late years, he said.

When Mr Goodwin started to read the report of the committee investigation in 1928, which he said reflected personal interests, Joseph J. Hurley, chairman of the School Committee, jumped to his feet, exclaiming, "I object to the reading of excerpts from that document.

"The survey committee," Goodwin continued, "realized that these two projects were unnecessary."

He said the Schoolhouse Commission has power to appoint the superintendent and his deputy, and that, only the power of the board has over the superintendent is that of removal after charges.
EAST BOSTON TUNNEL CONTRACT GOES TO SILAS MASON CONCERN

Low Bidder Awarded Job at $5,696,510, After Mayor Talks With Transit Board—Employment Promised Local Workers in Company's Statement

The East Boston traffic tunnel tenderfest in the City Council on Monday blew over during the night and early hours yesterday, and late yesterday afternoon Mayor Curley instructed the Transit Commission to award the contract to the low bidder—Silas Mason Company, Inc, of New York, whose figure was $5,696,510.

The award of the contract settled the disputed question of what firm would do the job. For months City Hall gossip had it that Patrick McGovern, Inc, of New York, formerly of Boston, was the favored concern, despite the fact that the contract was open to bidding. The McGovern bid was $3,065,280 higher than that of the successful bidder.

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Monday, at the City Council session, Pres Joseph McGrath took the floor to urge passage of an order asking the Mayor to instruct the Transit Commission to examine into the list of work of this company and its predecessors. The order met with opposition, was finally tabled and the matter dropped.

Yesterday afternoon Mayor Curley said: "I had a conference today with the Mayor to instruct the Transit Commission to reject all bids and readvertise the traffic tunnel contract. The order met with opposition, was finally tabled for a week and is now dead."

Yesterday afternoon Mayor Curley said: "I had a conference today with the Mayor to instruct the Transit Commission to examine into the list of work of this company and its predecessors. The order met with opposition, was finally tabled and the matter dropped."

Col Thomas F. Sullivan of the Transit Commission said that the contractor must start operations within 10 days after the contract signing. Under the terms of the contract the tunnel job must be completed within two years. Shafts for ventilator buildings must be completed within one year or there will be a penalty of $100 a day; for failure to complete entire job the penalty is $1,000 for every day over two years.

Firm Issues Statement

Sam A. Mason, president of Silas Mason Company, issued the following statement last night:

"The statements made Monday by some of the members of the City Council, as reported in this morning's papers, regarding the Silas Mason Company who are the low bidders for the construction of a tunnel under the supervision of the Transit Commission, are so erroneous that it seems necessary to state the facts:

"The Silas Mason Company, the Mason Hangar Company and its affiliates and predecessors have been carrying on large construction work, principally tunnels, for many years. During that period they have completed contracts and have others' work, including the completion of the New York City of over $500,000,000 in connection with the new subway system; two of these contracts are tunnels under the East River, and other tunnel under the river, the approaches were under narrow city streets, which necessitated the shoring up of many large office and mercantile buildings and keeping the street traffic uninterrupted. This work was carried out in advance of the schedule time and to the complete satisfaction of the Transit Commission.

"As to our financial strength and our engineering and construction skill, I am sure that Commissioner John J. Deleiany, the chairman of the New York Transit Commission, will satisfy all inquirers.

"If this Boston tunnel contract is awarded to us, we will live up to the specification in every particular and meet every requirement that has been imposed upon us by the Transit Commission. It is our intention to give preference to the citizens of Boston in hiring labor to be used on this job. We have deposited with the Transit Commission our check for $300,000 as an evidence of good faith and we will stand ready on an hour's notice to furnish a surety bond in the amount of $3,000,000, guaranteeing the faithful performance of the contract.

"We are ready and willing to undertake the job at the figures submitted, and are confident that we can complete it within the time prescribed, and we confidently expect that the contract will be awarded to us."

SILVERMAN'S BOX LUNCH REACHES CITY COUNCIL CHAMBER AND VANISHES

A box lunch isn't safe in City Hall. Corporation Counsel Samuel Silverman ordered one yesterday during the Mayor's tax conference, and though it reached the quarters of the City Council Mr Silverman never saw it. He would not say a hungry Councilor got away with it, but he wished luck to the man who ate it.

PROPOSES CITY-HALL AT ARLINGTON SQ

Ralph Adams Cram Cites "Lost Opportunities"

Discusses Charles River Basin Plan Before Women's City Club

Boston has been a city of lost opportunities for many years, according to Ralph Adams Cram, architect and member of the City Planning Board. He cited in proof of his statement the demolition, in 1883, of the fine old Colonial mansion of John Hancock and the alleged fact that the first north extension of the State House "is the worst piece of architecture in the city."

The red brick Bulfinch front with its two marble wings was likened to "a ham sandwich."

Those statements were made in a discusion entitled, "Proposed Development of Charles River Basin and of a Possible Civic Center," at the Women's City Club, 40 Beacon st, last evening.

Vendome Column in Copley Sq

As further evidence of Boston's back-wardness, Mr Cram said that for 45 years permanent improvement of Copley sq as a civic center has been under discussion, with nothing coming of it; "alas, that it had taken him seven years to induce the city to widen and extend Stuart st, which today has a volume of traffic second only to Beacon st."

Mr Cram declared a pressing need at present for "a visible central point about a new City Hall, a dignified and beautiful focus of a city of great historic traditions, and opportunities for many years, according to Ralph Adams Cram, architect and member of the City Planning Board. He cited in proof of his statement the demolition, in 1883, of the fine old Colonial mansion of John Hancock and the alleged fact that the first north extension of the State House "is the worst piece of architecture in the city."

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Among the sites suggested for the proposed City Hall and civic center, he said, are bathing beach or flying horses should be fought.

Mr Cram also declared himself as in favor of the Metropolitan District Commission's plan for Improvement of Charles River basin, though he declared any proposed speedway, bathing beach or flying horses should be fought.

He asked the support of the Women's City Club for the plans he had proposed. Miss Frances Curtis, president of the club, stated that without pretending to represent Mrs James J. Storrow, donor of $1,000,000 for Improvement of Charles River, she could say that Mrs Storrow had primarily in view the idea of improving the basin between Longfellow Bridge and the foot of Leverett st, and of improving facilities for row boats and sailboats to the utmost extent.

Opposes a Speedway

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issue was vigorously expressed against and the amendment was defeated. He pre-sented the committee's report and the amendment was beaten by 93 to 144. He could not even see the relief that would provide relief for the cities and towns through its assessment abate-ment provisions.

The most effective blow to the bond issue was delivered by Herter. He pre-vented figures to demonstrate that the 10-year gasoline tax would produce a total revenue of $1,600,000 approximately $10,000,000 less than the complete expenditure would require.

In addition to producing the $11, $500,000 for the program, he explained, the tax also must pay the interest and service charges for the borrowing and return two-fifths of a cent to the cities and towns as abated assessments.

Herter, in compromise, he figured that $21,100,000 would be ob-tained, leaving $10,000,000 for highways, the works building, $500,000 for interest charges on notes and $9,000,000 for abated assessments.

**POINTS TO BOSTON**

The bond issue program would produce $60,000,000, he said, while trying to provide $11,300,000 for the program and a total of more than $30,000,000 for relief to cities and towns, abated assessments and interest charges, a to-tal of $100,000,000 more than the 10-year tax would collect.

He declared his uncompromising conviction that the legislature had abused the city of Boston's financial methods as an example of what he would call "imperial" financing. The city of Boston, he said, because of its bond issues now is carrying a debt of almost $8,000,000 in interest and service charges for borrowing money. That money, he added, as well be used for relief of public welfare under a sounder financing. He would welcome any suggestions in the state's financing program.

He could not even see the relief provided by the gasoline tax, as on any description of this character. He stood up for himself as the spokesman for the poor taxpayer, who was saddled with burdensome in-creases which make it increasingly difficult for the small home owner.

**POW CLOSED FOLLOWED**

A president of one of the Stoneham banks, he said, told him the sav-ings and co-operative banks already are in the business of carrying mortgages for the home owner, and no one wants the money, he insisted, could just as well be borrowed for public works and other purposes.

The taking of the votes commanded interest and each poll was closely followed by the members. On rising vote the amendment was defeated by 93 to 110 in the roll call.
at this afternoon's session by Representative Rafter.

The Ely bond issue program appears hopelessly lost. Its conclusive rejection came within 24 hours of the radio appeal he had delivered Tuesday night asking for support of his highway program for unemployment relief.

GOVERNOR CALLS "DESERTERS" TO OFFICE

The Rafter procedure will be an endeavor to keep the issue alive until the Governor has sufficient opportunity to devise some drastic method of retrieving the situation, which probably will be made in a militant message to the Legislature.

So keenly disappointed was the Governor by the flat rejection of the most ambitious section of his inaugural message that he summoned to the executive office, at the conclusion of the session, the Democrats who had helped defeat the bill. Individual interviews with five of them left him with the hope that all chance of success has not gone.

The afternoon's procedure was confusing and baffling. To counter the desertion of 11 Democrats on the ways and means committee bill the Governor had the support of 25 Republicans, yet the favorable report of this powerful committee was opposed in the voting by such Republican House leaders as Representatives Victor F. Jewett of Lowell and Thomas R. Bateman of Winchester.

The Governor is willing to accept this bill now that the bond issue appears doomed.

Even if the Governor succeeds today in his quest for reconsideration and carries the bill through its third reading it seems destined to ultimate defeat because of the statutory requirement of a two-thirds vote at the enactment stage of a bill to spend money beyond current revenue. To obtain that objective he must swing over the votes of 33 of the 113 who voted against the gas tax increase yesterday.

FIVE INDICATE PROMISE SUPPORT

The 11 Democrats who deserted the Governor, because of the gasoline tax increase, are: Representatives Roland D. Sawyer of Ware, Thomas J. Lane, Arthur F. Ganley and James P. Meehan of Lawrence, William H. Doyle of Malden, Tony A. Garofano and Daniel J. O'Connell, Jr., of Lynn, Timothy J. Costello of Boston, Joseph H. Downey of Brockton, William Casey of Spencer and W. H. McCarthy of Rockland.

Representatives Sawyer, Ganley, Meehan, Doyle and Garofano subsequently were interviewed by the Governor and he received assurance in part that several of them would reverse their position at today's session. There also were several Democrats among the 17 members absent from yesterday's session.

Among the 25 Republicans who voted for the measure were the members of the ways and means committee who declined to join with their party forces in an abandonment of their own measure.

Ultimate failure of the bill's passage will result in a forced abandonment of the construction of $10,000,000 in new highways and also of $10,000,000 building to house the state department of public works. No interference will result in the normal highway building projects financed by the current 2-cent gasoline tax.

That the Governor already had outlined an extensive fighting program was indicated by the rapidity with which he moved into action when he had learned the outcome of the vote. He discussed the entire situation privately with Speaker Leverett Saltonstall, the five Democrats who were "off" on the vote and Representatives Rafter, Leo M. Birmingham of Brighton and William H. Hearn of East Boston.

In a brief interview with reporters he said: "Yes, I'm disappointed, but I'm not particularly surprised. Reconsideration will be moved and I am confident that the motion will be passed.

He indicated that he support of most of his party associates who refused to support the measure yesterday. He said that they had explained that they had voted for the bond issue amendment but opposed the tax increase because they believed that it had ceased to be a party measure.

The gasoline taxation issue, however, may be revived under a different cloak. There are several bills pending to increase the tax from 1 or 2 cents to 3 cents, but all appear to be turned over to municipalities.

Speaker Saltonstall's position in opposition to any increase in the gasoline tax was reflected by the recorded opposition of his closest floor colleagues, Representatives Bateman and Jewett.

The fight in the House was restricted to the bond issue amendment offered by Rafter. After its overwhelming rejection the vote on the four-year phase with a gas tax increase that period followed without debate although complete rejection of both issues had been advocated by various speakers in the extensive debate.

BOND ISSUE DEFENDED

The Governor's bond issue proposal was defended by Representatives Rafter, Birmingham, Hearn, John S. Derham of Upham, Judge John T. O'Neill of Raynham, William H. Molloy of East Boston and Arthur Godart of New Bedford.

The bond issue was opposed and the short term note borrowing measure supported by Representatives Albert P. Bigelow of Brookline and Christian A. Herter of Boston. The Governor's version was extended for two years, having delivered his first address since becoming a member of the House.

Uncompromising opposition to the entire emergency construction program was registered by Representatives Lemuel F. Stanshall of Stoughton, Constance W. Chase of New Bedford, Arnold M. Leonard of Watertown, John W. Macleod of Chelsea, Sydney S. Williams of Wellesley and C. F. Nelson Pratt of Saugus.

A powerful and logical address in favor of the Governor's bond issue delivery was delivered by Rafter opening the debate and at the outset he paid his respect to former Gov. Fuller for his alleged unwarranted interference in the taxation controversy in his interview in Tuesday's Herald.

ASKS POLITICS BE DROPPED

Rafter declared that the injection by the former Governor of the ominous warning written on the wall at Belshazzar's feast actually was an improvement of the Republican party which had been tried and found wanting at the November election.

He challenged anyone to prove that either party had placed a single cent of taxation extravagantly on any industry. The current depression in his opinion was unattributed to politics but due entirely to economics and he asked that politics be eliminated from the discussion.

He declared that it has been poor taste on Fuller's part to attack a Democratic Governor because when he was in office as chief executive the Democrats had been his most staunch supporters.

Rafter proceeded to explain the bond bill and his proposed amendment. He said that none in the chamber was more opposed to increasing taxation than he, yet he insisted that the conditions demanded an expenditure of money and according the legislators now must be equally resolved in their duty, however difficult it would be.

ATTACKS CURLEY PLAN

Although he was accepted as the Governor's spokesman, he did not hesitate to brand Mayor Curley's proposal for a flat 10 per cent increase in the 1930 income tax as "shrewd, ridiculous, unwise and a makeshift suggestion of the worst character because of its obvious insincerity." He pleaded for the bond issue amendment as a means of avoiding the conclusion of "placing the red lists of the
Governor's Road Building Program Wrecked by Action of House

AIDE TO SEEK NEW VOTE ON FUEL LEVY

11 Democrats Desert Ely; Only 25 Republicans Favor Passage

EXECUTIVE MEETS WITH PARTY OPPONENTS; SEES VICTORY TODAY

By W. E. MULLINS

Gov. Ely's emergency highway construction program was wrecked yesterday by the House of Representatives. Two measures, each carrying provision for a one-cent increase in the gasoline tax from two cents to three cents, were defeated in a wave of resentment against taxation expansion in general.

The issue came before the House in a bill from the ways and means committee to increase the tax for four years and finance the expenditure of $11,500,000 on short term borrowing for a similar period.

Representative Francis E. Rafter of Salem, spokesman for the Governor, moved an amendment to strike out the short term borrowing plan and substitute for it a 10-year issue of bonds to finance the same program with a one-cent increase for a period of 10 years.

AMENDMENT REJECTED BY 131 TO 94 VOTE

The Rafter amendment was rejected by a rollcall vote of 131 to 94. The ways and means committee bill, generally regarded as a compromise measure, was defeated on a rollcall vote of 113 to 110 with 11 members of the Democratic party deserting the Governor. The debate was protracted and vigorous.

Desperate efforts to revive the compromise will be made today as the result of a conference late in the afternoon between the Governor and his board of strategy. A motion to reconsider the defeat of the ways and means bill will be offered.
CLASH AT HEARING ON COUNTY SALARIES

Lively Public Session Held at City Hall

Petitioners Give Views on Plans for Changed Schedules

The hearing was delayed at the opening because of a point raised by Councilman John F. Dowd. It was argued whether the body was sitting as members of the Council or as County Commissioners, which would make a difference as to the changes in the salaries in question.

He declared that the hearing would be a waste of time if the Council had not the final say, because the Mayor has stated there were no increases in the salaries of county officials.

Once raised, the question of final authority kept the floor for almost an hour. Corporation Counsel Silverman announced that the Mayor has the veto of absolute veto. Councilman Dowd retaliated that Silverman was appointed by the Mayor and takes orders from the Mayor.

I further stated that if the Council should hire competent outside legal advice in the matter.

According to the discussion, Councilman Cox suggested that the Council was there to perform a duty and that the people ought to be heard. The suggestion was accepted by the chair.

The hearing got down to business.

First to Speak

Pulitzer D. Colville, assistant clerk in the Superior Civil Court, was the first petitioner to address the body. He told of three new classifications of clerks under the new schedules into Classes A, B and C. He claimed that Class C should be abolished as an unfair discrimination, because the clerks in Classes B and C perform the same duties, and that clerks who have given the most service have been unjustly placed in Class C.

Mr Colville suggested that the minimum for Class B be reduced and that Class C be abolished.

Mayor Curley abandoned his idea of a 10 percent increase in the income tax in favor of Gov Ely's scheme for a one-cent increase in the gasoline tax, thereby taking a long step to let bygones be bygones.

Running Verbal Tilt

The hearing was given so that county employees who are dissatisfied with the new schedules might speak their grievances before the Council. Less than 100 county employees were present, but they claimed to represent several hundred county employees unable to attend.

Mayor Curley abandoned his idea of a 10 percent increase in the income tax in favor of Gov Ely's scheme for a one-cent increase in the gasoline tax, thereby taking a long step to let bygones be bygones.
CUTS $5,000,000 OFF HUB BUDGET

Mayor Says He Made Big Slash, Although $3,100,000 More Is Needed Than in 1930

Revealing that he has cut more than $5,000,000 from the proposed budget for this year, Mayor Curley last night issued a scathing counterattack against the "leaders who find it easy to sit in an office or at home and make bald statements that expenditures must be reduced," without offering specific remedies.

SAVING OF $1,000,000

The Mayor declared that although the public welfare department, which he believes should be cut, $3,100,000 more than was needed in 1930 to care for those placed there and the unemployed, the appropriations for the year are only $3,100,000 over those of last year, representing a practical saving of $1,000,000.

He branded as unfounded the charges of former Corporation Counsel Alexander B. Smith of the Massachusetts Tax Association that he, the Mayor, was "oblivious to the need of cutting." He added: "I have not uttered a single word regarding the reduction of Boston expenditures."

The Mayor recalled his recent action in vetoing the budget of the City Council for a $30,000 salary increase for the members of the police and fire departments as well as his pronounced decision to allow no wage increase for the 3,000 city employees of the year because of the necessity of providing money for the relief of the poor and unemployed. This, he said, was the most "radical" statement for the reduction of expenses that has been made in the recent history of the city, the Mayor claimed.

Details of Budget

Disclosure of the details of the 1931 budget, which will be presented to the City Council for approval next Monday, the Mayor announced that substantial increases in appropriations will be allowed only to four departments, public welfare, hospital, police and library. Of the 69 departments at City Hall, 21 will be given less money than they had last year. It will receive negligible increases and 21 will receive material increases, including the four major departments affected by the budget.

In surveying the needs of the city services for the year, the department heads submitted budget estimates for $4,381,382.41 and the Mayor cut out $5,353,445, leaving $3,351,857.41 as the amount of money the city will have to appropriate in the 1931 budget. Although $3,100,000 more was needed than in 1930, the Mayor said by deferring until another year $1,350,000, which required cutting more than 80 per cent of the objects of expenditure.

Chief Reductions

Chief among the items which have been reduced are the appropriations for the construction and repair of streets and parkways, repair of public buildings, motor vehicles and trucks, purchase of new and used furniture, furnishing of teams and trucks, Improvements for parks and playgrounds and expenditures for conventions and public celebrations.

In reply to his critics the Mayor declared "I have not uttered one word about a radical reduction in Boston's expenditures for the last year, or about any increase in economy on the part of municipal officials."

"In so far as these charges and criticisms apply to Boston, I present the following facts concerning the municipal appropriation policy that is being carried forward under my directions for the current financial year. These facts, if weighed and studied, will show that the best refutation possible for the unfounded charges and criticisms that have been made, is the edition of the Sunday newspapers of Feb. 1, 1931, and the minutes of the City Council meetings for Feb. 2, 1931, in which I have failed to utter one word about a radical reduction in Boston's expenditures for the current financial year."

"The subject of the articles appearing in the publications previously mentioned was my veto message, in which I have failed to utter one word about a radical reduction in Boston's expenditures".

Against Any Increases

"In my veto message, I not only stated that I could not approve the increases proposed, but that in view of the existing economic depression I had come to the decision that, for this year at least, no increases of any sort could be allowed to city employees. To my mind, this is the most radical utterance that any public official has made in connection with maintenance of municipal departments for the year 1931."

"In the three monthly conferences that have been held so far this year with department heads, I have stated that in view of the extraordinary disbursements of the Public Welfare Department, it would be necessary this year to make radical reductions in departmental estimates and further, that the department heads would not only not be expected to live within their reduced allowances, but would also be called upon to make further savings wherever possible, so that at the end of the year an additional departmental balance might be available for emergency.
CLERKS PROTEST SALARY SCHEDULES

Ask Council to Disapprove Fox Classification

Clerks employed in county offices, assistant clerks of the superior court and officers attached to the municipal courts registered vigorous protest to the city council last night against approval of the classification of positions and salaries in the county departments recommended by Budget Commissioner Charles J. Fox.

In contrast to virtual demands for compensation in excess of the maximum deemed equitable and ample by Commissioner Fox, officers of the superior court, through Chief William J. Leenard, expressed their appreciation of the increase of $216 in the maximum compensation awarded them, and the majority of other classes of employees admitted, by their absence from the hearing, satisfaction with the recommendations of Fox.

Some idea of the value which clerks place on their services was conveyed by Frank J. McCarthy, representing the office personnel in the registry of deeds. He said his county is suffering from a lack of leadership. He only wishes that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but adding nothing in the way of improving conditions as they actually exist.

SALARY SCHEDULES

Curley and Mason Firm to Meet in Few Days

The contract for $5,968,510 with the Silas Mason Company, Inc. of New York for the boring of the underwater section of the projected $16,000,000 traffic tunnel is expected to be signed by Mayor Curley or Curey shortly. Within 10 days thereafter the contractors will begin work. At its peak the work according to the stipulated time. Supplementary contracts in connection with the tunnel will not be let for many months yet, Mayor Curley said.

TRAFFIC COMMISSION BILL SIDETRACKED

Leave to withdraw has been voted by the legislative committee on a report Mayor Curley's bill that the traffic commission of Boston be abolished and its powers and duties taken over by the traffic commissioner of Boston.

The committee on state administration has reported favorably on the bill to change the name of the Massachusetts Agricultural College to the Massachusetts State College.

Curley Hits at Critics of City's Costs

Mayor Curley, in a formal statement last night, sharply took issue with those who are publicly denouncing mounting municipal expenditures and repudiating directly the criticism that he had failed to commit himself on reducing Boston's overall districts being lower than last year.

Commenting on the city's added obligations, the mayor pointed to old age assistance and he dwelt on the need for protecting real estate against exorbitant assessments.

"It is easy to sit at home, or in an office, and make the bald statement that maintenance expenditures for municipalities should, and must, be reduced," the mayor said. "It is quite another matter, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city."
CURLEY DEFENDS BOSTON BUDGET; HITS AT CRITICS

Mayor Says His Economy Policy Strictest of Any Executive in State

CITES VETO OF RAISE FOR POLICE, FIREMEN

 Declares Many Departments Cut Far Below 1930 Allotments

Mayor Curley, replying in detail last night to criticisms of the Democratic tax program, made in The Herald earlier this week by former Gov. Pol- ler and Alexander Whitehouse, declared that he does not wish through an increased tax rate to add to the heavy burden now carried by owners of real estate.

He pointed out that nearly 80 per cent. of the total direct taxes collected each year by state and local governments are contributed by home owners and owners of business property.

"I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation."

"It is easy to sit at home or in an office and make the bald statement that the maintenance appropriations should, and must, be reduced," he added.

"If I only wished that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist."

MENTIONS VETO

He mentioned his veto of the council order to provide a $200 increase in police and firemen's salaries, and his announcement that in view of present economic conditions no increases of any sort would be allowed city employees.

"To my mind," he added, "this is the most radical utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience, ranging over a number of years, I can recall no such decision."

In the three monthly conferences that have been held so far this year with department heads, I have stated that in view of the extraordinary circumstances of the public welfare year it would be necessary this year to make radical reductions in departmental estimates and further, that department heads would not only be expected to live within their reduced allowances, but would also be called upon to effect savings wherever possible, so that, at the end of the year unexpended departmental balances might be available if appropriations for public welfare and soldiers relief proved inadequate."

At the hearing before the legislative committee on municipal finance in January, relative to the fixing of the tax limit of the current year, I publicly stated that it was my personal opinion that a limit of $16,000,000 was insufficient, to cover the extraordinary needs of the current year, but that, if the committee, in its wisdom, saw fit to grant a $10,000,000 limit, I would positively refuse my budget so as to live within the total appropriation power authorized by such limit."

SLEMS BUDGET

The budget estimates as submitted by department heads for the current year total $283,000. My budget recommendations, which will be presented to the city council at next Monday's meeting, propose departmental allowances totaling $280,957,587.99, or a reduction of $2,340,502.73 from the original estimates as submitted. This reduction of departmental estimates is the largest to be made in the last 10 years of the budget experience of the city, and is $5,467,300 in excess of the reduction made in 1930.

Appropriations in the budget for 1931 are listed under 65 departments or divisions. It is interesting to note that appropriations granted to 31 of these departments or divisions are less than the amounts granted in 1930.

Eleven of the departments indicate negligible increases while only 23 departments or divisions show material increases. In the last group, only four departments, namely, public welfare, hospital, police, and library, reflect substantial increases over 1930. The total budget, as it now stands, is approximately $2-

100,000 in excess of the budget for the previous year, despite the fact that it has been necessary to increase appropriations for public welfare and relief by over $5,000,000. Such reflection will, I believe, lead to the conclusion that the $1-

000,000 difference reflected in the last two figures has been made good by radical reductions in maintenance expenditures.

Budget appropriations are segregated under $1 objects of expenditure. A comparison of the appropriations under these items in 1930 and 1931 shows that in 44 of the items either no increase is reflected or a substantial reduction of over 50 per cent. of the budget items has been achieved largely by deferring appropriations wherever possible. Under this category are such items as the sale of real estate, the purchase of motor vehicles, the collection of outside taxes, and the hire of outside teams and trucks to supplement departmental equipment. The sale of streets and park roadways and appropriations for contributions and entertainment of distinguished guests. Among the items where it has been impossible to make any reduction and increased allowances have necessarily been necessary are the following: lighting of city streets and highways, operation of trash signals, removal of snow, cleaning of catch basins, purchase of additional books for library department, resulting from increased branch facilities, increased amounts for food, medicinal and surgical supplies, medical, surgical and laboratory equipment resulting directly from increased hospitalization, our hospital and institutional, pensions and annuities, care of dependents, mothers aid, and finally, a new office and make the bald statement that maintenance expendi-
MAYOR TELLS MOVES
TO CUT CITY COSTS
Declares It Is Easy to Sit
at Home and Criticize
Says Specific Suggestions for
Taxation Relief Would Be Better

It is easy to sit at home, or in an
office, and make the bald statement
that maintenance expenditures for
municipalities should and must be
reduced, said Mayor James M. Curley
last night, in a long statement, in
which he took a fling at the author of
articles in the public press on what
has been termed the ruinous process
of mounting public expenditures.

He said that he only wished that
those who write the columns of the
papers for the expression of their in-
dividual beliefs would offer specific
suggestions for taxation relief, rather
than indulge in generalities which, he
said, are not only unfounded in fact,
but add nothing in the way of improv-
ing conditions as they actually exist.

Mayor Curley's statement contained
information concerning the municipal
appropriation policy that is being car-
died forward under his direction for
1931, or about any need for economy
in Boston's expenditures for the year
1930, or about any need for economy
on the part of municipal Boston.

Alleges Refutation
The Mayor stated that, if the facts
contained in his statement are weighed
and studied sanely and intelligently,
they offer the best refutation possible
for the unfounded charges and criti-
cisms that have been made.

Mayor Curley said that the newspa-
papers of Feb 1 and the minutes of the
City Council meeting of Feb 2 refute
the charges then. He has failed to give
public assurance to the necessity for a
radical reduction this year in munici-
pal expenditures.

Mr. Curley said that he referred to his
veto of the Council order to provide
a $200 increase in the existing maxi-
num for police and firemen. The
Mayor said that, in his veto message,
he not only stated that he could not
approve the increases proposed, but
that, in view of the existing economic
depression, he had come to the decision
that, for this year at least, no in-
creases of any sort could be allowed
to city employees.

Mayor Curley said that utterance was
the most radical utterance that any
public official has made in con-
nection with maintenance appropri-
atons for the year 1931. He added that,
in his long years of public office, he
cannot recall any such similar de-
cision.

Urged Economy
"In the three monthly conferences
that have been held so far this year
with department heads," he said, "I
have stated that in view of the ex-
traordinary disbursements of the Pub-
lic Welfare Department, it would be
necessary this year to make radical
reductions in departmental estimates
and, further, that department heads
would not only be expected to live
within their reduction allowances, but
would also be called upon to effect
savings wherever possible, so that at
the end of the year unexpended de-
partmental balances might be avail-
able if appropriations for public wel-
fare and soldiers' relief proved inad-
quate.

"At the hearing before the Legisla-
tive Committee on Municipal Finances
in January, I publicly stated that it was my personal opinion that, while the limit granted last
year, namely, $16, was not sufficient to
cover the extraordinary needs of the
current year, it was impossible for me
not to know, in justice to the taxpayers
of the city, ask for an increase in the
limit. I further stated that if the
committee, in its wisdom, saw fit to
grant a $16 limit, I would positively
prepare my budget so as to live within
the total appropriating power au-
thorized by such limit. So much for
taxation utilcers.

Cut in Budget Figures
"The budget estimates as submitted
by department heads for the current
year total $44,437,911. My budget
recommendations, which will be pre-
pared to the Council at next
Monday's meeting, contains depart-
mental allowances totaling $38,957,
637.99, or a reduction of $5,480,273.32
from the original estimates as appro-
ned. The reduction of depart-
mental estimates is the largest to be
made in the last 10 years of the budg-
get experience of the City and is $1,500,000
in excess of the reduction made in
1930. Appropriations in the budget
1931 are listed under department appro-
priations, however, to sit in the office of
the chief executive of one of these munici-
palities and carry such a policy in the
actual operation when demands for
adequate service and the advancement
of the welfare of the community are
being presented from all sections of
the city.

"I realize better than any individuals or
citizen the heavy burden which now
rests upon the owners of real estate
Nearly 80 percent of the total direct
taxes collected each year by State and
Local Governments are distributed in this
latter class. I do not desire through an increased tax rate, to aug-
ment this heavy burden. I have, there-
fore, advocated and will continue to
advocate the passage of legislation
which would help this year to offset
the additional appropriations made nec-
 essary by the serious unemployment
situation. By advocating such legis-
lation and by eliminating every little
expense that I consider unnecessary from the municipal budget I have
endeavored to keep faith with the in-
payers of the city. I claim no individ-
ual credit for this accomplishment, because I know that my attitude is the same
as that taken by every other chief
executive of municipal unit within this
Commonwealth. It has been well said
that this country is suffering today
from a lack of leadership."
CALLS OFF ALL SUBWAY PLANS

Transit Council, Faced With Big ‘L’ Deficit, Postpones Action on $50,000,000 Program

Faced with the problem of raising $1,000,000 by taxation to meet the impending Elevated deficit on July 1, the Mayors and selectmen of the cities and towns served by the system met yesterday with Mayor Curley at City Hall and voted to postpone the $50,000,000 subway construction programme until the State definitely determines upon the future status of the Elevated company.

SITTING AS COUNCIL

Though the voters of the 14 cities and towns served by the railway system showed a plurality, in the State election, last November, for the extension of public control, official action has not been taken by the State authorities to extend the term of public management, return the road to private ownership or purchase the road.

The Mayor and Selectmen, sitting as the Metropolitan District Council, rescinded their vote of Dec. 22, when they recommended the construction of a new rapid-transit line from Union square, Brighton, to proceed under Commonwealth avenue, through the present subway at Governor square, to Park street, and Park market square and then over the Elevated lines to Levee square, where it would swing down to the Boston & Maine tunnel, which would be extended from Maverick square to Orient Heights.

Two Subway Plans

It was proposed to start a new subway at Union square, Brighton, to proceed under Brighton avenue and Commonwealth avenue, through the present subway at Governor square, to Park street, and Park market square and then over the Elevated lines to Levee square, where it would swing down to the Boston & Maine tunnel, which would be extended from Maverick square to Orient Heights.

SCHOOL FIGHT NEARS DEADLOCK

Plans of Board and Finance Commission Show Wide Difference

The difference of opinion between the school committee and the finance commission over the multi-million dollar school construction program in Boston rapidly neared a deadlock last night as both bodies prepared to present widely varying plans to the legislative committee on municipal finance Monday.

The finance commission will present a construction program which will be based mainly on the needs of the intermediate and elementary school population. The commission taking the view that the erection of intermediate schools would lessen the strain on high schools.

The most important feature of the finance commission plan will be the proposal to bond the entire cost of a construction program to last three years. It means a bond tonnage in excess of $12,000,000. The proposal to bond the entire cost is said to have been sponsored by Judge Joseph A. Sheehan, a member of the finance commission.

The finance commission decision to file a plan of its own followed a conference with the school committee at the commission's room Wednesday. At that time the plan was discussed, but the school committee failed to agree with the finance commission.

SPLIT LOOKS

The program of the finance commission was approved at a special meeting yesterday, but its details will be worked out until the hearing Monday. Mr. Goodwin, it is understood, will be armed with facts discovered by the survey committee which his commission employed to investigate the Boston school system.

The difference of opinion between the school committee and the finance commission over the multi-million dollar school construction program in Boston rapidly neared a deadlock last night as both bodies prepared to present widely varying plans to the legislative committee on municipal finance Monday.

The school committee, through its chairman, Joseph J. Hurley, filed a bill for the construction program which totalled $16,977,000. It included building of high, intermediate and elementary schools over a period of years. The finance commission, through its chairman, Frank A. Goodwin, has opposed this plan at
MAYOR DEMANDS
HALF OF "GAS" TAX
Tells Legislators Cities and Towns Must Have Relief to Halt Much Higher Real Estate Levy

BY ROBERT T. BRADY

Although he declared he had no desire to interfere in any way with the carrying out of Governor Ely's programme for new State highway construction, to be financed by an increase of one cent in the tax on gasoline, Mayor Curley told a group of legislators at a luncheon at the Parker House yesterday that he regards it as of more importance to furnish relief to cities and towns in the present emergency and urged the solons present to support him in his plan to have half of the revenue from the present two-cent gasoline tax returned to the municipalities, as provided for in Senate Bill 47.

SEE MONKEY WRENCH

Although some of the Republican members at the conference expressed the belief that the Mayor's tax proposal might throw another monkey wrench into the machinery on Beacon Hill and at a further discussion to the Ely highway measure, most of those who attended the Parker House luncheon yesterday regarded the latter as a civic-minded measure.

Mayor Curley's proposition will have to be considered wholly apart from the road bill and that the Legislature will decide each question on its own merits.

Curley told those present yesterday that the State, with its present engineering force, cannot spend more than $12,000,000 to advantage in highway work in any year, that the highway fund at present, with the revenue from the gasoline tax, the registration and license fees, fines for violations of traffic laws and federal aid amounts to approximately $12,000,000. If one half of the present gasoline tax should be returned to the cities and towns, he contended, it would amount to only $6,000,000, leaving $6,000,000 left with which to finance highway extensions.

It was the Mayor's first proposal for a 15 per cent increase in the tax on gasoline and corporations which brought about the determined opposition early this week to the $11,600,000 expenditure for new highways and a new department of public works building. When a conference of the Mayors and Selectmen from various parts of the State failed to agree with Mayor Curley on that proposition, he accepted a new plan, under which the various munici-
Favors Added "Gas" Tax

It was in furtherance of this plan that Mayor Curley called a conference of Greater Boston legislators, Republicans and Democrats, at yesterday's luncheon at the Parker House. The Mayor pointed out that the cities and towns have been burdened with excessive expenditures this year for welfare work, due to the unemployment which followed the business depression. He told the men present that he favored Governor Ely's plan, under which an additional cent would be levied on gasoline, and that he also wished to have one-half of the present revenue distributed to the cities and towns, to be used for local highway and street construction, thus releasing for the use of the welfare and other city or town departments money that would be collected from real estate and personal property, without unduly increasing the burdens on property of that kind. The Mayor said that unless relief is furnished to the cities and towns through additional revenue from the gasoline tax, real estate and personal property will have to bear more and more burdens in this time of emergency.

He said further that the engineering force of the city of Boston is larger than that of many states, yet the city could not handle more than $12,000,000 of new highway construction in any given year. He felt sure the State could not do so.

Casson Sees Inconsistency

Representative Abraham B. Casson of Roxbury was the only one at the conference in challenge the Mayor's statements in any way, and he suggested that it would be inconsistent to vote for a one-cent gasoline tax increase to pay for the four-year notes to furnish the highway extensions and at the same time pass legislation to return half of the present gasoline tax revenue to the cities and towns. Mayor Curley replied that in this time of dire emergency the cities and towns were not looking for logic as much as they are for money.

Representative Horace T. Cahill of Braintree, a Republican, was strongly opposed to the Ely highway programme, and he charged the Mayor with trying to have the highway bill in the House amended by striking out all provision for new highways and the new public works building, leaving only the one-cent gasoline tax increase, with one-half of that to be returned to the cities and towns.

Cahill said that in his opinion the construction of State highways would provide only little work for the unemployed and that those who got it would be only the "souls of labor."

When Governor Ely was informed last night of the conference of Mayor Curley with the Greater Boston legislators, his excellency said he had no comment to make. The Governor indicated, however, that he is confident of the ultimate success of his recommendation for expenditure of the $11,000,000 for new State highways and new department of public works building.

His confidence in that respect appeared to be justified in a considerable degree, for it was learned last night that already amendments are being drafted for presentation to the bill when it comes up for its third reading in the House, under which it is hoped additional Republican support will be brought to the bill and make it probable that the necessary two-thirds vote for the issuance of notes will be available when the measure reaches the enactment stage.

The bill was held in the committee on bills in the third reading yesterday, and Representative Casson, chairman of that committee, said he believed it will be possible to bring the measure back on the floor of the House for its third reading Tuesday.

DECIDE AGAINST
SUBWAY EXTENSION

Decision Reversed by Metropolitan Council

Say Future of Elevated Road Must First Be Determined

Mayors and Selectmen of the Metropolitan Transit Council, numbering 33, and representing 14 cities and towns met in conference yesterday afternoon at the office of Mayor Curley and reversed their decision of Dec. 22 when it considered favorably the report and recommendations of the trustees of the Metropolitan Transit district and instructed them to prepare bills In accordance with that report.

Yesterday the Council decided that it feels it is too unwise at this time to submit any bills covering those recommendations until such time as the Commonwealth definitely determines upon the future status of the Boston Elevated Railway Company. The dissenting votes were cast by Revere and Watertown.

It was a $50,000,000 proposition which called for a rapid transit system from Union Sq. to Arlington and from South Huntington av to Orient Heights, hooking Into the East Boston tunnel, as well as the purchase of the Chelsea division of the Eastern Massachusetts Street Railway.

Yesterday morning Mayor Curley conferred with the trustees of the Metropolitan Transit district and according to the Mayor, the trustees were in accord with the action which was later taken by the Transit Council members.
one of the prominent Republican members in public office to meet the situation numerically as well as the least burdensome of the House, was the only legislator at the luncheon to argue with the mayor over some of the measures he had submitted. Mr. Casson said he thought it would be inconsistent for those who had twice voted in favor of the ways and means committee’s bills to turn about and vote for the Curley plan. Mr. Curley’s answer was that in such dire times as these the cities and towns were looking for help, not for more logic. Representative Casson, who is chairman of the committee on bills in the third reading, now has iota for the Curley plan. Mr. Curley’s aid twice voted in favor of the ways and means bill in his possession and hopes to be able to return the measure to the floor of the House Tuesday.

Representative Horace T. Cahil of Braintree, who was one of those who opposed the Ways and Means bill most vigorously in the debate Wednesday and Thursday, said he intended to move to strike out all provision for new highways and the new office building for the State Department of Public Works, and would vote only for an one-cent gas tax increase with the provision that half of the proceeds be returned to the cities and towns. Under the bill as at present constituted, Mr. Cahil said at the luncheon, only the “scum of the labor market” would get any work to do and the contracts would probably be let to contractors from outside the State. At any rate, he declared, his home town of Braintree would not get much out of it.

Governor Ely was told of what had happened at the luncheon last night before he left to spend the weekend at his Westfield home. He said he had no comment to make.

No Effort to Injure Ely Program, Says Mayor

“The conference of legislative representatives from the city of Boston held in Boston on Friday in conformity with an agreement made by the mayor of each Massachusetts city and the chairman of each board of selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 or the relief of the unemployed and needy. Similar meetings will be or have been held at the mayors of all selectmen of cities and towns in the Commonwealth.”

Representative Ely in a deliberate attempt to injure in any way the legislative program of Governor Ely or was intended in any hostile spirit is ridiculous and absolutely without foundation. It was specifically set forth at the meeting held upon Friday at the Parkers House that the executives of the municipalities of the Commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise unanimously in favor of Senate Bill 47, which provides for a distribution of one half of the gasoline revenue now received by the Commonwealth out of the present two-cent tax. That there might be no misunderstanding and that each member of the Legislature might be informed with the facts a communication was mailed after the meeting to every member of the State Legislature setting forth the above.

“Nothing could be further from the truth than that the relations between Governor Ely and me are not harmonious,” said Mayor James M. Curley. “In drafting the new rapid transit plan from Revere to Watertown and Newton High Bridge, we have been seeking to work with the governor and to provide for a more efficient transportation system for the people of the Commonwealth.”

The mayor referred to the proposal to raise $1,500,000 by short-term notes for building of State roads and highways at a cost of about $5,000,000. Governor Ely was told of what had happened at the luncheon yesterday at the State Department of Public Works, and was equipped with an adequate engineering force to efficiently carry out the governor’s $50,000,000 highway construction program.

The mayor said: “I have a profound appreciation of the problems confronting Governor Ely. There is no other course open but to labor earnestly and actively in behalf of the proposed legislation.”

The mayor referred to the proposal to raise $1,500,000 by short-term notes for building of State roads and highways at a cost of about $5,000,000.

R. W. Dean, chief engineer of the State public works department said today: “The State department of public works can handle, without difficulty, all the work under consideration for 1931, including all the projects in the proposal of Governor Ely, without any question.”

He said the department has $5,000,000 worth of work ready to advertise as soon as the Legislature appropriates the money.

Transit Body Abandons Its Subway Plans

Faced with “L” Deficit, Cities and Towns Reverse Action on $50,000,000 Program

Mayors and selectmen of the cities and towns served by the Elevated system, sitting as the Metropolitan Transit Council with Mayor Curley at City Hall, yesterday, took the surprising action of abandoning the $50,000,000 subway program until the State definitely determines on the future status of the Elevated Company.

The immediate reason assigned was the possibility of being obliged to raise $1,000,000 by taxation to meet the impending Elevated deficit on July 1.

The Council rescinded its vote of Dec. 22, when it recommended the construction of a new rapid transit line from Union square, Brighton, to Arlington Centre; another from South Braintree and Huntington avenues, near Brookline Village, to Orient Heights, East Boston, and the purchase of the Chelsea division of the Eastern Massachusetts Street Railway, all at a cost of about $50,000,000.

On the rollcall, Revere and Watertown representatives refused to vote for the abandonment of the plans at this time, but the measure was carried with 31 votes, as the other members joined with Mayor Curley.

Following the meeting, Mayor Curley, as chairman of the Council, stated: “The Metropolitan Transit Council on Dec. 22, 1930, considered favorably the report and recommendations of the trustees of the Metropolitan Transit District, and instructed them to prepare bills in accordance with those recommendations. The council now feels that it is wise to submit any bills covering these recommendations until such time as the Executive Council determines upon the future status of the Boston Elevated Railway.”

The Trustees have recommended the purchase of the Chelsea division of the Eastern Massachusetts Street Railway to provide service at Scollay square, the present terminal of the Chelsea and Revere cars.

The second subway was proposed to start a new subway at Union square, Brighton, to proceed under Washington and Common-wealth avenue, through the present subway at Governor square, to Park street and Haymarket square and from there to connect with the Elevated line to Lechmere square, where it would swing down to the Boston and Maine roadbed and proceed as far as Arlington Centre.

The second subway was proposed to start at Huntington and South Huntington avenues, and proceed under Huntington avenue to Dartmouth street, then to Storrow drive, then to Commonwealth and Beacon hill to Somerville square, there to connect with the East Boston tunnel, which would be extended from Maverick square to Orient Heights.

American 3/13/31

CURLY STANDS BY GOVERNOR

No further attempt to injure in any way the legislative program of Governor Ely or was intended in any hostile spirit is ridiculous and absolutely without foundation. It was specifically set forth at the meeting held upon Friday at the Parkers House that the executives of the municipalities of the Commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise unanimously in favor of Senate Bill 47, which provides for a distribution of one half of the gasoline revenue now received by the Commonwealth out of the present two-cent tax. That there might be no misunderstanding and that each member of the Legislature might be informed with the facts a communication was mailed after the meeting to every member of the State Legislature setting forth the above.

“Nothing could be further from the truth than that the relations between Governor Ely and me are not harmonious,” said Mayor James M. Curley. “In drafting the new rapid transit plan from Revere to Watertown and Newton High Bridge, we have been seeking to work with the governor and to provide for a more efficient transportation system for the people of the Commonwealth.”

The mayor referred to the proposal to raise $1,500,000 by short-term notes for building of State roads and highways at a cost of about $5,000,000.

R. W. Dean, chief engineer of the State public works department said today: “The State department of public works can handle, without difficulty, all the work under consideration for 1931, including all the projects in the proposal of Governor Ely, without any question.”

He said the department has $5,000,000 worth of work ready to advertise as soon as the Legislature appropriates the money.

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Curley Wrong About Public Works Dept.

Chief Engineer Dean,Replying to Mayor,Says Ely Program Can Be Handled

Part Ready Now

House Might Amend Bill to Make Two-Thirds Majority Unnecessary

By Richard D. Grant

The State department of public works is fully equipped and prepared to handle without difficulty all of the work now under consideration for 1931, including the proposed emergency program of Governor Joseph B. Ely, notwithstanding the imputation to the contrary made by Mayor James M. Curley of Boston at a luncheon of legislative members yesterday.

The mayor's charge was made today by A. W. Dean, chief engineer of the public works department, who acted in the absence of Commissioner Frank R. Lyman.

Mr. Dean did not refer to the mayor by name, but said he wished to give out a statement with reference to one made recently "by someone not connected with the Department of Public Works of the Commonwealth." The chief engineer said the department is in a position to advertise for bids of $10,000,000 of work ready for advertising, and has let $800,000 worth of work already advertises for bids and awaiting appropriation by the Legislature. By the time the Legislature has acted on the budget and the proposal of his excellency, the governor, the department will have a much larger amount available for immediate advertising.

The department has already let contracts for this year involving $2,650,000. The engineering force of the Commonwealth is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works department.

Amendment to Be Moved

Representative Cahill of Braintree has announced that he will move such an amendment as it would embody what most of the Democratic members would consider too far a change of the mayor's statement.

"The department has already approximately $3,000,000 worth of work ready for advertising for bids; the $10,000,000 of the governor's program, awaiting appropriation from the Legislature. The department has already approximately $500,000 worth of work already advertised for bids and awaiting appropriation by the Legislature. By the time the Legislature has acted on the budget and the proposal of his excellency, the governor, the department will have a much larger amount available for immediate advertising. The department has already let contracts for this year involving $2,650,000. The engineering force of the Commonwealth is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works department."

The statement follows:

"With reference to a statement recently made by someone not connected with the department could not possibly handle the projects proposed by the program of His Excellency, the Governor, because of the lack of an adequate engineering force, the Department wishes to make the following statement.

The department is in a position to handle without difficulty all the work under consideration for 1931, including all the projects in the proposal of His Excellency, the Governor, without any question."

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R. E. Exchange for Artery to Tunnel Entrance

This Would Mean Cutting Through to Hanover St. or North St.

The Boston Real Estate Exchange, in a statement issued today, recommends, in addition to its recent endorsement of the widening of Chardon and Merrimac streets, cutting the Central Artery route through as far as either Hanover or North street, so as to give "adequate connection between Cambridge street and the East Boston Traffic Tunnel entrance." The Boston Planning Board has been anxious to secure authorization from the Legislature to go ahead this year with the proposed artery as far as State street, beyond which street there still remains some question as to the route that will be selected finally. There is a question whether the artery should swing into Atlantic avenue, following that street to Dewey square, on its way to Kneeland street and beyond, or should cut through to Fort Hill square, then proceed to Federal street and across lots to Kneeland street. The exchange's statement follows:

"The streets of downtown Boston were adequate until motor vehicles replaced horses. Until then no one could have believed that in a few years the streets would be so crowded as to choke business and seriously depress land values. But this has come about and the public authorities are seeking a remedy.

"The local use of streets for transportation, from or between points within the congested area is not the cause of the trouble. That use has probably not increased since the days of horses. The congestion apparently results from two main causes: (1) Parking of cars in the streets and as an incident to this, the habit of driving short distances instead of walking; (2) Increased trucking through the downtown part of Boston between points outside the city.

"As to parking, the actual obstruction caused by parked cars is obvious; also it is clear that if people are allowed to park their cars practically wherever they please they will drive themselves in the congested areas, instead of walking, and thus add to the trouble. It is difficult to stop parking, the habit seems to have become inculcated. We have suggested a remedy which, however, as far as we know, has not been tried. This is to provide that the registration of a car shall be suspended by the Registrar of Motor Vehicles on complaint of anyone that it is parked in the street for more than a definite time. The owner of the car should be given an opportunity to be heard by the registrar, but the burden of proof should be put upon the owner to show cause why his registration should not be suspended, or in flagrant cases revoked.

"The congestion caused by increased trucking through the downtown section cannot be dealt with so easily. The public authorities have been considering this matter for a number of years. The best solution appears to be that proposed by the new revenue department chairman, General Sumner, who suggests the new roadway through the outside edge of the congested area and building an elevated roadway in the middle of this thoroughfare to take the through traffic.

"This is an enormously expensive project. Clearly the thoroughfare cannot be laid out in the location where it would be most effective because of prohibitive land damages, but it may be carried round the edge of the congested area at an expense which though very great, is still within the means of the public.

"Various routes have been suggested for this improvement at different times. The tendency appears to be to incline the nearer and nearer to Atlantic avenue. We believe that the best route will be found in the last analysis, to include part of Atlantic avenue at least southerly from State street or Broad street.

"At present we recommend beginning on the northern portion of the project by widening Chardon and Merrimac streets and cutting through to Hanover or to North street so as to give adequate connection between Cambridge street and the East Boston Tunnel entrance.

"We think, however, that the whole project must be completed before substantial relief is obtained."
Mayor Slashes City's Budget by $5,000,000

Resents Criticism of Those Who Sit in Their Offices and Offer No Remedy

Mayor Curley, replying to criticism of lack of economy in the expenses of Government as offered by former Governor Fuller and former Corporation Counsel Alexander Whiteside, makes public his treatment of the 1931 municipal budget and states that he has slashed the estimates of department heads more than $5,000,000 on record. He declared that what the country lacks is responsible leadership.

Chief among the items which have been reduced, the mayor stated, are those for the construction and repair of streets and parkways, repair of public buildings, motor vehicles and trucks, furniture and equipment, hiring of teams and trucks, improvements for parks and playgrounds, travelling expenses and appropriations for conventions and public celebrations.

Increased expenditures were required this year particularly for increased amounts of food, medicinal and surgical supplies, medical, surgical and laboratory equipment resulting directly from increased population at the hospitals and institutions, pensions and annuities, mothers' aid, old-age assistance, street lighting, traffic signals, snow removal and books for the new branch libraries.

The mayor recalled his recent action in vetoing the order of the City Council for a $200 salary increase for the members of the police and fire departments, as well as his pronounced decision to allow no wage increase to the 20,000 city employees this year because of the necessity of providing money for the relief of the poor and unemployed. This, he said, was the most "radical" statement for the reduction of expenses that has been made in the recent history of the city.

Total Is $38,951,837

Of the 65 departments at City Hall, 21 will be given less money than they had last year, 11 will receive negligible increases and 23 will receive material increases, including the four major departments affected by unemployment.

After surveying the needs of the city services for the year, the department heads in their budget estimates asked for $44,291,383.41 and the mayor cut out $5,243,545.42, leaving $38,951,837.99 as the amount of money the city will have to appropriate in the 1932 budget to meet the essential demands of the public, he said.

Boston's expenditures for the year have been cut $1,000,000, the mayor said, by deferring until another year items which required cutting more than 50 per cent of the objects of expenditure.

"It is easy," said the mayor, "to sit at home or in an office and make the bald statement that maintenance expenditures for municipalities should, and must, be reduced. It is quite another matter, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city. I realize, better than any individual or citizen, the heavy burden which now rests upon the owners of real estate. Nearly 80 per cent of the total direct taxes collected each year by States and local governments are contributed by this latter class. I do not desire through an increased tax rate to augment this heavy burden.

"I have therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation. By advocating such legislation and by eliminating every item of expense that I consider unnecessary from the municipal budget, I have endeavored to keep faith with the taxpayers of this city. I claim no individual credit for this endeavor, because I know that my attitude is the same as that taken by every other chief executive of a municipality within this Commonwealth. It has been well said that this country is suffering today from a lack of leadership. I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist.

Parade Route on March 17 to Be Lengthy

Dances and Other Celebration to Mark Evacuation Day—Veterans to March

Veterans from nearly every organization and individual post and branch in the metropolitan Boston will join in the annual Evacuation Day parade. The parade will start from Edward Everett Square at Columbia road to Dorchester avenue, to An drew square, to Dorchester avenue, to West 6th street, to E street, to West 4th street, to G street, circle Thomas Park to East 6th street, to H street, to East 4th street, to I street, to Columbia road to K street, to Marine road, to TICKnor street, to Columbia road, to L street, to East 4th street, to Farragut road, to East Broadway, to West Broadway, with dismissal at West Broadway and Dorchester avenue.

Reviewing stands will be at Dorchester street and West Broadway for Gold Star Mothers; at B street and Broadway for the Governor, Mayor and invited guests, and at A street and Broadway, for the chief marshal and his staff.

This parade route is the longest parade route ever arranged for Evacuation Day and was announced by Edward M. Sheehy, who was named chief marshal of the day. Mayor James M. Curley will dedicate a new bathhouse at I Street when the procession reaches that point. On Sunday evening, the annual historical celebration will be held at the Broadway Theatre and... Monday evening the annual banquet of the South Boston Citizens' Association will be held at the Bradford Hotel on Tremont Street.

The Major M. J. O'Connor Camp has invited members from all camps of the United Spanish War Veterans to take part in the parade. The O'Connor Camp will host the marching veterans at refreshments following the parade. The Theodore Roosevelt Detachment of the Marine Corps League will march with the Oliver Ames Post, American Legion, Drum and Trumpeter Corporals as escort. American Legion and Veterans of Foreign Wars posts will also be represented. Tuesday evening the Ames Post of the Legion will sponsor a dance for the benefit of the Drum Corps at the Y.M. Club on Huntington avenue.
RELIEF OF THE POOR

The figures published recently in The Herald, showing the expenditures of welfare departments in various cities, are a strong argument against the immediate necessity of the old age pension law. Boston paid out almost $1,000,000 on direct relief in January and February. The old as well as the young were beneficiaries. The total outlay in 1929 exceeded that of 1928 by $1,200,000. The 1931 figure will be almost $6,000,000.

The story is the same all along the line. There have been more calls for relief than ever before. In every section the appeals have been answered adequately. Every mayor and head selectman in the commonwealth will testify that all deserving cases are promptly taken care of at present.

It is a question whether the Legislature should have passed this measure and whether Gov. Allen should have signed it. It was said at the time that it was the least objectionable of various proposals. That was probably correct. If we were to embark on a policy of this kind, there is hard any justification; however, for passing such a bill before providing the necessary revenue or having a fairly clear idea as to the source of it. Even today, little if any progress has yet been made in that direction.

There is an unquestionable spirit of inquiry on Beacon Hill just now in regard to additional taxes. Any plan for raising the old age pension money will be scanned very carefully. The work which should have been done a year ago has been passed along. In justice to Gov. Ely it should be said that the mess is none of his making.

The easy and obvious way out is to defer the application of the measure for a year. It is to be doubted that the individual communities, which will pay most of the bills, will object very strongly if the Legislature should spare them this additional burden for another twelve months. As an example of what various cities are now spending in direct relief of the poor, old and young, we append figures from fourteen places. The 1931 estimates are based on expenditures in January and February. In those winter months the drain is disproportionately heavier, but the estimates give at least a rough idea of what is taking place, regardless of the old age pension bill.

<table>
<thead>
<tr>
<th>City</th>
<th>1929</th>
<th>1930</th>
<th>1931</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly</td>
<td>$45,000</td>
<td>$67,000</td>
<td>$132,000</td>
</tr>
<tr>
<td>Boston</td>
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<td>$2,900,000</td>
<td>$5,736,000</td>
</tr>
<tr>
<td>Everett</td>
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<td>$160,000</td>
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</tr>
<tr>
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</tr>
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<td>Marlboro</td>
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<td>$90,000</td>
</tr>
<tr>
<td>New Bedford</td>
<td>$304,000</td>
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<td>$600,000</td>
</tr>
<tr>
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<tr>
<td>Waltham</td>
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<td>$26,000</td>
<td>$204,000</td>
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<tr>
<td>Totals</td>
<td>$2,962,000</td>
<td>$4,687,000</td>
<td>$8,988,000</td>
</tr>
</tbody>
</table>

It would take some courage for a Legislature, and more for a party leader, to advocate a policy which lays them open to the charge of indifference to human misery and of heartless-ness. President Hoover and Red Cross officials had to face such accusations when they opposed the original drought relief bill. Their adequate answer was the facts of the situation. There is a similar reply for anybody at Beacon Hill bold enough to advocate postponement of payments under the old age pension act.

HITS GASOLINE TAX LAW EVASIONS

Traffic Engineer Scores Fail
ure to Include 2 Cents In Fixed Price

War was unequivocally declared on gasoline stations which fail to comply with the law which requires them to include the two-cent tax in their total advertised sales by John F. Hurley, city traffic engineer who appeared for Mayor Curley at the 52d annual banquet of the Expressmen’s League, held in the Parker House last night.

The worst enemy of the gasoline tax declared Mr. Hurley, is the gas station manager who advertises fuel at so many cents a gallon without including the tax, as prescribed by law. Mr. Hurley said, exists in the commonwealth.

Representative Leo M. Birmingham of Brighton pleaded with the organization to support the increased gasoline tax proposed by Gov. Ely. This tax, he said, will help the men in the express business and provide work for thousands of unemployed throughout Massachusetts. Representative Birmingham expressed the hope that all industry would do its part toward creating activity for those out of work.

FIN COM TO STUDY SCHOOL PLANT TODAY

Opposition to $16,977,000 Build-
ing Program Seen

The finance commission will determine today its attitude on the $16,977,000 school construction program, over a period of three years which the school committee will ask the Legislature to approve Monday.

Probability that the commission, through Chairman Frank A. Goodwin, will oppose authorization of the program in its entirety, is indicated by the failure of the commission and the school committee to reach an agreement at a protracted and acrimonious conference Wednesday.

The finance commission is reported to be willing to approve the construction program as far as it applies to new intermediate and elementary schools, but on the question of new high schools, and the important matter of program financing, the commission and the committee are in disagreement.

It is understood that a majority of the committee, Mrs. Elizabeth Pigeon and Dr. Joseph V. Lyons, are insistent that the majority respect the gentlemen’s agreement of several weeks ago and list a new girls’ high school as the first high school to be erected.

Mr. Goodwin and at least one of his colleagues believe that there should be a moratorium placed on new high school construction until the urgent need of intermediate and elementary buildings is met.

The question of departure from the pay-as-you-go policy of financing new construction, to which Mayor Curley subscribes because of the satisfying condition of schoolhouse debt, which is approximately $4,000,000 against an estimated valuation of $85,000,000, is viewed from opposite angles by members of the school committee and the finance commission.

Mayor Curley has indicated that he favors bond issues for the financing of the construction program of the current year and that the cost of new buildings during the following two years could be met by bond issues and direct taxation.
more than 60 members of the Legislature at a private meeting
that the state department of public works was not equipped
with adequate engineering forces to carry out efficiently the
Governor’s $30,000,000 highway construction program.

Mayor Curley, while disclaiming any intention of obstruct-
ing the Governor’s program, which is now the issue in the
major political battle at the State House, urged the legislators
to back relief for cities and towns by sacrificing a portion of
the highway construction program.

He asked support for his bill providing for the distribu-
tion of one-half of the present two-cent gasoline tax to the cities
and towns of the commonwealth for their highway funds and
thus release $5,000,000 in appropriations in their budgets for
public welfare department purposes.

The mayor’s appeal was made behind closed doors in the
classical Dickens room of the Parker House, where the legis-
lators had previously been his luncheon guests.

The Governor had no advance information of the meeting
and he had departed early in the afternoon for his Westfield
home with no knowledge of what had occurred. He was not
available last night for comment on the unique procedure. It
disclosed that beyond question there is no co-operation existing
between the two most prominent Democrats in the state in
relation to the Democratic administration’s plans for relief
of the unemployed.

IS EXPECTED TO ANGER ELY

Coming so speedily after the mayor’s
subsequently repudiated proposal for a
flat 10 per cent. increase in the income
tax it was regarded as almost certain to anger the Governor. In
substance he told the assembled legis-
lators that under no circumstances could the Governor provide for expendi-
tures to the extent for which he had submitted recommendations.

Under the existing system of con-
tributions to the highway fund, the
mayor said that the state received ap-
proximately $20,000,000. A return of
one cent to the municipalities, he con-
tinued would yield $15,000,000 in the
state fund, a sum $3,000,000 in excess
of its capacity, according to his figures,
to expend with any degree of efficiency.

As he described his plan, he would
give to the communities approximately
$5,000,000 and thus relieve them from
putting that much money into their
baskets to the fund by municipalities, which would amount to
$22,250,000 annually.

At the request of Representative Peter
J. Fitzgerald, Boston Democrat, Repre-
sentative Horace T. Cahill of Braintree,
a Republican member of the House, ex-
plained the amendment to the ways
and means committee bill now before the House of Repre-
sentatives had been delivered a severe
blow. One went to the extent of char-
terizing the procedure as “bare
treachery of the worst description.”

“NOW WHERE IS THE HOUSE?”

The ways and means committee
measure in addition to increasing the
gas tax from two cents to three cents
for a period of four years, provides for
an addition of $11,500,000 to the high-
way fund for emergency work and ap-
proximately two-fifths of a cent re-
lease in addition to the fund by
municipalities, which would amount to
$115,000,000 annually.

At the conclusion of the meeting it
was agreed by many of the Democrats
favorable to the Governor that his
hopes of obtaining passage of the com-
promise ways and means committee
bill now before the House of Repre-
sentatives had been delivered a severe
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unthinkingly and rashly, not realizing that he will himself pay his proportionate share of the cost. On one of the reasons why costs of government in the municipalities is so high is that the cities and towns have fallen heir to a varying number of public services made permissible or mandatory on them by legislative action. The Legislature, for example, may pass a law providing for the maintenance of a city or town physician, or for a school nurse, or for some other service which at first does not involve much expense but which may in time develop into a big item. Most of the cities and towns do not carefully scrutinize these measures affecting them either before or after they become law, and when the communities undertake to provide the services, or otherwise to carry out the provisions of the statute, they do not even then stop to consider the possible development of the service and the possible rapid expansion of its cost.

One other chief factor in excessive cost of municipal government is the lack in many cities and towns of any central authority charged with responsibility for holding down departmental expenditures to their proper limits. While the state and a few of the larger cities have such a supervisory budget official or body, practically all of the remaining municipalities pursue a reckless unbusinesslike course in this respect.

Under this system it is the custom for each department head to submit each year to the mayor or selectmen an appropriation request which somewhat exceeds his real needs. His attitude is, "Well, the other fellow will do it if I don't," so he deliberately overstates his needs, knowing that by custom the figure will be pared down by a certain percentage regardless of how much is needed. The result usually is that although the figure is at the outset the resultant amount is more than the department really needs for its requirements. Once obtained, the excessive appropriation does not lack for opportunities of being spent in one way or another by the department head before the year is out. No such situation would result, and sizable savings could be effected in most cities and towns, were there some one in authority who was well posted on the work of each department and could sit down with the department heads and require from them a dollars and cents analysis of each and every item in their budget.

All in all I think the basic need of the present situation is essentially a closer scrutiny of all expenditures and an overhauling of the outgo rather than to seek the solution in added expenditures or new taxes, although some additional revenue is undoubtedly needed as a temporary measure this year to tide cities and towns over the difficulties resulting from increased expenditures for welfare relief. As somebody has said, "find new sources of revenue but to forget old sources of old expense, and to reduce them so far as possible.

Asks 60 Legislators to Aid His Bill to Give Towns Half Gas Tax

SPLIT BETWEEN MAYOR AND GOVERNOR LOOMS

Private Meeting with Solons a Surprise—"Base Treachery," Says One Critic

SOME VIGOROUSLY ATTACK THE WHOLE HIGHWAY SCHEME

By W. E. MULLINS

An open rupture between Gov. Ely and Mayor Curley loomed last night as a result of the mayor's declaration...
CURLEY DENIES SAYS THOSE AT MEETING FAVORED INCREASE IN GAS TAX

Says Those at Meeting Favored

Increase in Gas Tax

Mayor James M. Curley, who is suffering from a cold, gave out a statement today in which he characterized as without foundation the report that any action designed to interfere with the Governors road building program was near Boston.

"The conference," the Mayor said, "was called in conformity with an agreement made by the Mayor of each Massachusetts city and the chairman of each Board of Selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be, or have been, arranged by the Mayors and chairmen of Boards of Selectmen of most of the cities and towns in the Commonwealth."

"It was specifically set forth at the meeting held Friday that the executives of the municipalities of the Commonwealth were unanimously in favor of a 1-cent increase in the gasoline tax and likewise unanimously in favor of Senate bill No. 47, which provides for a distribution of one-half of the gasoline revenue now received by the Commonwealth out of the present 2-cent tax.

"That there might be no misunderstanding and that each member of the Legislature who live in or near Boston, or the Commonwealth out of the present 2-cent tax.

"That there might be no misunderstanding that a communication was mailed after the meeting to every member of the State Legislature setting forth the above.""

I have a profound appreciation of the problems confronting the Governor and I am only too familiar with those confronting myself and the Mayors and chairmen of the Boards of Selectmen throughout the Commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy, it is the duty of those in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the Mayors and chairmen of Boards of Selectmen, there is no other course open but to labor earnestly and actively in behalf of the proposed legislation.

TOWNS SPENDING BEYOND MEANS, WRAGG ASSERTS

Municipal Finance Chairman Declares Communities Approaching Crisis

SOME APPROACHING FALL RIVER'S PLIGHT

Officials Deliberately Over-estimating to Offset Paring Down

By SENATOR SAMUEL W. WRAGG
(Chairman, legislative committee on municipal finance)

A day of reckoning most assuredly lies ahead of a great many of the cities and towns in Massachusetts, large numbers of which are plainly living beyond their means. If these municipalities continue to spend larger and larger sums each year for an ever-enlarging scope of activity and service, which many of them are doing with incredible abandon, and if they continue to saddle themselves with a mounting debt rate and debt burden—the inevitable consequences of "high living"—then the result were be as serious and as certain as taxes themselves. These cities and towns are inevitably headed toward a crisis, and it would not surprise me if some of them found themselves before long in a plight identical to that in which Fall River has been brought.

In recent years the habit of spending, of putting out vast sums of money for new projects and improvements which in many cases are merely desirable and not necessary, has taken hold of the authorities of the larger communities and the self-governing taxpayers of the smaller towns, and has prompted them to commit their communities to an extravagant career from which they will have serious difficulties in extricating themselves.

While local authorities everywhere are usually aware that debts contracted within the debt limit must be watched and kept down because they reflect themselves directly in the new tax rate, there is no apparent realization of the consequences of borrowing outside the debt limit. This piling up of debts outside the debt limit is one of the most serious offenses of the cities and towns. In numerous cases they appear to be under the delusion that when any project or expenditure seems desirable, all that has to be done is to make a request to the State to borrow the necessary funds by authorizing the State Treasurer to borrow outside the debt limit, and that somehow that will be the end of it—at least it can be conveniently forgotten for a few years at least.

Seemingly in many cases city and town authorities and taxpayers themselves do not stop to think that eventually they will have to pay this money back, or at least they have only the haziest conception of this ultimate reality. So they go blithely on, year after year, authorizing beyond their means, increasing their debt limit from time to time, without giving a thought to the eventual day of settlement.

Practically all of the cities and towns of the state, as I see it, are guilty of this spendthrift recklessness to a greater or less degree. Their offense to themselves and to the state as a whole takes on added seriousness in these difficult times, when increased outlays for relief among the needy and unemployed, as well as reductions from existing taxes, should dictate the fullest economy wherever possible.

While local authorities and voters, in many instances municipal projects of one kind or another are being built when they are not strictly necessary, and in some cases for no more reason than that some other city or town boasts such a project or a new building. It is a little thing like the average individual, ordinarily thrifty in his private business, becomes somewhat of a spendthrift the moment he acts in a group. For instance, when he is content with a $5.00 luncheon, he may put him in a group and nothing will induce a person to spend more than he would do by himself.

In the same way when he becomes one of a group entrusted with the handling of his own and other people's money collectively, he immediately begins to spend
How the Gasoline Tax Measure Would Affect Local Levies

The amount of the assessments for this year, of which the various municipalities in the state would be relieved by the gasoline tax increase bill in the House, have been computed by Representative Herter after considerable research. Some of them follow:

| Municipality       | Maintenance | Snow Removal | Construction | Metropolitan | Total 
|--------------------|-------------|--------------|--------------|--------------|--------
| Arlington          | 3,572       | 839          | 505          | 28,254       | 36,350 |
| Billerica          | 5,576       | 306          | 0            | 1,284        | 7,153  |
| Boston             | 8,646       | 687          | 0            | 2,814        | 12,155 |
| Braintree          | 239         | 0            | 0            | 0            | 239    |
| Brockton           | 1,014       | 159          | 0            | 0            | 1,014  |
| Belmont            | 7,582       | 200          | 0            | 0            | 7,782  |
| Burlington         | 920         | 50           | 0            | 0            | 970    |
| Chelmsford         | 292         | 0            | 0            | 0            | 292    |
| Chelsea            | 1,023       | 159          | 0            | 2,814        | 3,996  |
| Chicopee           | 278         | 0            | 0            | 0            | 278    |
| Cohasset            | 83         | 0            | 0            | 0            | 83     |
| Concord            | 2,536       | 0            | 0            | 0            | 2,536  |
| Cambridge          | 254         | 0            | 0            | 2,814        | 3,066  |
| Fall River         | 1,421       | 323          | 167          | 0            | 1,915  |
| Framingham         | 1,431       | 339          | 167          | 0            | 1,937  |
| Holyoke            | 4,346       | 322          | 167          | 1,612        | 6,947  |
| Hingham            | 725         | 135          | 167          | 0            | 1,028  |
| Lexington          | 6,386       | 325          | 159          | 0            | 8,970  |
| Lynn               | 5,539       | 306          | 159          | 0            | 8,974  |
| Methuen            | 57          | 0            | 0            | 0            | 57     |
| Maynard            | 0           | 0            | 0            | 0            | 0      |
| Medford            | 570         | 43           | 0            | 2,814        | 3,417  |
| Monterey           | 308         | 135          | 167          | 0            | 1,028  |
| Milton             | 4,308       | 325          | 159          | 0            | 8,970  |
| Natick             | 6,308       | 325          | 159          | 0            | 8,970  |
| Needham            | 236         | 0            | 0            | 2,814        | 3,050  |
| Nahant             | 2,536       | 325          | 159          | 0            | 8,970  |
| New Bedford        | 725         | 135          | 167          | 0            | 1,028  |
| Newton             | 1,865       | 306          | 159          | 0            | 8,970  |
| North Reading      | 1,472       | 306          | 159          | 0            | 8,970  |
| Norwell            | 4,308       | 325          | 159          | 0            | 8,970  |
| Norwood            | 4,308       | 325          | 159          | 0            | 8,970  |
| Peabody            | 2,536       | 325          | 159          | 0            | 8,970  |
| Quincy             | 2,536       | 325          | 159          | 0            | 8,970  |
| Randolph           | 2,536       | 325          | 159          | 0            | 8,970  |
| Reading            | 6,308       | 325          | 159          | 0            | 8,970  |
| Revere             | 6,308       | 325          | 159          | 0            | 8,970  |
| Salem              | 6,308       | 325          | 159          | 0            | 8,970  |
| Saugus             | 6,308       | 325          | 159          | 0            | 8,970  |
| Somerville         | 6,308       | 325          | 159          | 0            | 8,970  |
| Springfield        | 6,308       | 325          | 159          | 0            | 8,970  |
| Stoneham           | 6,308       | 325          | 159          | 0            | 8,970  |
| Stoughton          | 6,308       | 325          | 159          | 0            | 8,970  |
| Stowe              | 6,308       | 325          | 159          | 0            | 8,970  |
| Swampscott         | 6,308       | 325          | 159          | 0            | 8,970  |
| Walpole            | 6,308       | 325          | 159          | 0            | 8,970  |
| Walworth           | 6,308       | 325          | 159          | 0            | 8,970  |
| Watertown          | 6,308       | 325          | 159          | 0            | 8,970  |
| Wayland            | 6,308       | 325          | 159          | 0            | 8,970  |
| Wellesley          | 6,308       | 325          | 159          | 0            | 8,970  |
| Wenham             | 6,308       | 325          | 159          | 0            | 8,970  |
| Weston             | 6,308       | 325          | 159          | 0            | 8,970  |
| Westwood           | 6,308       | 325          | 159          | 0            | 8,970  |
| Westport           | 6,308       | 325          | 159          | 0            | 8,970  |
| Weymouth           | 6,308       | 325          | 159          | 0            | 8,970  |
| Wakefield          | 6,308       | 325          | 159          | 0            | 8,970  |
| Winchester         | 6,308       | 325          | 159          | 0            | 8,970  |
| Winthrop           | 6,308       | 325          | 159          | 0            | 8,970  |
| Woburn             | 6,308       | 325          | 159          | 0            | 8,970  |
| Worcester          | 6,308       | 325          | 159          | 0            | 8,970  |

Brands Statement of Attack on Ely Policies "Deliberate Falsehood"

EXPLAINS STATEMENT

More Important Now to Give Immediate Relief to Needy, He Says

Relations between Mayor Curley and Gov. Ely are harmonious, the mayor asserted yesterday in characterizing as a "deliberate falsehood" a morning paper statement that he had no desire to interfere with Gov. Ely's highway construction program to be financed by an additional one-cent gasoline tax, he regarded it as of more importance to furnish relief to cities and towns in the present emergency.

"RIDICULOUS, SAYS MAYOR"

The mayor asked the legislators to support his plan to half the revenue from the present two-cent tax returned to the municipalities. "The charge that the action was a deliberate attempt to injure in any way the legislative program of Gov. Ely, or was intended in a hostile spirit, is ridiculous and absolutely without foundation," Mayor Curley said in his statement yesterday.

"It was specifically set forth at the meeting that the executives of the Commonwealth were unanimously in favor of Senate Bill 47, which provides for a distribution of one-half of the gasoline revenue now received by the Commonwealth out of the present two-cent tax.

"NOTHHER COURSE"

"The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide, for their needs. So that until society has devised the machinery for providing for the unfortunate and needy, it is plainly the duty of those in public office to meet the situation in such a manner as will be beneficial to all.

FULL HARMONY WITH GOVERNOR SAYS MAYOR

Brands Statement of Attack on Ely Policies "Deliberate Falsehood"
POLITICS AND POLITICIANS

By JOHN D. MERRILL

It is quite natural that the Republicans should make the most of every opportunity to encourage a quarrel between Gov. Ely and Mayor Curley and possibly for that reason some allowance should be made for what has been said and printed about the Mayor's conference on Friday with the members of the Legislature who come from Greater Boston. The Mayor said yesterday that he was afraid to suppose he intended to put any stumbling blocks in the way of the Governor's plan for highway construction in order to relieve unemployment. Any remarks, however, that the Mayor has somewhat embarrassed the Governor.

Only a few days ago Mayor Curley suggested that money be raised by an increase of 10 percent in the State tax on incomes; the Governor did not definitely take a stand in promoting the plan, but he did say it was the best he had heard up to that time. Then the Mayor abandoned it, rather leaving the Governor in the air. And, whatever the Mayor's attitude may be, and his statement should be taken at face value, by no means everything said at the conference on Friday was favorable to the Governor's project.

The Coakley Conference

Some of the suspicious politicians are wondering whether the Mayor was offended because Gov. Ely gave an hour of his time the other day to Daniel H. Coakley, Mr. Curley and Mr. Coakley are bitter enemies, and it would not be surprising if the former was displeased when he read of the long meeting between the Governor and Mr. Coakley. And yet the Governor cannot refuse to talk to Mr. Coakley because the latter is objectionable to the Mayor.

Few persons believe, however, that the Governor and the Mayor will drift into a serious misunderstanding; each would have too much to lose by it. If they actually broke friendly relations, for example, the Governor might embarrass the Mayor in filling the vacancy on the Boston Finance Commission, a post which is still vacant. Gov. Ely will probably have enough trouble in getting through the Legislature his project for spending $10-000,000 on the highways in the State. The bill reported by the House Committee on Ways and Means, having had one of its readings in the lower branch, will doubtless be passed there and handed on to the Senate, which body, it is said, will put it through. On its final stage, however, the bill must receive in each branch two-thirds of the votes cast; it is extremely doubtful, although not wholly beyond the range of possibility, that it will receive a sufficient number of votes in the House.

The Road-Building Program

Every member of the Legislature professes, doubtlessly sincerely, his eagerness to do anything which can properly be done to relieve unemployment in the State, but road construction does not appeal to some—Democrats as well as Republicans. They say that only a small amount of the money spent in road-building goes for labor, and that such construction provides nothing for artisans or for men who have worked behind a counter or in an office. Experts can confirm or disprove the first part of that statement. The facts should be easily obtained.

Further, there is some dissatisfaction, even among the members of the Governor's party, with his suggestion that such a large part of the money he proposes to spend on the highway should be used for the benefit of the western part of the State. The various organizations of automobilists at first seemed willing to accept an additional tax of 1-cent a gallon on gasoline, but they have apparently been offended by the proposals that the tax should be increased 2 cents or perhaps more, a gallon, and now they are disposed to fight against even the additional 1-cent.
IT'S CHARACTER!

URGES VAN SWERINGEN ROAD HERE

Mayor Claims It Will Revive Activity of Port

Extension of the Van Sweringen railroad system into New England was advocated yesterday by Mayor Curley in a public statement as a means of reviving the industry of Boston's port by providing a five-day rail-water route between the Middle West and the markets of Europe.

SEEKS STEAMER LINES

Quietly during the past few weeks the Mayor has been in negotiations with the French Line and the North German Lloyd Line for the purpose of having assigned to this port in regular weekly service at least two of the four-day steamers from the Bremen, the Europa, the Leviathan and the France.

Convinced that lack of competition among the railroad trunk lines here has not only resulted in the development of New York, Philadelphia, Baltimore and other ports for the shipment of exports from the Middle West, but also in the shipment of goods, the Mayor has been in negotiations with the French Line and the North German Lloyd Line for the purpose of having assigned to this port in regular weekly service at least two of the four-day steamers from the Bremen, the Europa, the Leviathan and the France.

The operators of these five-day steamers from New York admit that they could make the trip from Boston in four days, with Boston's docks within an hour's reach of open sea and our harbor facilities unequalled in the case of any other Atlantic port.

Admit Boston Nearer

"The operators of these five-day steamers from New York admit that they could make the trip from Boston in four days, with Boston's docks within an hour's reach of open sea and our harbor facilities unequalled in the case of any other Atlantic port," the Mayor stated.

"The economy in operating cost is recognised by all," he said, explaining that the saving of two days on each round trip would permit the liners to make many more trips each year.

State Can Handle All Road Projects, Says Dean

Arthur W. Dean, chief engineer of the State Department of Public Works, says that that department can handle 'without difficulty all of the road work under consideration for 1931, including all the projects in the proposal of the Governor.'

The department has already approximately $3,000,000 worth of work ready to advertise for bids of the Governor's program, awaiting appropriation from the Legislature. The department has also approximately $300,000 in Chapter 999 work ready to advertise for bids and awaiting appropriation from the Legislature. By the time the Legislature has acted upon the budget, and the proposal of His Excellency the Governor, the department will have a much larger amount available for immediate advertising for bids.

The department has already let contracts for this year involving $2,800,000. The engineering force of the Commonwealth is far greater than that of any other state, and the railway line that adopts this service may be assured of a profitable business from the beginning and become the leading factor in the commercial and industrial development of the port of Boston," said the Mayor.

Very truly yours,

(Signed) JAMES M. CURLEY.

March 11, 1931

Mayor.

The four-day steamer will make Boston the first port on the Atlantic coast, and the railway line that adopts this service may be assured of a profitable business from the beginning and become the leading factor in the commercial and industrial development of the port of Boston," said the Mayor.

The department has already approximately $3,000,000 worth of work ready to advertise for bids of the Governor's program, awaiting appropriation from the Legislature. The department has also approximately $300,000 in Chapter 999 work ready to advertise for bids and awaiting appropriation from the Legislature. By the time the Legislature has acted upon the budget, and the proposal of His Excellency the Governor, the department will have a much larger amount available for immediate advertising for bids.

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March 11, 1931

Mayor.
Evacuation Day Observances Begin Tonight With Broadway Theater Program

South Boston will be in full dress today, tomorrow and Tuesday. The first of this year's observances of Evacuation Day will take place tonight in the Broadway Theater and from then on, the celebration will be in full swing until Tuesday night.

As in other years, the height of the celebration will be reached Tuesday afternoon, when 3000 marchers will be cheered by 100,000 persons in what is planned as the most colorful parade ever attempted in the district.

The annual banquet is another big feature of the celebration. It will be a night before banquet this year instead of the finale of the celebration.

DISTINGUISHED SPEAKERS

With Joseph Martin, chairman of the committee, and Arthur J. O'Keefe, toastmaster, the South Boston Citizens' Committee will welcome a score of distinguished guests at Hotel Bradford, including James M. McCann of Portland, Me., educator and historian; Governor Ely, Mayor Curley, Congressman John W. McCormack, Diet. Atty. William J. Foley, Gen. Edward L. Logan, Judge William J. Day and others.

Special orders for the dismissal of South Boston school children Tuesday for the full day, and pupils of Dorchester High School and William E. Russell School in Dorchester for half a day were issued by Jeremiah E. Burke, superintendent of schools.

Tonight's observance at the Broadway Theater will consist of a musical entertainment, declama-
sions by school pupils and an ad-

TUESDAY'S PARADE

Before Tuesday's parade there will be entertainments in South Boston theaters with accommoda-
tions for more than 12,000 children.

Sailors from two warships, regist-
lar army soldiers, marines, veteran organizations and civilian units make up the roster of the parade. More floats than ever before, about 50 in all, have been specially made for the spectacle.

In command of Chief Marshal Edward Sheehy, the line will form near Edward Everett sq. at 2 p.m.

Roxbury will have a celebration of its own this year with the unveiling of a bronze tablet in honor of Maj.-Gen. Henry Knox of Revolu-
tion fame at Fort Park, Rox-
bury.
Asks City Expenses Be Reduced—

Curley Says Depression Alone Prevents Reducing Taxes

The Good Government Association, through its secretary, S. S. Sheppard, last night issued a statement calling for a curtailment of municipal expenditures and borrowing, and also for "practical means of effecting substantial economies in the government of the city of Boston."

"Senator Samuel H. Wragg, chairman of the legislative committee on municipal finances, further intensifies the present tax controversy," the Good Government Association's statement begins. "The statement is made with the emphasis on the impending crisis in municipal finance in Massachusetts. He declares that many of our cities are living beyond their means and that some are headed toward a serious financial crisis."

"Immediate and forceful action is plainly necessary," the statement continues. "The problem faced by the taxpayers of Boston should receive immediate attention. In view of the situation we strongly recommend:

Recommendations

1—That a legislative committee be formed to investigate ways and means of reducing municipal expenditures and borrowing in Massachusetts.

2—That the Chamber of Commerce and other civic leaders accept the challenge of Mayor Curley, and thoroughly investigate the proposed program to meet the needs of the community to making specific suggestions as to practical means of effecting substantial economies in the government of the city of Boston."

The Good Government Association's statement then concludes with, "It is high time we turn our attention to economical, business-like government rather than continue our efforts to find new sources of revenue to defray ever-increasing city expenses. Clearly not the least bit disturbed and obviously unalarmed at the "Good God's" statement, Mayor Curley, when the matter was called to his attention last night, in mentioning that the city budget was completed, Saturday, and that it will be given to the City Council today for its consideration, said, "Sure that the Council would welcome any advice, advice or investigations any organization or body of legislators might offer."

"If any way can be effected to result in the recommendation of additional economies," Mayor Curley said, "I would be advisable to put such into operation and I am sure that neither the Council nor I would hesitate to accept them. It must always be remembered that the human element must be constantly recognized. The city's own saving and must have proper consideration at all times. We are organized to help and not harm the public welfare."

The Mayor also pointed out that "that it is the best contribution of the State to reduce expenses, pay off debts and down taxes." He emphasized his belief that it is the best contribution of the State to reduce expenses, pay off debts and cut down taxes.

"New borrowing should be discouraged and averted to only to meet imperative needs for plant and equipment. It might be that a new building for the public works department would justify the expense, but the real saving in addition to marked improvement in the service rendered to the public.

"The beginning of any old age assistance programme should be postponed until the taxes in the last year have been exacted and money actually collected from these taxes sufficient to meet a year's expenses in advance."

FOR ONE-CENT BOOST

Rep. Eliot Wadsworth Sees Need of Increase in Gasoline Tax for Short Time—Would Have State Economy, Pay Off Debts and Reduce Taxes

Representative Eliot Wadsworth, in a statement issued yesterday, announced himself as favoring the one-cent increase in the gasoline tax for a short length of time in order to relieve cities and towns of highway expenses. He emphasized his belief that it is the best contribution of the State to reduce expenses, pay off debts and cut down taxes.

After assuring Governor Ely's inaugurated suggestion to lower the limit for old age assistance, and the various huge and costly projects to which the State and city of Boston are committed, Mr. Wadsworth went on to say, "I idly having been rather favorable at first to the idea of borrowing
THE GOVERNOR'S PLAN

The House ways and means committee bill, adopted by Gov. Ely, would increase the tax from two cents to three cents for a period of four years, producing an annual revenue of $5,350,000 or a total of $21,400,000. In addition to paying interest charges on the notes for borrowing, it would provide $11,500,000 for an emergency highway fund, and relieve cities, towns and the metropolitan district from assessments for the state highway fund which would release the city of Boston from an annual contribution of approximately $238,000. The state department of public works reports that it is equipped to handle without difficulty all the work under consideration.

AMERICAN 3/16/31

Police Station on Scenic Temple Site

City to Purchase Berkeley St. Property and Erect $300,000 Building

Scenic Temple, at Warren avenue and Berkeley street, South End, is to be purchased by the city and razed in order to provide a site for a structure which will house police divisions 4 and 5, which are now in quarters in Lagrange street and East Dédham street, respectively. This was decided at a conference this morning of Mayor Curley and Police Commissioner Eugene C. Hultman.

It was made known also that owners of the property have agreed to sell it at the total assessed value of $33,000, instead of $125,000, the price formerly sought. The new station house is to cost approximately $300,000. The two existing police stations are to be sold at public auction.

This plan of building a central station has been criticized by police officials for several years and will eliminate two ancient structures which have been for some time unsuited for police purposes. The tentative plans call for a modern structure in which will be provided comforts and necessities that the old buildings have failed to provide. It is planned to put in a basement garage for patrol wagons and other police cars.

THE MAYOR'S PLAN

Mayor Curley says he favors the Governor's bill but also advocates his own bill to provide for a return to the municipalities in proportion to their state tax assessments one cent of the present two-cent gasoline tax. Based on state valuation Boston would receive slightly in excess of $1,250,000 to be used for its own highway fund and thus release budget appropriations to the same amount to be used for public welfare purposes. The legislation to return one cent of the levy would be permanent and would distribute $5,350,000 to the municipalities annually. The mayor insists that the department of public works is not equipped to handle the construction program outlined.

TRANSSCRIPT 3/16/31

Public Works Force Give Cash for Idle

A committee representing 4000 persons employed in the public works department of the city called on Mayor Curley today and informed him that by a unanimous vote of the workers it had been decided that each of them will contribute one day's pay to provide employment for the jobless men of the city. The money will be disbursed under the direction of public works commissioner Joseph A. Ronke.

Mayor Names 3 to Deer Island Posts

Because of the increase in the number of prisoner now confined at Deer Island, three additional officers for that place are to be appointed immediately, Mayor Curley announced today. At the present time there are 896 prisoners at the island.

'31 BUDGET SET AT 38 MILLIONS

Mayor Curley today submitted to the City Council the municipal budget for 1931 calling for the expenditure of $36,957,831.

This sum is $2,243,543 below the total estimate of department heads for expenses of the various branches of the city government during the year, and is $2,694,580 in excess of the 1930 budget.

The budget contains provisions for the expenditure of $274,668 for salary increases and for 288 additional permanent employees.

A total of $7,493,804 is appropriated to cover special items. This includes funds for the welfare department and for mothers' aid and represents an increase of $3,600,000.

C. L. U. Against Jump for Men, and Levy on Women

The proposal to increase the poll tax for men from $2 to $5, and place a $2 tax on women arriving at the age of 21, as a means of creating a fund for the old age assistance law, which becomes effective July 1, was unanimously condemned by delegates at the regular meeting of the Boston Central Labor Union at Wells Memorial, yesterday. The resolution was presented by Sylvester J. McBride, former president of Boston Typographical Union, No. 13, who suggested, instead, an increase in income taxes.

CLAIM ADDED BURDEN

Frank H. McCarthy, general organizer of the A. F. of L. for New England, declared that every effort is being made by the Massachusetts Association and like organizations to throw the burden of taxation on to the people least able to afford to pay the bills.

John Carroll of the Cenlent Printers' Union, also favored increased on the income tax bills. "By this system," said he, "industry will pay for this pension, should, and if it is a pension man who pays $1 will find that his employer, through excess profits and other taxes, will pay $100.

The Minimum Wage Commission was criticized, and the proposed legislation on a poll tax for women, it was said, would be vicious because of the failure of this commission to prevent the exploitation of women in industry.

Committee Named

A committee of five, Sylvester J. McBride, John McDonald, William Collins, E. J. Johnson and Joseph Cabral, former president of the Massachusetts State Federation of Labor, was appointed to study the tax problem and bring in a substantial report at the next meeting. The order creating this committee was opposed by many of the delegates on the grounds that the next meeting of the body would not take place until April 6, and it was possible during the three weeks intervening for the Legislature to adopt some tax proposals; without organized labor having a place to be heard on the question.

Announcement had been made that Governor Ely would address the delegates at yesterday's session. Frank P. P. Fenlon informed the delegates that the Governor had been called to Westfield, but would address the body at a later meeting.
City council the 1931 appropriation bud-
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'VISION' LAUGED
Ex-Councilman Praises
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$5,243,383 LOPPED OFF
The total of the budget is $503,000
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possible under the tax limit of $1,16, but
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which may be needed for the welfare
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Salary increases aggregate but $68,-
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BOSTON’S BUDGET EXCEEDS 1930’S

Mayor Curley Submits It—Total Is Under Tax Limit of $16 Per Thousand

Boston’s budget for 1931 was submitted this afternoon to the City Council by Mayor Curley. It calls for $2,994,839 in excess of the total of appropriation recommendations submitted in 1930. The allowances recommended for city departments within the tax limit for 1931 total $38,957,839. This total represents a reduction of $8,283,546 from the estimates as originally submitted by department officials.

The personal service requirements are $274,686 in excess of 1930, representing an increase in permanent employees’ payrolls of $433,434, offset for $150,366, a decrease in temporary employees’ payrolls and decrease in overtime payrolls. Provision is made for increasing the compensation of 1,050 city employees; 802 patrolmen, $40,000; 220 Fire Department privates, $15,000; City Council, $11,000, and Finance Commission employees, $2000.

The budget total is $505,000 less than the maximum appropriations possible under the tax limit of $16 per thousand. Because of expenditures in the Welfare Department since Jan 1, Mayor Curley kept well within bounds by reserving an amount adequate for the purpose if necessary.

Some of the departmental appropriations are: Police, $6,321,018; Fire Department, $4,710,750; hospitals; $3,990,507; sanatoriums, $612,015; Sanitary Department, $3,129,417; library, $1,262,954; parks, $1,845,441; health, $1,111,009; bridges, $433,398; ferries, $267,846; street lighting, $1,040,478; paving, $1,249,782.

Public Works Total Knifed Hard

The recommendations of Public Works Commissioner Rourke were cut hard by the Mayor, principally in item of $2,000,000 for contract construction and repairing of streets and sidewalks.

Salary increases noted above were made necessary because of the compulsory sliding scale system and the increase from $1500 to $2000 for City Councilors.

By confining maintenance work to actually essential repairs to public buildings, parks, playgrounds and vehicles and cutting cost of hire of out-of-town vehicles, $157,457 was cut off the contractual service appropriation as compared with the 1930 budget.

The Mayor, because of the public welfare maintenance for January and February, amounting to $1,000,000, seeks a total of $6,000,000 for 1931 as well as $505,000 for old age assistance in the last half of the year. County appropriations have jumped $21,126.24, and city debt requirements in excess of 1930 are $505,792.

HOT DEBATE ON GOLF COURSE

Torrid debate broke out in the city council chamber today when Mayor Curley’s request for an additional appropriation of $275,000 to complete the new municipal golf course came up for a second reading.

Action was postponed for a few hours to ascertain if it was true that a Providence concern offered to do the work, exclusive of rock removal, for $150,000.

Under the rules, definite action had to be taken on the request today. This appropriation brings the total cost to $500,000.

Councillor John J. Fitzgerald, West End, told of the Providence concern and Councillor Clement A. Norton of Hyde Park, in whose district the course is being built, volunteered to telephone to find out if it was true.

The charge that the expenditure would “do nothing but enrich contractors” was made by Councillor Francis E. Kelly, Dorchester, who said the money should be spent for the unemployed. Fitzgerald again took the floor to say that a surveyor engaged by the park department had approved the site for a golf course.

Hot debate on golf course
MAYOR CURLEY LAUDED
FOR STREET PROGRAM

Watson Tells of Conditions in Hyde Park—Urges City Be Allowed to Borrow for Highways

Mayor Curley was lauded as having "the greatest vision of any man who ever sat in City Hall" for his street building program by Ex-City Councilor James A. Watson at a hearing today before the Legislative Committee on Municipal Finance.

Mr. Watson appeared in favor of Curley's bill, asking Legislative authority for the city of Boston to borrow not more than $2,000,000 outside the debt limit for reconstructing accepted streets.

The ex-Councilor took a fling at Representative Elliot Wadsworth and the students of the Back Bay, saying: "They have no mud holes out there. You can roller skate on any of their sidewalks and you can almost eat off any of their streets.

"I do not always agree with Mayor Curley, but in this instance I think he has shown vision unequalled by any Mayor of Boston. He is up and doing all the time. I think he is wearing himself down doing it."

Mr. Watson said he spoke as a citizen of Hyde Park, with a population of 50,000. He cited the condition of streets "in the sticks" and particularly the vicinity of the High Schools in his section of the city.

"I am not sure who drew the lemon when Hyde Park was made a part of Boston," he told the committee.

Bringing the "depression" into his discourse, he said, "There is no depression except in the mind. The man who has a bankroll that he wants to hold onto, and then leave to his heirs, who is howling about depressions. Boston, to my mind, is getting more for every dollar spent than any city of its size in the country."

Joseph F. Rourke, Public Works Commissioner of Boston, in favor of the measure, presented numerous statistics to show the extent of his department's work during recent years.

He said the city kept between 1700 and 2000 men busy every day last year. He said that only Boston men would be employed on any new construction work undertaken by his department. He cited Northern ave as one street that was soon to be rebuilt.

In reply to a question from a committee member as to "just what is the matter with Boston's streets?" Mr. Rourke replied, "I attribute the present conditions simply to the fact that we never changed from horse-drawn vehicles to pneumatic tires since most of them were built. The tires simply tear up the roadbeds that were not originally built for their requirements."

Mr. Rourke admitted that many main arteries in different parts of the city were unsafe, but said the work of putting them in first-class condition was a matter of time, guided chiefly by the amount of money his department was allowed, from year to year, to work on them.

Curley Invited to Attend Nine Events Tomorrow

If Mayor Curley was physically able and inclined to keep pace with the invitations of his admirers for tomorrow, starting at 1 p.m., this is all he would have to do:

1 P.M.—Speak at dedication of tablet to Maj. Gen. Henry Knox, Old Fort in Roxbury.
2 P.M.—Evacuation Day parade in South Boston.
4 P.M.—Corner stone laying, Lost bath.
6 P.M.—Guest Night, Women's Auxiliary to the Canadian Club.
6:30 P.M.—Dinner, Women's Auxiliary, Canadian Club.
7 P.M.—Charitable Irish Society.
7 P.M.—Dinner of the Jamaica Plain Council, K. of C., Elliot Circle.
8 P.M.—Irish Night, Tammany Club, Vine st., Evening ball, Central Council of Irish County Association, Hibernian Building.

Mayor Curley said he will be present at the exercises held at 1 and 2 o'clock and he will make an effort to be present at the remaining exercises, but the probabilities now are that he will not be able to keep these six later appointments.

POLICE STATION ON SCENIC TEMPLE SITE

Owners Accept $88,000 for Property

The new police station, to take care of Divisions 4 and 5, will be located on the site of the old Irish Temple at Warren av and Berkeley st. Owners asked $125,000. When Mayor Curley refused to see the price and rested on $88,000 bid, the owners accepted.

AMERICAN 3/16/31

Curley Appoints 5 Aides to Assessor

Five men were today appointed permanent first assistant assessors of the city at salaries of $700 a year by Mayor Curley.

They are: Thomas P. O'Connor of N st., South Boston; Thomas J. Murphy of Lansdale st., Dorchester; George A. McGovern of Walk Hill st., Forest Hills; Thomas J. Keefe, of Church st., South Boston; and Albert J. Gleason of Athol st., Dorchester.

STAFF AT DEER ISLAND IS INCREASED BY THREE

Three officers for service in the Penal Institutions Department at Deer Island were appointed by Mayor Curley today. The increased staff is necessary, according to the Mayor, because there are 980 prisoners at the island, 130 in excess of normal capacity. Recently 150 were transferred there from Concord Reformatory.
CITY WORKERS POINT WAY TO $100,000 RELIEF FUND

If all city employees follow the lead of those in the public works department, a fund of more than $100,000 will be at the disposal of Mayor Curley for the benefit of unemployed.

The mayor was today informed by a delegation representing the 1000 workers of the public works department that it was voted that each member of that department would contribute a day’s pay to an unemployment fund.

Mayor Curley declared that if all other city workers who have not contributed anything as yet would do the same thing that much could be done to relieve conditions.

ROUTE OF EVACUATION DAY PARADE

WHERE TO GO TO HELP SOUTH BOSTON CELEBRATE TODAY

All day—Open house.
8 p.m.—Annual banquet of South Boston Citizens' Association at Hotel Bradford.

TOMORROW

9 to 11 a.m.—Free shows at South Boston theaters to school children.
 Noon—Parade in Elliot sq., Rosbury, to Highland Park.
11:45 a.m.—Dedication of monument to memory of Major General Henry Knox, Colonial War hero, at Highland Park. Address by Mayor Curley and other speakers.
2 p.m.—Evacuation Day parade. Starts at Edward Everett sq.
4:40 p.m.—Mayor Curley lays corner stone of new $300,000 L. st. bathhouse.
5 to 11 p.m.—Open house in South Boston homes.
7 p.m.—Charitable Irish Society holds 131th anniversary banquet at Hotel Somerset.
City’s Budget Is $2,094,580 Above 1930

Mayor Curley, However, Slashes $5,243,545 from the Estimates

Unprecedented Cut

All but Two of the Main Groups Need More Money This Year

By Forrest P. Hull

Though Mayor Curley succeeded in eliminating the unprecedented total of $5,243,545.42 from the departmental estimates, the annual budget which he submitted to the City Council this afternoon carries a total for city departments $2,094,580 in excess of the total appropriations submitted in 1930. The budget is designed completely to absorb the $1 tax limit granted by the Legislature though last year the city was able to get along with more than a dollar to spare in appropriating power.

The budget recommendations cover five main appropriations groups, viz., city maintenance, with the tax limit; city debt requirements; count; maintenance; county debt requirements and appropriations for the income department of the city. The segregation is under eight group headings, all but two of which show increases over the previous year.

It is interesting to observe that salaries, regular $2,165,157 of the entire city budget, and that despite the fact that the mayor refused general increases this year, to the great disappointment of thousands of workers, this item has increased $274,068.31 over last year. There was an increase in permanent employees' pay rolls of $431,654 which is partly offset by a decrease in temporary employees and a decrease in overtime work.

Extra Employees Needed

Though there has been a general decrease on the part of the mayor to keep the personal service down, it has been deemed necessary to provide appropriations for 239 new positions, mostly in three departments. In the hospital department, because of the opening of new buildings and the great increase in patients, 129 new positions were created. In the Public Welfare Department the extraordinary increase in the number of applications for relief and the coming burden of the operation of the Old Age Assistance law necessitated forty-eight new positions. In the Health Department the continued extension of clinics in the health units has necessitated the addition of eighteen permanent positions.

“When it became known that the mayor would not grant the usual increases in salary, not even the step increase, firmly fixed by custom, it was not known among the rank and file that he had yielded, as the budget discloses, to increases for 1054 employees which will add $68,000 to the payroll. The exception to the rule was made in the case of patrolmen and privates in the police and fire departments, where, the mayor says, the contract may be said to exist whereby they are to receive $100 step rate increases until the maximum for these positions is reached.

The twenty-two members of the City Council will receive their salary increases from $1500 to $2000 as ratified by the referendum vote of last November. There are also ten employees of the Finance Commission who will receive a total increase of $2000 in salary for the remainder of the year.

Savings and Increases

Mayor Curley cut the contractual service by $175,457, largely by deferring contemplated expenditures wherever possible, but it was found necessary in increase the appropriation for the lighting of city streets, extension of the operation of traffic signals and a larger program for the cleaning of catch basins. The allotment for the purchase of new equipment is $2267 in excess of the similar requirements in 1930. The budget is designed completely to absorb the $1 tax limit granted by the Legislature though last year the city was able to get along with more than a dollar to spare in appropriating power.

The allotment for 228 new positions, most of them unusual and extraordinary happening. "It is to be hoped that the propaganda now appearing in the columns of the press will not blind the vision of the members of the Legislature to the extent that no relief will be afforded municipalities from the great financial burden imposed upon them by the existing economic depression. The obligation of providing for the needy must continue until society is safeguarded from recurring periods of industrial depression and this duty cannot be disregarded."

No Money for Streets

Mayor Curley made no allowance in his budget for reconstructing and repairing streets. He pointed out that his total budget recommendations, within the tax limit, are $593,000 less than the total appropriating power available this year. He would not have liked to appropriate this amount for reconstructing and repairing streets, he says, "I have been forced, because of the shortage of the Public Welfare Department, to hold this surplus appropriating power in reserve until sufficient time has elapsed to secure a more exact determination of the cost of the proposed work to be required during the year for the needs of this department."

"The expenditures of this department for care of dependents during the first two months of the current year were approximately $1,000,000. This rate of expenditure, if maintained, would require a total expenditure of $4,000,000 for the rest of the year. My budget recommendations include $5,000,000."

City debt requirements for 1931 show an increase of $58,322.23 over similar requirements in 1930. Approximately 50 per cent of this increase is to be found in serial loan requirements and is due, in a large measure, to the fact that in recent years it has been the policy of the Legislature to require that the period for which municipal loans are issued shall be shortened. The balance of the increase, or approximately 20 per cent, is to be attributed to the fact that last year a substantial increase in the amount of loans issued for public works outside of the statutory debt limit of the city, was authorized.

Some of the important projects falling in this category are as follows: Reconstruction of existing streets, laying out and construction of new streets, sewerage works, the widening of Charles street, improvements of Summer and L streets. In addition to these projects, sizable appropriations were made in the hospital department in connection with the city building program. The issuance of these large amounts of debt not only made possible the maintenance of the city, but also afforded increased opportunities for work to citizens of the community.

Appropriations for county maintenance show an increase of $31,125.54 over the total recommendations made for county
Mayors and selectmen of Massachusetts cities and towns last night commended on the Ely and Curley tax plans, most of them apparently favoring the later, expressing the opinion that a distribution of one-half of the present gasoline tax would provide a wider distribution to communities in the state.

Some of the comment follows:

JONATHAN LAMSON, chairman of the Hamilton board of selectmen—I am in favor of the plan of Mayor Curley which, as I understand it, will provide for a distribution of one-half of the revenue from the present gasoline tax, and also is not opposed to a one-cent increase. In Hamilton—and I think you will find in practically every other city and town in the state—the increase is for lifting the tax burden from the real estate owners. This plan would allow the committees to meet the increased cost of maintaining departments and also enable us to do considerable road work.

WILLIAM A. O'CONNELL, chairman of Weymouth selectmen—If a 2-cent gas tax is now fairly distributed and if a added cent will help towns and cities in highway construction, I favor it.

EDWARD AVERY, chairman of Braintree selectmen—I am not in favor of an increase in the gasoline tax.

WILLIAM A. HASTINGS, mayor of Malden—I am in favor of the Curley plan for a gasoline tax because it would make a greater return of liquid money to the municipalities to help to bear the terrific burden of welfare departments.

SAM LARKIN, mayor of Medford—Inasmuch as I was the one who made the motion to adopt the Curley plan, before the meeting of Massachusetts mayors and selectmen at Boston City Hall this week, naturally I'm for it. I would be in favor of both tax proposals if both could be passed.

ROBERT A. PERRINS, mayor of Melrose—I am in favor of Mayor Curley's plan, on the basis that it would give greater funds to the municipalities.

CHESTER C. COOK, chairman of the Wenham board of selectmen—Either Gov. Ely's plan or Mayor Curley's proposition, which would give some return to the cities and towns would be, I feel, generally welcome. While the plan of the Boston mayor would not increase the gasoline tax and that of the Governor would, still I feel that a cent increase would not be a burdensome one on the motorists. With the present price of gasoline as low as it is there might not be such a general complaint as if it were selling for 25 cents a gal-

REPORT GOODWIN OUT FOR REGISTRAR
Discussed Vacancy With Governor, It Is Said

Chairman Says He Did Not Tell Ely He Was After the Job

Commissioner Frank E. Lyman of the State Department of Public Works said yesterday afternoon that he expected to appoint tomorrow a successor to George A. Parker as registrar of motor vehicles. Mr. Lyman said the name would be placed before Gov. Ely and the Executive Council for approval, as required by law, and until that time he would make no further statement. Mr. Parker recently resigned to accept a position as trustee of the Lotta Crabtree estate.

There was a report in circulation at the State House yesterday that Frank A. Goodwin, chairman of the Boston Finance Commission, who has held the position of registrar, is again a candidate for the place. Mr. Goodwin called upon Gov. Ely yesterday afternoon and the vacancy was discussed, it is stated.

Mr. Goodwin said last night: "It is true that I had a talk with Gov. Ely today, but I did not say that I was after the registrar's job. There is nothing in it that I can say tonight."
EVACUATION DAY PROGRAM OPENS IN SOUTH BOSTON

Lt. Educator Stresses Modern Need for Patriotism

Of Early Leaders

HITS BIOGRAPHERS’ ATTACKS ON HEROES

2500 See School Essayists Get Prizes—Huge Parade

To Be Tomorrow

Necessity for developing a patriotism even greater than that which sent the colonists to war with England, to cope with the more complex problems of today, was stressed by Dr. Nelson Hume, headmaster of the Canterbury school of New Milford, Ct., the speaker at the 150th anniversary of the evacuation of Boston by British troops.

The exercises were held last night at the Broadway Theatre, South Boston, before 2503 persons, and signalled the start of a three-day celebration that will reach its climax in a monster military parade tomorrow afternoon in South Boston.

Tonight one of the major events of the celebration will be staged at the Hotel Bradford, when the South Boston Citizens’ Association holds its annual banquet, to which Gov. Ely, Mayor Curley, Cong. John W. McCormack, Dist. Atty. William J. Foley, Lt.-Gen. Edward L. Logan and others have been invited.

Throughout the peninsula district “open house” will be held and visitors welcomed on South Boston’s day of days. Included in the celebration will be the laying of the cornerstone of the new school by Mayor Curley, tomorrow afternoon, and the 14th anniversary banquet of the Charitable Trial Society at the Hotel Somerset in the evening.

Dr. Hume was chosen speaker of the South Boston Citizens’ Association’s observation of the evacuation by Mayor Curley, whose son, Paul Curley, is a student at the Canterbury school. Mayor Curley was prevented from attending the exercises by a severe cold, but Paul Curley was present.

Introduced by the chairman, Andrew J. Gleason, past grand knight of the Pere Marquette Council, K. C., Dr. Hume humorously said that Gen. Howe is not given credit for having decided to evacuate Boston on St. Patrick’s day and suggested that had the general known the racial origin of South Boston residents decades later he might have delayed a bit.

BIOGRAPHERS’ HIT

It may be a good thing for us to grow up with the idea that our heroes were truly patriotic, that they were men of wisdom, courage, and self-sacrifice, he said. He did wish to commend the efforts of recent biographers so eager to take away the false glamour about these great leaders that they have over-emphasized the things not truly heroic.

“The more eminent a hero has been, the more these biographers have been to show that his feet were of clay, too often omitting that his head was of gold,” he declared.

Telling of the events preceding the evacuation, Dr. Hume pointed out that it was an astounding thing at the time, that it filled the colonists with courage to continue their fight. It seemed incredible and for that reason, even today the leaders and workers in the army are made to appear demi-gods and primitives.

He said, in part:

The leaders were inspired, but the rank and file were ordinary men, inclined to be scattered, self-seeking, weak of purpose and eager to transfer the responsibilities of citizenship. If we can be inspired by the example of their leaders, there is hope for us in the great problems that confront American citizens today.

TASK CALLED MORE SIMPLE

It may be asked what problems we have that are equal to the problems they faced. I honestly think that their task was not simpler than ours is today, was an up and down question of tyranny, of taxation without representation, of whether they were to live as free men. Their problem was to resist the force of arms of a military organization. It was moral to raise a rifle, to join a group, to fight. They had the advantage: their problem was a concrete fact, ours is difficult to recognize even though it may be actually confronting us today.

It is a simpler task to display patriotism in wielding a musket than in wielding a ballot, and the colonials seem to be more effective with a machine gun than with a voting machine, and yet it proved to be more important.

The Patriots of 1776 had their problems. We in 1931 have ours. Have we the patriotism needed to solve them? If we only could be convinced that in 1776 the men in the ranks were the men such as we are, we should get more help in facing our present problems than we should in thinking of them all as heroes.

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These days present a great contrast to the days of the Revolution. There are probably no two nations more closely united than Great Britain and the United States today. Not from without will the danger come, we must look within and even then we find our dangers disguised. We all have a vague feeling that our country is now going through a crisis in dealing with social, economic and political changes that we have developed. That there is something wrong with our political life, especially the making and enforcement of law, is obvious to anyone who looks around.

It is evident that we need national leaders to this day to define national issues and to stand shoulder to shoulder in meeting these issues. The Wickersham commission spent two years trying to find something, and nobody knows what the decision will be, even those who furnished the facts.

There is no use listening to the prompting of discouragement, to say that those heroes had better stuff than we have. They were not heroes until they overcame their selfishness and, if we do the same thing, we will be equal to them.

Three school children of South Boston were presented gold, silver and bronze medals for prize essays on the evacuation of Boston. They were Edward O’Donnell, of the Nazareth School, Eleanor Serafini, of the William L. Russell school, and Mary Haggan, of the Gate of Heaven school. The presentation was made by Charles O. Hall, chairman of the judges.

Ten essays were awarded honorable mention. Hearing several days ago of this fact, Mayor Curley donated ten pen and pencil sets to these children. The presentation was made last night to Cathleen Durance of the Nazareth school, Olga O’Daley and Anna White of the Nurses’ school, Robert McDermott and Stuart Wiley of the Thomas N. Hart school, Dorothy Walsh of St. Augustine’s school, Edward Keenan of the Bigelow school, Mary McGee of the SS. Peter and Paul’s school, and Paul Walsh and Edward Healey of the Gate of Heaven school.

The program opened with a brief address by William L. Kendrick, president of the South Boston Citizens’ Association, who thanked the committees which worked to put the celebration over. The program then continued:

Henry L. Stoddard, manager, led the singing of the Star Spangled Banner.

Edward Healey of the Gate of Heaven school, Dorothy Walsh and Edward Healey of the Gate of Heaven school, Mary McGee, and Joseph Barry of South Boston.

High spots in the program were the dedications: Edward Healey’s “Duches- ter Heights in 1776,” by Matthew C. Doyle of South Boston high school, and “Washington’s Farewell to His Army,” by Miss Dorothy C. Rockwell of SS. Peter and Paul’s school. The exercises closed with the singing of the Star Spangled Banner, led by Robert W. Murray, stag manager.
May Seek More of Tax Money To Go to the Cities and Towns

Proposed Amendments to Ways and Means Bill Foreshadowed, One by the Governor’s Spokesman

Two amendments, and possibly three, seemer likely last night to be offered on the floor of the House this week to the ways and means bill supported by Gov. Ely for one cent additional gasoline tax and a $11,500,000 emergency construction program. The purpose of these amendments is to obtain an actual cash distribution to the cities and towns out of the $5,500,000 yearly resulting from the one cent increase.

In addition to the amendment by Rep. Horace T. Cahill (Republican) of Braintree, to turn half the proceeds of this extra cent tax into the state highway fund and divide the rest between the cities and towns, Rep. Roland D. Sawyer was credited last night by his fellow Democrats with the intention of offering an amendment in some division of the one-cent between the state and the municipalities, while Francis E. Rafter of Salem, Gov. Ely’s appointee, indicated the possibility that he might offer an amendment “to give the cities and towns a greater part of the extra cent, and to give it direct in cash.”

The part that had been under discussion was the three-fifths that the House ways and means committee recommends utilizing for amortizing the proposed note issue to finance the construction program over four years. "The hope of the cities and towns to get money from the gas tax depends almost entirely on the rate of the Governor’s bill and the amendments that will go to the House,” said Representative Rafter, “and it is possible that I will offer such an amendment. I think we have to choose between abatements of assessment for the cities and towns, and cash. It is Gov. Ely’s purpose to help the cities and towns. It was an Is-"n the proposed bill to tax for women was opposed, although the possibility of imposing a tax on women employed both by the federal or city governments was admitted. Anthony Laure

GASOLINE TAX Favored BY THREE G. O. P. CLUBS

An additional one-cent tax on gasoline was favored by the executive committee of the Mazzini-Garibaldi Republican Club, meeting yesterday afternoon in Paine Memorial hall, as the most equitable way of obtaining additional revenue for the state. Executive committee members of the Watertown Citizens Club and the Henry Cabot Lodge Republican Club, affiliated organizations, attended the meeting and concurred in the vote.

The proposed poll tax for women was opposed, although the possibility of imposing such a tax on women employed both by the federal or city governments was admitted. Anthony Laure

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excuse for the huge expense involved. Already millions of dollars have been paid out directly to veterans in Massachusetts under the adjusted compensation program. The effect on business has not been appreciable. The futility of meeting the unemployment crisis by expenditures from the public treasury is impressing itself daily on the public mind.

**Former Gov. Fuller undeniably did**

voted public interest in the situation when he projected himself into the campaign. His statement entitled him to some claim on his party's leadership. Conditions have been increasingly favorable to his return to the political scene.

Lt.-Gov. Youngman has been involved in political disputes involving the mechanics of party nominations, while he has not yet asserted leadership in the controversy over taxation and expenditures on the pretext that it is not any part of his duty to mingle in it.

**Doubling Mr. Fuller has grasped the opportunity for a new start.** The effect of his leaving the battle was helpful. Whether it will stem the tide of extravagance which now threatens remains to be seen. That it has established his right to be high in the party's councils cannot be doubted.

Mr. Fuller's reply had the complexion of a pre-election speech. His attack on the automobile injected a quixotic flavor into the discussion and, while his sentiments with regard to the curse of the automobile indicated extreme courage, there is grave doubt whether his political fortunes have been helped by it. Regardless of what one may say, the figures at the registry of motor vehicles show that the automobile has more followers today in this commonwealth than either the Republican or Democratic party.

Before leaving the taxation discussion, there is one comment to be made on the curious progress of the fight made by the Democrats. Representative Leo M. Birmingham is entitled to all sorts of compliments because he directed a winning fight and Representative Francis E. Rafter may share the glory because of his able presentation of the Governor's views, but why was not the aid of Representative John P. Higgins sought? Higgins is very close to Martin Lo- masney and he is one of the ablest members in the House on the subject of municipal finance. Like former Senator Frank W. Osborne of Lynn, he is a student of the subject. Of course, in issues of the magnitude of the construction program, representative spokesmen get into it only on invitation. We have been curious to know why Higgins's name was omitted from the list.

**ANOTHER OFFICE TO FILL**

The Governor now has another unexpected appointment to make to the registry of motor vehicles. Nominally it is made by the commissioner of public works, but folks have begun to have' impressed on them that Mr. Ely is Governor and he will dictate the appointment.

It ought to be fairly apparent to all by this time that he proposes to appoint none but Democrats to office. Frank A. Goodwin acquired considerable popularity as registrar of motor vehicles and his name has been suggested for the job, but it is doubtful if the Governor has any wish to make the columns of the commonwealth's affairs with so much of it available from such men as John F. Birmingham, Mayor Curley, Martin Lomasney and Daniel H. Cookley.

Mayor Curley will not escape some chastisement from the Governor. Since early in the week he has had before him the bill placing the mayor's 23 second assistant assessors under protest as assessors under protest of civil service. Not yet has it been signed. In fact, it was returned to the Senate the other day with a request for an operation.

There was scant information in regard to his quiet journey back to the Senate and a rumo' about its subsequent return to the Governor with a polite refusal to lay it on the table where it might be permitted to rest in peace. The Governor has until Wednesday to sign it. His unsuccessful attempt to have it retired to green pastures indicates the possibility of a veto. Mayor Curley knew Friday about the move, to give it a peaceful death and that might have motivated his unique discussion of the inability of Gov. Ely to produce the construction program he outlined.

By the time that Gov. Ely emerges from a foment legislative session, he will have am- ming to prevent the Boston Democrats out of positions of power and authority.

Before running out of paper, it might be timely to tell about the House member who boasted the other day that he never yet voted for a taxation measure. That's representation without taxation.

**L. O. OPPOSES POLLS TAX INCREASE**

Committee to Study Ways to Finance Old Age Relief

Mayor Under Fire for Award of Edgestone Contract

The delegates attending the meeting of the Boston Central Labor Union yesterday were unanimous in condemning the proposal to increase the poll tax for men and the placing of a 10 percent poll tax on all corporations. Mayor Ely was in attendance and stepped up to create a fund for the old age relief law, which goes into effect on July 1.

Despite a number of protesting speeches, the recommendation of the resolutions committee that a committee of five members be named to study the tax situation and bring in a substitute proposal at the next meeting was ac- cepted.

The opposition to having the subject matter referred to a committee for study was based on the grounds that the next meeting will not be held for several weeks.

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**Favors Income Tax Increase**

J. T. Carroll, of the Cement Finish- ers' Union proposed that the funds for this relief he obtained through the plan proposed by Mayor James M. Curley for a 10 percent increase on the income tax bills.

By this system, he said, "industry will pay for this, and so will the working man. Some working men will help pay this expense, but the working man who pays $1 will find that his employer will have no need of his advice in operating the commonwealth's affairs with so much of it available from such men as John F. Birmingham, Mayor Curley, Martin Lomasney and Daniel H. Cookley.

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By W. E. MULLINS

Now that Congress has put up the shutters and gone fishing, much more attention can be devoted to events on Beacon Hill. The past week has not been without interest to political observers, nor absence of wealth. The quiet which ushered Joseph Buell Ely into office and saw him started on his career as Governor now turns out to have been merely the calm which precedes the storm.

The Governor already has had occasion to discover that the course of true politics never runs smooth. We submit that it is far from a partisan expression of opinion to state that there now exists the remote possibility of a good old-fashioned political fight in the ranks of the apostles of Thomas Jefferson. In fact, if the Governor had not been under a surprising influence as the result of the success of his pet project be further endangered, all such speculation would be needless.

If the major highway project eventually is shelved to destruction its failure may easily be attributed by Mr. Ely's friends to the operations of Mayor Curley. Had the issue been put in the Legislature a fortnight ago while the mayor was in Florida, it is safe to say that it would have been safely translated into the statutes.

While it is readily admitted that the Governor's ambitious proposal for a 10-year issue of bonds would not have been accepted, it seemed to be reasonably sure that the Republicans would have been in a mood to compromise to the extent of giving him the $11,500,000 he requested on four-year notes with an increase of 1 cent in the gasoline tax to finance the entire program.

That compromise, it develops, was acceptable to the Governor. To fulfill the obligation to which he had committed himself in numerous addresses subsequent to his election, he was compelled to make a show of fighting for the bond issue. The compromise seemed destined to be passed without any too great difficulty until Mayor Curley suddenly advanced his proposal for a 7½ per cent increase in the income tax.

WHERE HE BLUNDERED

The Governor, always an agreeable gentleman, committed the blunder of giving it his approval by characterizing it as the best suggestion that had been brought to his attention. Once that tax increase had been called to the attention of the public a sudden wave of resentment against all taxation measures developed and in the unreasoning anger against the general principle, the gasoline tax bill, carrying provisions for the highway construction, suffered.

The Governor already had announced his intention of turning to the radio to support his proposed legislation. The Fuller blast was published in The Herald Tuesday morning and although the Governor's engagement list was crowded with appointments that day, to make a reply in reference to his pending appointment to the superior court bench he somehow found sufficient time to prepare his address and incidentally include in it his respects to Mr. Fuller.

Now, there was considerable after-math concerning the strategy of departing from a subject to take Mr. Fuller to task. Some contended that he should have ignored the attack. Being a militant sort of a gentleman himself, he does not follow the practice of turning the other cheek. Had he refrained from making a reply he would have been accused of ducking the issue. Some of the legislators used the counter attack on Mr. Fuller as an excuse for voting against the gasoline tax increase. That's false reasoning. If there had been any merit in the bill originally it had not been eliminated by the exchange of courtesy between the Governor and his predecessor once removed.

Because he had refrained from using the special broadcasting microphone in his office, it had been said that it was a cap pistol. Facts subsequently proved that it was a cannon. Any one who thinks that Mr. Fuller has been subdued by the vigorous attack turned back on him has forgotten his reputation. He'll be heard from again and presently.

The legislative engagement in the two House sessions which saw the bond issue amendment and the gasoline tax increase compromise bill rejected and then reconsidered and passed to a third reading was singular and absorbing.

DESERPTION OF GROUP

A group of 11 Democrats deserted the Governor. The Republicans on the ways and means committee went over to his side in support of their compromise bill. The Republican House organization fought both bill and amendment with savagery that had not been revealed thus far in the session. The speaker's cabinet, the rules committee, was seen in the unusual role of refusing to support its powerful and influential ways and means committee.

That was a bad precedent to establish, with so many measures of vital importance still to come.

The absence of former Representative Henry L. Shattuck was noticeable. The gap was filled rather ably by the admirable Representative Christian A. Herter, his immediate successor, and he has presently become a hero in the eyes of many of his associates because of his loyalty to the cause to which he had committed himself in the face of the abandonment of it by several of his committee associates.

For 10 years Shattuck was a powerful influence in that branch. It was common talk that, because of his tremendous influence and power, no other Republican had the opportunity to develop those qualities of leadership which could have been made use of this year. The Democrats are scarcely better off.

The fact that the Legislature has not produced an outstanding state-wide Democrat in the past decade is the best evidence of its weakness in this respect. There are many alleged leaders in both parties, but the test of real leadership is in the votes which one can command in a pinch, and none has yet demonstrated an ability to influence these in any substantial numbers.

Both sides have drawn blood in the House in the preliminary skirmishes of the highway construction bill and the outcome is uncertain, although the Governor presently has the upper hand. One thing is certain. The man in the street has begun to sit up and take notice that the abandonment of the pay-as-you-go policy is only one policy of the new Governor. That he has many other is now a matter of common knowledge.

What the man in the street finds hard to understand is how the Governor can reconcile his attempted abandonment of that policy with his plans for increasing the gasoline tax. In one breath he urges the abandonment of that policy because times are hard and it would be unfair to raise the money for his programs this year, and in another breath he urges an increase in taxes to relieve property owners from the immediate burdens of taxation.

UNFRIENDLY EDITORIALS

The mayor's advocacy of an income tax increase has brought down on the Governor's head for the first time in his administration a barrage of unfriendly editorials. Public sentiment has taken a decided stand against his entire program. People are beginning to wonder whether the unemployment pretext, which has been offered as an excuse for the unusual highway and building program, is even plausible.
ASSAILS MAYOR ON INCOME TAX

Associated Industries Holds Proposal of Increase Ill Advised

Opposition to Mayor Curley's already abandoned proposal for a flat 10 per cent. increase in the income tax was registered yesterday by the Associated Industries of Massachusetts. In a statement from the taxation and legislative committees of the organization it was called ill advised.

The Associated Industries also objected to the action of the House Representatives in reducing the age limit of the old age assistance act from 70 to 65 years. It suggested that it might not be imprudent to postpone operation of the law "for a period and until such time as the taxpayer is in better state."

Its statement follows:

The statement of increase of 10 per cent. upon the income tax received from individuals and corporations be laid and distributed municipally in the same manner in which the income taxes are distributed for the purpose of assisting the municipalities in meeting the extraordinary current expenses for relief has been considered by the taxation committee and the legislative committee of the Associated Industries of Massachusetts sitting jointly today.

UNANIMOUS OPINION

It was the unanimous opinion of the two committees that such legislation would be ill advised. The fiscal situation in which the respective municipalities find themselves by reason of resorting to their treasury for funds greatly increases the burden of taxation throughout the commonwealth. The proposal, nevertheless, is distribution to all municipalities in the same manner in which income taxes are now distributed without regard to the situation of the individual municipalities in respect to local expenditures for relief. The condition of their treasury and respective opportunity for saving in other lines of municipal expenditure would in effect bring about a distribution of income taxes exacted from taxpayers, already considerably burdened, in an amount not required in many of the communities, so that they would be receiving unexpected revenue not required for relief, but likely to be expended in other lines of municipal expenditure, some of which might well be extravagant. Legislation which aims primarily to afford to specific instances but which results in a general distribution of funds regardless of individual needs is clearly ill-advised.

Furthermore, many municipalities, faced with enlarged demands upon their treasuries for relief, have resorted, or are resorting, to economy in other lines of municipal expenditure which are improving the financial situation of these municipalities and constitute a wholesome movement for municipal economy and lessening the danger of increasing local taxes on real estate and are clearly desirable. The effect of the proposed legislation would be to retard this wholesome movement. Aid of the character suggested in the proposed legislation would clearly weaken the attempts of local communities to handle the situation in as large a degree as possible through their own efforts.

Finally, the proposition that the proposed relief should be brought about in part by heavy taxation on Massachusetts industry is one which threatens the principal source of the well being of our cities in this industrial center, creates the additional danger that a further burden of taxation upon our industries will make them at a great disadvantage in comparison with the industries of other communities, and may lead them to migrate to communities where tax burdens are not so severe. The opportunity for betterment of unemployment conditions is absolutely bound up with the opportunity which our industrial center has for improvement in their affairs, conditions and activities. Any legislation which tends to cripple our industrial fabric aims at the very foundations of general welfare and employment.

OLD AGE ASSISTANCE

The committees are unanimously opposed to any reduction, at this time, in the age limit under the provisions of the old age assistance law. The law will go into effect July 1 of the current year. It makes no provision as to revenue, nor has the source yet been determined. The committee on taxation of the Legislature has recommended an increase in the poll tax of males and the imposition of a similar tax on female residents, and its conclusions reached on the assumption that the age at which needed assistance may be given was 70 years. The action of the House by which the age may be reduced 5 years doubles the amount of revenue required, according to authoritative estimating.

It is the considered opinion of these committees of the Associated Industries that any attempt to make any substantial change in the law until, at least, it has been in operation for a year, at the end of which there would be evidence upon which to base reasonable conclusions.

As much as other proposals are now being considered to afford relief to the needy, it might not be imprudent to postpone the operation of this particular law for a period and until such time as the taxpayer is in better state.
In fact, a vigorous fight may occur between those who would give the cities and towns only a temporary share of the gasoline tax, and those who, like the mayor, believe they should have a permanent return annually from it.

A canvas of mayors and selectmen by The Herald last night indicated that most of them favor the Curley proposal.

The mayor's bill would provide for a return to the municipalities of one-half the present two-cent gasoline tax, distributed in proportion to their share of state tax assessments. This would distribute about $5,356,000 a year, with Boston obtaining more than $2,200,000 each year.

The ways and means committee bill would increase the tax to three cents for four years, and give the cities and towns a total of approximately $9,000,000 in additional benefits from highway contributions. Boston's share under this measure would be only $238,000 a year. The percentage given to cities and towns would be two-thirds of a cent on each gallon.

The mayor's Friday afternoon conference with legislators whom he urged to support his plan was followed by several developments yesterday.

The state department of public works hurried to the Governor's defense yesterday through Chief Engineer A. W. Dean, who released a statement denying Mayor Curley's declaration that it could not adequately map out the proposed projects. "The department," he said, "can handle without difficulty all the work under consideration, including the projects in the proposal of the Governor without any question."

Dean likewise denied that the city of Boston's engineering forces were equal to those of the state, as declared by the mayor. Dean said, "The engineering force of the commonwealth is far greater than that of the city of Boston, the commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works department."

Representative Rafter, although assured at the mayor's course, released a statement that the purpose of the Governor's legislation also present any interference by the mayor at this time.

The mayor's plan on the other hand was championed by numerous mayors and selectmen in various sections of the state. They in turn had begun a campaign for support among their local legislators and the result probably will be the offering of an amendment when the bill comes before the House this week to liberalize its abated assessments to cities and towns.

MAY ACCEPT COMPROMISE

Mayor Curley's procedure in advocating to a group of legislators a sacrifice of part of the state's highway construction program for the benefit of the municipalities was sharply criticized yesterday as "poor taste" and unduly influenced by Representative Francis E. Rafter of Salem, Gov. Ely's spokesman in the House in the current fight for an emergency highway appropriation.

Informal comment on the issue disclosed that the mayor's action has begun to consolidate support among Republican legislators for the Governor's plan. Much as they dislike it, they prefer to accept it rather than become entangled in supporting one of the mayor's proposals. The present backers of the Governor's legislation also present any interference by the mayor at this time.

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MAY ACCEPT COMPROMISE

Many legislators as a result may be willing to accept a compromise measure which would return to the cities and towns a larger share of the gasoline tax than provided by the ways and means committee bill pending in the House. This measure which now has the support of Gov. Ely, who has held it for four years' duration only, in contrast to the permanent provisions of the mayor's bill.

In fact, a vigorous fight may occur between those who would give the cities and towns only a temporary share of the gasoline tax, and those who, like the mayor, believe they should have a
C. L. U. Assails Higher Poll Tax

Names Committee to Prepare Program for Raising Revenue

SEES NEED OF FUNDS FOR AGE ASSISTANCE

A resolution condemning the proposal to increase the poll tax for men from $2 to $3 and to place a poll tax of $2 on women over 20 years of age was adopted by the Boston Central Labor Council yesterday and a committee of five was named to bring into the next meeting for consideration a tax program for increasing revenues of the state that organized labor can squarely support.

This action was taken after two hours of debate, during which many different views were aired and the whole expenditure problem was discussed from every angle. It affects the finding of revenue to meet the expenses of the State assistance law and to carry out proposed road building and other proposed welfare programs.

The faculty opposed any C. L. U. action in the situation on the ground that it was the tax commissioner's job. The majority opinion was based on the fact that three weeks will elapse before the next regular meeting of the body, during which time legislative action may be taken without labor's voice being heard on important questions.

URGES CONSTRUCTIVE POLICY

In opposing the tax called for by the resolution, John J. Carroll of the Cement Finishingers Union, agreeing with the part of the resolution opposing a change in the present poll tax system to make operation of the old-age assistance law on July 1 possible, declared that the resolution should be constructive as well as commendatory and should call for "a tax on excess income from industry" to meet this specific pension obligation.

S. J. McBride, a former president of the Boston Typographical Union, and chairman of the board of control of the Trade Union College of the C. L. U., who supported the resolution, favored for a flat increase of 10 per cent. in the state income tax as one means of raising required state revenue. He condemned the proposed poll tax increase and especially the levy on women as vicious and scored the minimum wage commission for "its alleged failure to prevent the exploitation of women in industry, especially in some of the main centres of this state."

The resolution calls for a study of the tax problem and reports back to the next meeting.

G. G. A. ASKS PROBE

Favors Investigation of City's Finances

Recommendations that a legislative committee be appointed to find means of curtailing municipal expenditures and borrowing and to increase the tax on commerce and the Real Estate Tax are made by the Good Government Association in the statement issued yesterday.

The recommendations read:

1. That a legislative committee be appointed to investigate ways and means of curtailing municipal expenditures and borrowing in Massachusetts.

2. That the committee of commerce and the Real Estate Tax be made by the Good Government Association.

3. That we urge our members to support the program of Mayor Curley and the Good Government Association.

4. That we urge the city to increase the tax on commerce and the Real Estate Tax.

In conclusion, the statement says:

"It is high time that we turn our attention to economical, businesslike government rather than concentrate our efforts on finding new sources of revenue to depress increasing city expenses."

The statement also endorses the statement of Senator Samuel W. Wragg, chairman of the legislative committee on municipal finance, to the effect that many Massachusetts cities are beyond their tax rates and are heading toward a financial crisis.

The Program

MONDAY

All day—Open house.
8 p.m.—Annual banquet of South Boston Citizens Association at Hotel Bradford.
TUESDAY

9 to 11 a.m.—Shows at South Boston theaters to school children.
Noon—Parade in Elliot sq.—Ride to Highland Park.
11:45 p.m.—Dedication of monument to Massachusetts World War hero, at Highland Park. Address by Mayor Curley and other notables.

Evacuation Day parade, starts at Edward Everett sq. and proceeds to South Boston streets.
4:30 p.m.—Mayor Curley lays cornerstone of new $300,000 L. S. I., south of school.
6 to 11 p.m.—Open house in South Boston houses.
7 p.m.—Charitable Irish Society holds 19th anniversary banquet at Hotel Somerset.

Boston Citizens' Association. Winners of the gold, silver and bronze medals, respectively, were Edward O'Connor, Nazareth; Serfani, William F. Russell and Mary Hale. Gates of Heaven school.

Ten others were presented pen and pencil sets, given by Mayor Curley, who was unable to attend the exercises last night. The others are Cathleen Derrane, Nazareth; Olga Udalov, Nazareth; Kathleen Kelleher, Norcross; Dorothy Walsh, St. Augustine's; Robert McDermott, and Stuart Wylie, Thomas M. Hart; Paul Wylie, Edward Healey, Gates of Heaven; Edward Noonan, Bigelow; and Mary McGee, S. Peter and Paul school.

Although many events are listed for the two days' celebration, there are other major features will be the farewell night at the Hotel Bradford, when the South Boston Citizens' Association holds its annual banquet.

F. McCann, Portland, Me., a candidate for the Senate, Speaker of the House, President of the House, and other candidates were named.

The committee named to make a study of the tax problem and report back to the next meeting include:

McBride, E. A. Johnson, Joseph Central, William A. Collins and John O'Donnell. Samuel Squibb, president of the International Granite Cutters' Union, stated a committee of the Board of the body against Mayor Curley for his alleged action in awarding a contract for edge stones to a non-union firm outside of Boston while a meeting with a committee working in the interest of a non-union firm, which was struck union, was scheduled for the day after the contract was awarded.

Following President Squibb's complaint, a committee consisting of Frank P. Fenton, Harry T. Griggs, Michael J. O'Donnell and Michael McSheedy was named to seek a conference with the mayor in relation to this situation.

Mayor Curley crowd, joined in the program at the opening event in the joint observance of the 150th anniversary of the evacuation of Boston by the South Boston. Several outdoor celebrations were held last night throughout South Boston, with the entire scene in the garb for the former days. Prizes were awarded to grammar school pupils for the best essay in a contest sponsored by the South Boston Education Day exercises in the Theatre last night unaccountably caused a jam outside the theater by several hundred holders of genuine tickets and a police sergeant and 10 patrolmen had all they could to cope with the throng.

More than 300 disappointed holders of official tickets—all of them marked "reserved," although there were no res.