1931

James Michael Curley Scrapbooks Volume 51

James Michael Curley

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Volume 51
MUST SWEAR TO NEED OF AID
Charity Applicants to Face New Welfare System Today

OVERSEERS RESENT “RACKET” CHARGES
The overseers of the public welfare will inaugurate this afternoon the new system of compelling all applicants for unemployment relief to swear to specific statements relating to the lack of funds and urgency of their need of relief.

Payments which have been made in accordance with the list of 4790 families and individuals will not be summarily stopped, but before assistance is granted, either in the form of cash or in kind, for their welfare and provisions, the recipient must file a sworn statement which will be the basis for arrest for perjury if investigation reveals fraud.

The introduction of the new system is expected to result in an immediate, substantial reduction in the number of cases on the unemployment relief list.

In advance of the change in policy, which was ordered by Mayor Curley after abuses discovered by the finance commissioner and his own personal investigation, the overseers yesterday issued a statement in which they virtually challenged the charges of racketeering.

Admitting that the facilities of the department have been overtaxed, the overseers defended the management and stressed their claim to the attainment of efficiency under a complexity of adverse conditions.

“From the sensational report that has recently been published,” they asserted, “as to the abuse of the city’s charity, racketeering, has been stressed. An examination as to the method of compilation of the weekly aid budget is sufficient evidence to this charge, since it would have been a most impossible and unprofitable venture. With a view to providing a better system of follow-up in the case of applicants for aid, the investigating force has been doubled and 26 trained assistants have been loaned by private societies to the department. “Every reasonable check that it has been possible to provide for the protection of the city has been utilized; the more recent innovation being a check system under which any person receiving aid is required to report to the public welfare department central office each day of the week at a time designated by the department. It is obvious that a mere employed and receiving aid would find it extremely difficult, if not impossible to comply with this requirement; and the agents of the department who have worked faithfully, not only during the day but late into the night, to meet a situation that they pray God will never again be visited on the American people.”

CURLEY DENOUNCES B. & M. ABATEMENTS
Will Contest Favorable Action On 1928 Petition

Mayor Curley intimated yesterday that favorable action by the state board of tax appeals on the petition of the Boston & Maine railroad for a minimum abatement of $1,000,000 in the 1928 valuation assessment will be challenged in all available courts.

Characterizing the Boston & Maine issue as “a notorious case,” the mayor declared that the administration of ex-Mayor Nichols abatements aggregating $10,000,000 had been allowed the Boston & Maine, and he described the succession of abatements as “having every appearance of being a similar form of racketeering to that which brought about the financial debacle in Chicago.”

Of the claim of abatements of $100,000,000 which awaited action when he took office in January, 1930, the mayor said that most of these had been suitably settled, but that the cases which are pending before the board of tax appeals represent those which could not be settled on a basis of equity to the taxpayer and the city.

After addressing the assistant assessors, preliminary to the start today of their annual reappraisal of property for 1929, Mayor Curley announced that the most optimistic view could not predict a valuation in excess of $2,000,000,000 in contrast with a normal annual rise of $400,000,000.

He declared emphatically that increases of valuation of residential property will not be made because there is no justification for the administration but he indicated that some increase may be made in the vicinity of prominent community centers which have been developed during the past year.

CURLEY RESUMES FIGHT FOR BILLS
Invites City Officials and Legislators to Conference

Municipal department heads will explain to Boston members of the legislature, tomorrow, the importance of the legislation which Mayor Curley is seeking this year, pertaining to proposed public improvements. The Curley gasoline tax distribution bill will be the predominant topic of discussion.

In adopting the unprecedented policy of inviting the legislators to confer with the city council and department heads, Mayor Curley resorted to a new method of enlisting support for bills which face rejection in the State House.

The conference will be held in the city council chamber at 12:30. Discussion, it was announced by the mayor, will be restricted to pending legislation affecting Boston.

Department heads will be called on to express their necessity of the enactment of pending bills and the information which they will furnish is intended to supply senators and representatives with arguments and facts to combat either adverse committee reports or to hasten the enactment of bills which have been approved by committees.

ROURKE DISBANDS HIS POLICE FORCE
Demobilizes “Specials” in Lieu of Fingerprinting for Hultman

Commissioner of Public Works Joseph A. Rourke has demobilized his private police force of 150 special officers as a result of the insistence of Police Commissioner Hultman that all special policemen must be photographed and fingerprinted.

“Why should my men be mugged and finger-printed?” asked Rourke, when he was invited to reveal his objections to compliance with the Hultman order.

“None of them ever made a pinch,” held Rourke, “so why call them policemen? I'll give them department badges.”

He was for many years the master of American football and gave to the University of Notre Dame a super type of sportsmanship which has never been approached in the history of the famous game. In my judgment, Mr Rockne did more to inspire the youth of America with the sense of good sportsmanship in the field of athletics than any other man who has been associated with our colleges and universities.

“His was a spirit of fair contest and the finest consideration for the welfare of his opponents. As one of the great admires of Mr Rockne it is an honor to pay him tribute to his memory.”

CURLEY WIRE'S REGRETS TO NOTRE DAME HEAD
Mayor Curley yesterday sent the following telegram of sympathy to Rev. Charles Leo O'Donnell, president of the University of Notre Dame, upon news of the death of Knute Rockne:

“Dear Pres O'Donnell—I pray you will extend to the members of the faculty of the University of Notre Dame and the undergraduates, profound expression of my sympathy and sorrow in the sad and pathetic death of Coach Knute Rockne.

He was for many years the master mind of American football and gave to the University of Notre Dame a super type of sportsmanship which has never been approached in the history of the famous game. In my judgment, Mr Rockne did more to inspire the youth of America with the sense of good sportsmanship in the field of athletics than any other man who has been associated with our colleges and universities.

"His was a spirit of fair contest and the finest consideration for the welfare of his opponents. As one of the great admires of Mr Rockne it is an honor to pay him tribute to his memory.”

Knute Rockne.

In contrast with a normal annual rise of $200,000,000, it was announced by the mayor, that the most optimistic view could not predict a valuation in excess of $2,000,000,000 in contrast with a normal annual rise of $400,000,000.

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"None of them ever made a pinch," held Rourke, "so why call them policemen? I'll give them department badges."
Curley Continues Fight for Bills

Mayor Curley has called a meeting of the Boston members of both branches of the Legislature, together with the City Council and his cabinet, for tomorrow noon at City Hall, to organize support for his bills affecting municipal improvements.

At the meeting of the mayors and selectmen a couple of days ago at the City Club the chief executives agreed to confer with their local legislators to secure passage of Senate bill 47, which would provide the cities and towns with about $5,000,000 from gas tax receipts, to build streets.

In Senate bill 47, he recommended that half of the receipts of the present two-cent gas tax be turned over by the State to the cities and towns for the construction of highways, so that they might use their usual highway appropriations for the relief of the poor and unemployed.

City at Work in Tuberculosis Area

In announcing approval of the plans of the public works department to construct a sewer for $15,800 in the alley between Sawyer and Lenox streets, Roxbury, Mayor Curley declared that he was much interested in the complete plans for safeguarding, as much as possible, the health of the people living in the block which is said to have the greatest mortality rate for tuberculosis for any similar district in the country.

The campaign for widening the alley in the rear of the block was started by Mayor Curley after disclosing that numerous persons had obtained jobs since being placed on the relief list.

City to Re-register Those Getting Dole

Re-registration under oath of persons receiving aid from the city will probably start tomorrow morning. Secretary Walter V. McCarthy of the public welfare department said today, He expects it will take between two and three weeks.

The overseers are to meet this afternoon to plan the details of the re-registration, which was decided upon by Mayor Curley after disclosures by the Finance Commission that numerous persons had obtained jobs since being placed on the relief list.

$28,000 TO BE SPENT ON SO. END ALLEY

Mayor Curley today approved the expenditure of $15,800 for sewerage equipment in a public alley between Sawyer and Lenox streets, South end.

The mayor has been told that in this particular block there has been more tuberculosis cases than in any similar district in the city, and it has been attributed largely to the fact that the alleyway is so narrow that refuse and garbage carts cannot enter. The mayor will spend about $28,000 to widen the alley and put in a sewer. This action is the result of a campaign waged by the Boston Tuberculosis Association.

The mayor today also approved the laying out of Abbott street, Alameda road and Martin street, all in West Roxbury.

Mayor Curley Says:

“A home without children is like a flower without fragrance; pleasing to the eye alone.”

Mayor Calls Meeting of Boston Solons

For the first time Mayor Curley has called a meeting of the Boston members of both branches of the Legislature, together with the city council and his cabinet for tomorrow noon at City Hall, to organize support for his bills affecting municipal improvements.

At the meeting of the mayors and selectmen a couple of days ago at the City Club the chief executives agreed to confer with their local legislators to secure passage of Senate bill 47, which would provide the cities and towns with about $5,000,000 from gas tax receipts, to build streets.

Mayor attends Hannon Rites

Funeral services for Miss Emily G. Hannon, sister of Mrs. John P. Fitzgerald, were held today at the home of former Mayor Fitzgerald, at 39 Welles avenue, Dorchester. Solemn high mass of requiem was celebrated at 10:30 at St. Mark’s Church, Dorchester avenue, by the Rev. Patrick J. Lydon.

The Rev. Augustin C. Dalton was deacon and the Rev. Francis V. Cummings sub-deacon. Seated within the sanctuary were the Rev. William P. Tophig, pastor of St. Brendan’s Church; the Rev. Francis V. Murphy of St. Stephen’s; the Rev. Michael Welch of St. Patrick’s Lynn, and the Rev. Edward McLaughlin of St. Mary’s Church, Randolph.

Among those present were Mayor Curley and daughter Mary, Judge Richard M. Walsh of the Dorchester court and former Fire Commissioner John F. Fitzgerald, Jr., Henry Fitzgerald, Jr. Thomas Fitzgerald, Robert Gill and Frederiek Fitzgerald. Interment was in St. Bernard’s cemetery, Concord.

Here is Mayor Curley’s Aphorism for Today

“An home without children is like a flower without fragrance, please to the eye alone.”
Favor $5,000,000 Suffolk Court House Addition

Proposition Is Opposed. However, by Corporation Counsel Silverman

Plans for an addition to the Suffolk County Courthouse were discussed in detail today before the Senate Ways and Means Committee at a hearing on the bill providing for appointment of a special commission to provide additional court house accommodations and facilities for the courts and other officials of Suffolk County.

Suggestions were made that this addition extend from the present court house down Somerset street, across Howard street to Cambridge street. This type of addition was favored by President George B. Nutter of the Boston Bar Association; Charles S. Rackemann, Register of Probate Arthur W. Sullivan, Register of Deeds William T. Adden, architect, and Frank W. Grinnell. According to the proposition as outlined in the bill the structure would cost about $5,000,000 and the cost would be borne on a basis of 66 per cent by the county, and 33 per cent by the State.

Corporation Counsel Samuel Silverman entered opposition to this proposal, declaring that the city of Boston can build a court house suitable for the needs of the county for $1,000,000 or slightly more. He declared the State should provide the appropriation for an addition to accommodate the courts. He said he had no opposition if the State desired to build the annex as proposed and pay for the construction. Mr. Silverman admitted that there is growth need for more space to relieve congestion in the court house. He felt that the Registry of Deeds and the Registry of Probate were unduly crowded.

Mr. Rackemann and Mr. Nutter emphasize the immediate necessity of enlarging the courthouse and improving the facilities. They pointed out the growth in court business and how this, with the confined quarters, has produced a congestion that is intolerable. Register of Probate Sullivan told of the conditions as they affect his department, there are no ante-rooms for consultations or conferences and if a lawyer wishes to confer with his client he has to go out in the corridors. He told also of the difficulty in finding space for the records and files.

Register of Deeds Fitzgerald said the situation was intolerable and that those who wish to examine titles and conduct other business in his registry have to do so under the most trying circumstances. He pointed out how his branch is continually growing and said if he had to have space for records and files and this cuts down the space available for the conduct of business.

Mr. Grinnell cited figures to show the enormous increase of business in the Suffolk County courthouse and declared that the proposed addition was one that looks forward to future expansion by at least twenty-five years. Other proponent expressed the opinion that the addition would cost per cent of the cost should quite low for the State to contribute to the addition. Figure was increased to the committee to show the amount of State business conducted in Suffolk County in comparison with other counties, by Commissioner Charles P. Howard of the Commission on State Administration and Finance. He believed in the addition but indicated that 33 per cent was a high figure for the State to pay in comparison with its business in Suffolk County.

For Tunnel Under Boston — Good Chance for Trackless Trolley

By Bernard Peterson

It seems highly probable, to those conversant with the drift of the discussion, that the legislature will finally decide that the legislative Committee on Transportation of the House and the Senate favor the construction of a tunnel, ample for passengers, freight and express matter. By such a bill, plans, estimates of cost and recommendations would be made by the Senate Ways and Means Committee at a hearing on the bill today.

Another matter on which the committee may make a favorable recommendation is that of trackless trolley lines. This has never before been taken very seriously on Beacon Hill, though the matter has been brought before the House and Senate on many occasions. It is coming into favor.

Trackless trolleys were talked of in the late legislature when street transportation began. The committee, and they are in substantial accord as to the desirability of the project. The problem is to decide if the trolley should be operated as a street railway or a motor bus. The present conception of transportation is that the Boston & Maine railroad has the advantage of the New England railroads, or the trackless trolley, or both. The trackless trolley, as it is called, is a bus under the motor bus laws. It should be operated as a street railway under the Street railway laws, or as a motor bus under the motor bus laws. The trackless trolley would care for growth during the next twenty-five years. It is not being considered a tunnel, but it is being considered a bus under the motor bus laws.

For a while the trackless trolley seemed so outside the idea of the railroad. Now it seems that it almost passed out of the picture, but in more recent years it has been gaining favor, especially in the Western cities which it is developing to a considerable extent. It is coming into favor, and is a successful operation as far East as New Jersey. It is precisely a promising element of economy. It can be made to use the former street railway lines where the overhead wires have not been removed, though the rails are gone, and in any line where there would be only the overhead wires to maintain and the street would be free from rail. Motive power would be cheaper. It is believed, when taken in the form of electricity from an overhead transmission line, when produced by what is called an overhead station, can be carried for less than the cost of steam.
EVENING PARKING

The news that the traffic commissioners have decided to permit parking on all down town streets, with a few exceptions, from 6 P. M. to 1 A. M., was likely to provoke the comment, "Well, I thought they always did!" In short, the commission is legitimizing a practice that has been going on illegally for years.

There is no sound reason, however, why it should not take this action. Traffic, once the 5 o'clock rush is over, is much lighter in the evening, and the need for providing all possible space for moving vehicles no longer exists. Most motorists, moreover, who drive into town evening are on pleasure bent, either at the theatres, clubs, or at social affairs, and they like to park near their destination. Whether evening parking should be permitted on both sides of narrow, one-way streets, thus substantially increasing the fire hazard, is a decision which the commission will have to make. But, whatever is done, the public should be informed by suitable signs where "evening privileges" apply and where they do not.

This concession raises one important phase of the whole problem of enforcing traffic regulations. It is futile to establish rules which are not enforced, and seem unreasonable to the majority of automobilists. "The wisest course is to concentrate on the enforcement of a few rules and to abolish those which are generally ignored." The traffic commission, in authorizing evening parking, is making a commendable step in this direction.

CLOSE PART OF GOVERNOR SQ.

Traffic Ban Because of Subway Work

In an emergency order issued last night at the request of Colonel Thomas E. Sullivan, chairman of the Transit Commission, Commonwealth avenue on the north side, between Charles and Beacon streets, was closed for traffic for a period of three months by Commissioner Conry, because of the subway construction going on in Governor square.

Commissioner Conry requests motorists to avoid as far as possible entering or leaving the city by Governor square until the subway is completed. He points out that motorists coming into the city on Beacon street can leave Beacon street at Coolidge Corner, and proceed along Longwood avenue, Huntington, or Brookline avenue to Newbury street.

Those coming into Commonwealth avenue he said, can cross Cottage Farm bridge, go along Cambridge bank road and enter the city by way of Cambridge street.

The emergency order will make it necessary for vehicles leaving Boston via Commonwealth avenue, to detour a Charlestown East to Beacon street, or Bay State road. The commissioners requests that motorists formerly using Commonwealth avenue and Charlestown West, to enter the Fenway and point beyond to use some roadway other than Commonwealth avenue.

The second order closing a part of Beacon street between St. Mary's street and Avenue road, for a similar length of time, was also issued. Both orders will go into effect this morning.

CLOSE PARTR PART OF}
WELFARE OVERSEERS
REPLY TO CRITICISM

Say Methods in Use Are
Answer to Charges

Report Force Investigating Claims
for Charity Are Doubled

The Overseers of Public Welfare, in
a statement issued yesterday relative to
inquiries of racketeering in connection
with the administration of the city's charity
funds, declare that examination of the
method of weekly aid budget is sufficient
answer to the charge.

The statement also says, in part:
"With a view to providing a better
system of follow-up in case of applicants
for aid, the investigating force has been
doubled and 20 trained assistants have
been loaned by private societies to the
department."

"Every possible and reasonable
check has been provided for protec-

CURLEY'S APHORISM
HITS INTELLECTUALS
ON BIRTH CONTROL

Mayor Curley's aphorism for today:
"Birth control by the intellectuals
is surrendering the world
to the non-intellectuals, and
marks an end of Christian
morality and cultural progress
in art, science and literature."

LEGISLATORS WILL
HEAR BOSTON'S PLEA

To better acquaint the Boston members
of the Legislature with the needs of the
city so far as impending legislation is concerned, Mayor Curley an-
nounced yesterday that he had called
a meeting for tomorrow at 12:30 in the
Council chamber at City Hall.

This is a new idea and Mayor Cur-
ley sees no reason why it should not
be beneficial to the interests of the
city to have those who are to decide
the matters in question hear Boston's argu-
ments first hand. Mayor Curley has arranged
to have the various city department heads outline Boston's
case to the Legislators.

CURLEY'S APHORISM

Mayor Curley was tardy in announc-
ing his aphorism yesterday, but
he came through late in the after-
noon with this contribution to his
collection:

"Birth control by the intellectuals
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intellectuals and marks an end of
Christian morality and cultural prog-
ress in art, science and literature."
SAY CURLEY PLAN INSULT TO ALL VETS

BY WALTER HEINTZ

Protest Proposal to Name Civilian for Relief Post

A storm of protest is being raised by prominent officials of the veterans' organizations to halt Mayor Curley's plan to name a non-veteran to the post of deputy commissioner of soldiers' relief.

The veterans say they are up in arms because George T. Sullivan, of Dorchester, a disabled overseas veteran, heads the civil service list of eligibles and Mayor Curley has announced he will appoint the second man on the list, John D. Connors of Roxbury, a non-veteran, former State Representative and leading light in the Tammany Club.

The present deputy commissioners, Dr. Frederick W. Watkeys of Allston, who headed the list and who still holds the office, and Kelly, who was third on the list, Dr. Watkey was a non-veteran but Kelly was a veteran of the Spanish-American War.

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NO ACTION TILL OCTOBER

The Mayor told the Post last night at his home that he has the right to appoint any one of the first three and that he intends to name Connors, the non-veteran, is senior in the service department but he threw a bombshell into the whole affair when he announced that he will not name anyone for the job until October, because no provision was made in this year's budget for a second deputy commissioner.

The present deputy commissioner, Dr. Frederick W. Watkeys of Allston, is a non-veteran, but he is due to retire in October. Until the death of Timothy Kelly, four months ago, there were two deputy commissioners, and the Mayor has now revealed for the first time that, because no provision was made this year for the salary of a second commissioner, he cannot name anyone to the berth now.

Charge Rank Discrimination

The veterans' officials say they are wrathful because Sullivan has once been passed by, and they claim that the appointments of a non-veteran who stands lower on the list would constitute rank discrimination against the men who served in the World War.

They maintain that the Soldiers' Relief is the one department at City Hall which should be managed by veterans and that appointment of another non-veteran to the job would be a virtual insult to the veterans.

The list of those protesting is headed by State Adjutant Dennis H. Haverty of the American Legion. Others who have written letters to Mayor Curley on the subject include Dr. Julian D. Logan, State commander of the V. F. W.; Richard P. Paul, State commander of the Legion, and Charles Apleton, State commander of the Sons of Union Veterans.

COUNTY EMPLOYEIS' PAY RAISE VETOED

Mayor Points to Refusal to Increase City Workers

Mayor Curley refused yesterday to allow salary increases this year to elective officials and employees of Suffolk county.

His veto of the compensation and classification plan recently approved by the city council and awarding increases aggregating $75,000 to 800 of the 1087 county workers, embodied the declaration that when financial conditions permit increases to be granted to city employees, similar consideration will be extended to those on county payrolls.

The mayor's disapproval of the compensation plan had been discounted and the city council was aware of the probable fate of the plan when increases in excess of the sums recommended by the Budget Commissioner Charles F. Fox were approved. The mayor's veto message to the council stressed his deliberate failure to comment on the Fox report until it was forwarded to the council in December and asserted that though the council was justified in assuming that the plan had his tacit approval, changed conditions have forced such drastic retrenchments on the county employees must not expect preferential consideration.

Raising the unpleasant duty of defending the city's employees and in making drastic reductions in departmental appropriations by meting out what is necessary, the mayor pointed out that no justification existed for approving a compensation plan which added $75,000 to the payroll when 11,000 city employees, under control of the mayor, have been denied increased compensation.

MAYOR ATTENDS RITE FOR EMILY G. HANNON

Funeral services for Mrs. Emily G. Hannon, sister of Mrs. John F. Fitzgerald, were held yesterday at the home of former Mayor Fitzgerald at 408 Walnut avenue, Dorchester. Solemn high mass of requiem was celebrated at 10:30 at St. Mark's Church, Dorchester.

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MAYOR WARNS LEGISLATORS TO AID

Support of City Bills Is Urged; Solons View Talk as a Threat

With a veiled threat to Boston's members of the Legislature, whom he called before him in the Council chamber at City Hall, Mayor Curley today demanded that they all actively support various measures pending before the House and Senate.

He especially asked support of his bill which would give the cities and towns an extra cent out of the gasoline tax, and said other mayors and selectmen throughout the state would take similar action.

This measure, he said, would cause $5,000,000 additional to be distributed among the cities and towns this year, of which Boston's share would be $1,300,000, without which there will be a 60-cent boost in the tax rate.

VIEWED AS THREAT.

He promised to notify the constituents of all who aid, and indicated by inference he would let the constituents of those who failed to assist know about it.

Leaving the meeting room, many of the legislators frankly admitted they viewed this as a threat. None of them took advantage of the mayor's invitation to speak, when he had finished his remarks.

"Find out what the pet measures of the members from other sections are and trade votes with them," he advised, and then outlined a number of projects for which he wants legislative authorization.

This includes:
- Sewerage construction, Stony Brook section, Hyde Park and West Roxbury, $2,000,000.
- Highway construction, $2,000,000; might be satisfied with $1,000,000 of which interest is 600.
- Central water, $8,000,000 to $12,000,000; the total cost of the project, which will mean all civic organizations are unanimous in approving, is estimated at $12,000,000.
- School department, $15,000,000.
- East Boston Strandway, $1,250,000.
- Airport development, $1,250,000.

"I am determined that every person in the city, particularly members of the Legislature, know the situation confronting us," he said.

OTHER MAYORS TO AID.

"I can conceive of nothing more injurious to a candidate for re-election than to be compelled to admit to the people that he had not attempted to safeguard the rights of the city.

"After all the city's affairs are of as much interest, and the city's welfare is of as much importance, to you as to me. We've got a serious situation here and we have got to put it through."

"Every mayor and chairman of the boards of selectmen in the Commonwealth will within the next 72 hours call a conference of his legislators."

In 1929 the welfare departments of the communities in this Commonwealth spent $5,166,000. Last year, the total was $7,841,600. For 1931 the estimate is $14,796,000. On the other hand the municipalities will get $4,106,000 less out of the income tax. This situation is unparalleled in the history of the Commonwealth."

DISTRICT DEPARTMENT STREET.

It is proposed to extend the welfare department street in this community for an additional mile to the north, by a vote of the board of selectmen, and the current expenditure for the same purpose for the year ending June 30, 1931, is $10,000.

"More than 35 per cent of the revenue the state gets for highway construction comes from Boston, and we need nothing in return," he added. He promised to notify the constituents of the legislators. who all active in this field.

"I am desirous that every person in the city, particularly members of the Legislature, know the situation confronting us," he said.

MAYORS TO ACT.

"I am desirous that every person in the city, particularly members of the Legislature, know the situation confronting us," he said.
Welcome to Boston: Eastern Commercial Teachers!

Receiving the Key to the City. Left to Right—Mayor James M. Curley, Dr. John R. Gregg, Guest of Honor at the Banquet of the Association to Be Held at the Statler This Evening; John A. Luman, President of the Association, of the Peirce School of Business Administration, Philadelphia.

The thirty-third annual meeting of the Eastern Commercial Teachers’ Association opened at Hotel Statler this afternoon with an address of welcome by Jeremiah E. Burke, superintendent of Boston schools, following trips about the city this morning. Exhibitions of typewriting and a concert by the Boston Public School Symphony Orchestra and Dorchester Girls’ High Glee Club. During the afternoon there were addresses by the president of the association, John A. Luman, Philadelphia; Dr. Augustus O. Thomas, president, World Federation of Educational Associations; on “Education as Social and Economic Adjustment;” and Edward J. McNamara, principal, High School of Commerce, New York city, on “Modern Tendencies in Business Education.” There will be a banquet and dance in the grand ballroom of the Statler this evening with Dr. John R. Gregg guest speaker.

CURLEY INVITES OWEN D. YOUNG

Mayor Asks Him to Deliver July 4 Speech Here

Mayor Curley has invited Owen D. Young, mentioned as Democratic nominee for the presidency, to deliver the Fourth of July address in this city. The mayor declared he believes Young would make a good native son candidate, “because of his identity with the big industries of the state.”

“It is understood that the mayor favors Gov. Ritchie of Maryland if Young is not the nominee. Many Democrats in Massachusetts believe that the delegation from this state to the Democratic national convention should back U. S. Senator Walsh for President. Walsh is looked upon in Washington as the Democratic nominee for Vice-President.

Here’s Mayor Curley’s Aphorism for Today

Mayor Curley’s aphorism for today is: “Labor saving devices are valueless unless they increase the income and leisure of workers.”
we must put it over," referring to the Legislative program.

Corporation Counsel Samuel Silverman was seated beside the Mayor.

Asks All to Exert Pressure

Mayor Curley made it plain that he wants every person with an interest in the welfare of Boston to impress upon the legislators, who he said represent the people of Boston, just as he does as Mayor of the City, that their help is needed and that he does not think the legislators would want to explain to their constituents that they had failed in the attempt to safeguard the rights of the people of Boston in the measures before the Legislature. "I know of nothing more important to the people than the matters before the Legislature," said the Mayor.

He told those present that they need not feel that they would be alone in their struggle to get the legislation he seeks for one half of the existing two-cent gasoline tax, for within 72 hours every city and town in Massachusetts will hold conferences similar to the one in City Hall today.

Mayor Curley referred to the theory that all money from automobile sources should be expended for highways by the State Department of Public Works as a "sacred theory." "We have got to tear that down," he said.

Says Crisis Exists And Gasoline Revenue Will Keep Down Boston Tax Rate

Boston's representatives to the General Court today received veiled warning from Mayor Curley that they must do their utmost to put across Senate bill No. 47, which would give to cities and towns in the Commonwealth one-half of a two-cent gasoline tax.

The mayor stated that if the senators and representatives cooperate in his plan it would give him great pleasure, when the elections are upon us next fall, to direct a communication to the voters in the various districts, telling them that their legislator did everything possible to help the people of Boston in a time of emergency.

Conversely, the implication was that those who did not do their part in the matter and work for the passage of the bill might have some explaining to do when next they sought the favor of the voters.

Mayor Curley also advised that the legislators trade, if necessary, with those from other sections who may have pet projects, they wish to advance. He declared that a crisis exists and that his bill "must be put across." Failure will mean an increase of sixty cents in the tax rate, he said.

Conference at City Hall

These remarks were made this noon at a conference held in the council chamber at City Hall. It was attended by members of the City Council, the various department heads and the legislators: Senator Timothy of South Boston, Senator Buckley of Charlestown, Senator Finneman of Dorchester, and Representatives Alexander Sullivan of East Boston, Prendergast of Charlestown, Casson of Roxbury, Murphy of Brighton, Welsh of Hyde Park, White of Jamaica Plain, Lee of Charlestown, McFarland of Roxbury, Hearn of East Boston, and Lewis Sullivan of Dorchester.

The conference was the outcome of a meeting of the Mayor's Club of Massachusetts and Mayor Curley stated today that within seventy-two hours every mayor and every board of selectmen in the State will call a similar session.

The only talk given was that by Mr. Curley. When he called for opinions and promised to answer questions if possible, no one advanced any argument.

In opening, he said that there is no way to justify any increase in tax rates, in any city or town under existing conditions, and that ways and means must be found to prevent any increase of the burden on the already overburdened. Massachusetts cities, he said, are faced with an outlay in excess of $7,000,000 for public welfare work. "Opposed to this is a decrease of approximately $1,400,000 in State income tax, which reduces the amount the communities will receive from that source. Costs of operating municipal departments are up, he said, and the situation is unprecedented.

"Last year's automobile fees and gasoline tax," he said, "brought to the Public Works Department of the State approximately $19,000,000. The proposed increase would add about $6,000,000 to the sum which this department has to play with. I believe that is the proper term."
CURLEY ASKS LEGISLATORS TO SUPPORT BOSTON PROGRAM

CITIES NEED HALF OF GASOLINE TAX

If Boston Doesn't Get It, Tax Rate Must Increase

Boston legislators, at a conference in City Hall today, were told by Mayor Curley that if they support the bills before the Legislature, including the one calling for the revenue from one-half the existing gasoline tax, he would be pleased to write to their constituents next Fall that they had done everything to help keep down the tax rate in the city. He did not say what might be done if they do not support the measures.

Also he urged the members of both branches to make trades with members from other parts of the State; in fact, to get busy and put the program over. He made it plain that it has to be done. Boston's share of the additional one-cent gas tax, if cities and towns obtain it, would be $1,300,000. The Mayor said that if Boston does not get its share an increase of 60 cents in the Boston tax rate will be necessary.

Present at the conference were members of the City Council and heads of departments. They were urged to see the legislators in their districts, tell the latter to get busy and that they must not merely vote for the measures, but must trade with other legislators. "We face a serious situation," said Mayor Curley; "never was there a more serious situation confronting the city, and
MAYOR CURLEY, AT RIGHT, ADDRESSING LEGISLATORS AND CITY COUNCILORS
THREAT LETTERS FLOOD BOSTON

Sent to Officials and Others Prominent

Mailed in Back Bay Over a Three Months’ Period

Think Crank Busy—Batch Given Writing Expert

Scores of prominent Bostonians, including the city’s Mayor and Police Commissioner, have been the recipients of threats letters for a period extending over the past three months, it was learned last night.

Investigation of the source of the letters, believed to be the work of a crank, has as yet revealed no definite clue to the police or Federal officials. Inspector George A. Augusta, however, left Boston for New York, last night, where he will show a bundle of the letters to a famous handwriting expert in the expectation of proving the letters were the work of a single crank.

Some of the Recipients

One of the first to receive a threatening letter was Mrs Esther Andrews, member of the Governor’s Council. Miss Mary Curley, daughter of Mayor Curley, has also received one. Much of the contents of the letters were said to be of a disgraceful nature. So upset was Mrs Curley by the nature of the missive that since the first of the letters came care has been taken that any further messages of that type did not reach her sight.

Commissioner Ruhlman said last night that he received a threatening letter more than a month ago. He refused to comment upon it other than to say that it was of a vilifying nature. Mayor Curley, another recipient, also received the first letter over a month ago.

Other persons in Boston who have received the missives are Leo Schwartz, legal advisor to the police commissioner; Deputy Supt James McDevitt and Deputy Supt. Thomas F. Gooden.


Investigators Hard at Work

Immediately upon receipt of the first of the letters, the missives were turned over to the Federal Post Office investigators. Later they were turned back to the Boston police department which is now working on the case with Inspector Augusta in charge.

A curious feature of the letters, that recall the Greanough blackmail case and others that have caused excitement in Boston, is that all bear the postmark of the Back Bay postal station. The police are awaiting the opinion of the New York expert to credit their theory that this latest group of letters were written by the same person.

It was learned that not all the missives were of the same kind. Some threatened bodily harm, others, ruined reputations; others, political harm, and still others financial harm. Those letters sent to women usually threatened loss of social standing.

Threatening Letters

PROMINENT residents of Boston have received threatening letters, almost identical in content, from some person or persons who are being diligently sought by the police.

If discovered and found guilty, these persons face either stiff sentences in prison or commitment to an insane hospital. For a sane person to send a threatening letter is a felony, one of the most despicable types of felony, which should be followed by swift and sudden punishment.

It is possible, quite probable, in fact, that the sender of the current batch of letters is a person of unsound mind, in which case there falls a certain responsibility upon the persons in whose charge the sender lies. It should not be impossible to so control the means at hand that a person mentally-ill would not be able to send letters wholesale as did the one back of the present situation. A family or person having in charge a mentally deficient man, woman or child, is in duty bound to prevent that invalid from causing inconvenience or suffering to others.

Threatening letters are bound to disturb the bravest person, particularly when the source is unknown. It is easy to say that they should be ignored but to do so is difficult. That is one of the reasons why any person discovered in the act should be instantly put where he or she cannot repeat the performance.

It is the solemn duty of any citizen knowing of the source of such letters to divulge his knowledge to the police.

SUFFOLK COURTHOUSE EXTENSION

BILL OPPOSED BY CITY

Extension of the present Suffolk County Courthouse down the hill across Howard St. to Cambridge St., was urged upon the Legislature at a hearing yesterday before the Senate Ways and Means Committee in a bill to provide for the appointment of a special commission to provide added accommodations for the county.

Nominated were: The Boston Bar Association, Charles S. Rackemann, register of probate: W. T. A. Fitzgerald, register of deeds; W. D. Adden and Frank W. Grinnell, were those who favored such an extension.

The structure would cost about $5,000,000. If passed, the city would pay 60 percent and the State 40 percent.

Corporation Counsel Samuel M. Farverman opposed the expense entailed by such a proposition, saying that the city of Boston could build a courthouse suitable for the needs of the county for about $1,000,000. He did not oppose the State building the proposed structure if they would pay for it, he said. He admitted that there is need for more space and that the registrars of deeds and of probate are unduly crowded.

Figures showing the small amount of State business conducted at the Suffolk County Courthouse, in opposition to other counties, were presented by Chairman Charles F. Howard of the Commission on Administration and Finance. He believed that a high amount for the State to pay in consideration of the amount of business the State does there.
Mayor Curley has opened up the presidential fight in Massachusetts by inviting Owen D. Young to make the Fourth of July address in Boston. The Mayor strongly leans toward Young as the Democratic candidate for President.

As he puts it: "Young might well be advanced as a native son candidate from Massachusetts. No man in our generation has been more closely identified with the industry of the State. After building up the General Electric Company, he spread out to broader fields, until today he is recognized as one of the great business leaders of the nation.

"Unlike other big business men, he has an understanding of the problem of the ordinary man. It was his influence which proved to be a big factor in turning the tide in favor of the veterans' bonus and the expenditure of this money has given at least a momentary impetus to business.

"Young also sees eye to eye with the leaders of organized labor on the five-day week, unemployment insurance and the responsibility which industry must bear to its employees.

"It is obvious that President Hoover is to be renominated, and were Young to oppose him, it is my belief that he could win."

In lieu of Young, he looks with favor upon the candidacy of Governor Ritchie of Maryland, believing that the latter reflects the views of the Democrats of the North more particularly on the doctrine of State's rights, and in his opposition to the 19th amendment.

While in Florida the Mayor discussed the presidential situation with Chairman John J. Raskob of the Democratic national committee. Raskob is known to lean toward Young.

BY ROBERT L. NORTON

While there has been no definite focus of political opinion among the leaders here, friends of Senator Walsh have advanced the idea that the nomination should be pledged to him for the presidency. In Washington, Walsh is considered as a strong possibility for the vice-presidency. Many of the members of the Senate favor his nomination for second place.

Although Walsh is regarded as a wet, like Governor Roosevelt of New York, he is opposed to making prohibition the dominant issue of the campaign. He favors stressing the economic issues instead, with a wet candidate; in effect subordinating or soft pedalling the wet and dry question.

This attitude would tend to increase the possibility of Southern support for Walsh should his name be advanced for the nomination for Vice-President and would offset the religious and sectional prejudices which Smith encountered in the last campaign. Following the meeting of the Democratic national committee in Washington, Senators like Robinson and Caraway of Arkansas in an informal get together after the smoke of battle had died away, expressed their entire willingness to have Walsh write the next Democratic platform.

Walsh has advanced no opinion about the choice of the next Democratic candidate for the presidency, but he generally sympathizes with the viewpoint of Governor Roosevelt of New York. He will undoubtedly lead the Democratic delegation to the convention.

In view of the strength which ex-Governor Smith evidenced in the State at the last election and the fact that he has not removed himself as a candidate again, the preliminary maneuvers would indicate the probability of a nice little row in the offing.

Mayor Curley's viewpoint is particularly interesting at this time, when presidential politics are in the making. He will undoubtedly be one of the delegates-at-large to the convention and will exert a powerful influence in the determination of the attitude to be taken by the Massachusetts delegation.
MAYOR VETOES WAGE RAISES IN COUNTY

Curley Favors Modified Measure for Council

Points to 11,000 City Employees Denied Salary Increase

Without assuming to dictate to the City Council as to its action on the classification and compensation plan for Suffolk County employees, Mayor Curley yesterday sent back to the Council without his approval the order passed by that body a few days ago under Chapter 400 of the Acts of 1930.

In his accompanying message Mayor Curley wrote that it perhaps will lead to swifter action and more accord if it is understood that he shall approve no changes which involve any increase in salaries for this year.

Mayor Curley recommends for passage a bill which is a slight modification of the original plan. It involves no salary increases, retains the group maxims, and leaves the county employees in position to obtain increases when city employees are granted them.

"The situation requires drastic action in order to prevent an abnormal increase in the tax rate and among other remedial measures it has been my unpleasant duty in the budget recently submitted to your honorable body to restrict department activities to absolute necessities and to take the unprecedented step of refusing to allow an increase in salary or wages to any city employee except the grade increases in the Police and Fire Departments," wrote the Mayor.

"With this situation in mind, the classification and compensation plan for county employees as adopted by the City Council does not meet with my approval.

"Beyond this vital objection I have no desire to make any criticism of the details of the plans as adopted by the City Council and feel that the members of the Council and the budget commissioner should be commended for having well discharged an arduous duty.

"I submit herewith and recommend for passage by your honorable body a compensation and classification plan and rules which involve no increases in salaries during the present year, but retain the group maxims and leave the county employees in a position to obtain step-rate increases in later years when the finances of the city perhaps will better permit."

Mayor Gives City Key to Dr. Gregg

Dr. John R. Gregg of New York, originator of the Gregg shorthand system, visited Mayor Curley at City Hall today and was presented a key to the city.

With him was John A. Luman of Philadelphia, president of the Eastern Commercial Teachers Association whose annual convention is being held at the Hotel Statler.

Dr. Gregg is to be guest of honor at the annual banquet of the organization at that hotel tonight.

Threats

of violence have been received by Mayor James M. Curley and his daughter, Mary (both at left), together with Dist. Atty. W. J. Foley, Police Commr. E. C. Hultman, ex-Mayor M. C. Nichols, ex-Mayor J. F. Fitzgerald, Mrs. Esther M. Andrews of Governor's Council and many others.
Those threatened include Mayor James M. Curley and his daughter, Miss Mary Curley; Commissioner Eugene Hultman; Mrs. Esther Andrews, a member of the Governor's Council; Deputy Supt. James McDevitt, Deputy Supt. Thomas Goode; ex-Mayor John F. Fitzgerald, Traffic Commissioner Joseph A. Conry and others prominent in Boston political and professional life.

Others who received or who were mentioned in the threatening letters are Charles H. Innes, Boston attorney; Dist.-Atty. William J. Foley of Suffolk County; Police Supt. Michael H. Crowley; Ernest J. Goulston, Hub business man; Eddie Mack, boxing promoter; Dan Carroll, manager of boxers, and former Mayor Malcolm A. Nichols.

Police have under surveillance the suspected author of the letters and an arrest is expected momentarily. With the compiling of satisfactory evidence by police and postal authorities the arrest will be ordered.

It was revealed that all letters were written by one person. Samples of the handwriting are in possession of Inspector George Augustus, now in New York consulting a famous handwriting expert.

The first letter was written a month ago and all of them have been mailed from a Back Bay postal station.

Some of those threatened did not receive letters personally, but were mentioned in letters addressed to others. Police are certain that 25 threatening letters were received, although many of the recipients deny having one.

In some instances the letters link those threatened with the "national dope smugglers' gang" and with "Al Capone's gangland." In others political leaders are accused for failing to support a certain Democratic candidate in the November election.

They were written by a person obviously versed in the uses of correct English.

It was made known yesterday that the mail of Miss Mary Curley, daughter of the mayor, is being held at the central postoffice and closely scrutinized before delivery.

Governor's Island Lease Is Revised

Restrictions in the lease of Governor's Island to the city of Boston imposed by the War Department have been removed and Corporation Counsel Samuel Silverman of the city of Boston is going over the lease today preparatory to turning it over to Mayor Curley for his signature. Major General Fox Connor, commanding general of the First Corps Area, drew up the new lease, which meets with the city's approval, and it has just been sent to Washington for approval of the War Department.

Under the provisions of the new lease, the city will not be required to build a special Army road to the Island, construct an Army wharf, erect a certain type of mooring mast or turn the island over to the War Department on a month's notice, although the city is required to turn the island over to the War Department for coast defense purposes in event of an emergency. Park Commissioner William P. Long has already tentatively approved the lease and is making plans to level it and include it in the airport.

Mayor and Others Receive Letters Containing Threats

A package of "crank" letters, written during the past three months to prominent Boston men and women, were taken last night to New York by a police inspector who will have them examined by an expert in an effort to learn if they are the work of one person.

Mayor Curley, his daughter, Mary; Police Commissioner Hultman, Mrs. Esther Andrews of the Governor's Council and several minor officials of the police department have received the letters, which threatened exposure and which, in several instances, were obscene. No demands for money were included. The names of a number of men of prominence were mentioned in the letters, all of which were mailed in the Back Bay district.

The inspector who has taken the letters to New York took also samples of the handwriting of a man who is under suspicion in the case. The matter was turned over to the police by the United States postal authorities.
Poison Pen Letters Sent to 31 Including Mayor's Daughter

More than 30 "poison pen" letters, threatening the "exposure" of Boston's highest city officials, political leaders, and socially prominent men and women, have been sent through the mails within the last month, it was learned yesterday.

Mayor Curley, Police Commissioner Hultman, and Dist.-Atty. Foley are among the recipients. Mr. Hultman received several.

In some of the letters, bodily harm has been threatened. The others have told of "exposures" to come which will mean political or social ruin. All are directed to be the work of an elderly, delirious man. None retired or unemployed, who apparently sent them out inadvertently and without forethought. Police have not thought it necessary to guard the homes of those who received the letters.

Demands for money have not been made in any of the poison pen communications as far as could be learned yesterday. Most of the recipients have either turned over the letters to the police and to the authorities, and refused to comment on all of them. It is understood their text generally has been abusive, scurrilous, and highly obscene. They were mailed from many parts of Boston, beginning three weeks ago and ending Friday of last week.

With the batch of letters all written with lead pencil in a scrawling hand. Some of the letters were signed "George Augusta". The police believe, may be the work of the same man who recently attempted blackmail of John A. Logan, the mayor, by threatening to reveal his private life. The letters were also mailed in the Back Bay.

One of the letters was directed to Miss Mary Curley, daughter of the mayor, threatening to both herself and her father. As the result of this letter, which she received in the opening letter, Mayor Curley has ordered all mail addressed to the Curley home on the Jamaica way held at the Plain Post Office and delivered.

Mayor Curley, his daughter Mary, and more than a score of other prominent Boston citizens have received threatening letters, it became known last night.

Believed to have been written by a crank, the letters are abusive and obscene and threaten to "expose" the political or private affairs of the person addressed. All the letters are in the same handwriting.

As a result of police investigation, a Boston real estate broker is under surveillance by the authorities. Last night Inspector George Augusta was in New York city consulting with a handwriting expert. Samples of the handwriting of the broker under suspicion and some of the letters received by the persons in question were taken by Inspector Augusta for confirmation of the suspicion of the police.

Another man known to have received letters is Police Commissioner Hultman, Deputy Superintendents Thomas F. Goods, and James McDevitt and Dist.-Atty. Esther M. Andrews of Brookline, a member of the Governor's Council.

Many other persons including former Mayors John F. Fitzgerald and Malcolm E. Nichols, District Attorney William J. Foley, Charles H. Jones, and Ernest B. Spracklin, manager of the Copley Square Hotel are said by police to have been named in the letters.

Last night all denied having received such letters themselves.

No Demand for Money

The letter to Mayor Curley was received several weeks ago. His daughter, Mary, received a similar letter a short time later. Commissioner Hultman has received his letter some time ago. Other letters have been more recent.

In none of the letters is there any demand made for money. A majority of them refer to various things in the lives of the persons addressed and threatened to 'expose them.' The letters to Miss Curley and Mrs. Andrews were very abusive according to police.

All of the letters received bear the postmark of the Back Bay postal station and on all of the same letter paper. Some of the letters were written in pencil, but most were written with an ink. In some places the writing changed from writing to printing to emphasize certain words. The letters were evidently written by a person with a fair education.

The case was turned over to police by the United States postal authorities to whom complaints have been made by many of the persons receiving the letters. Augusta and Inspector William J. Crowley and Dist.-Atty. McDevitt have been assigned to the task of running down the writer of the letters.

Following receipt of the letters by Mayor Curley and his daughter all mail addressed to the Curley home on the Jamaica way was ordered held at the Jamaica Plain post office and delivered to the Mayor's office at City Hall where it could be examined.

In the letters to police they accused of working with gangsters, drug rings and racketeers. The letters charged that the detective bureau at police headquarters was corrupt and that high officials were working hand in glove with political bosses.

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ATTITUDE OF CURLEY RESENTED

Legislators Stirred Over Suggestion to Swap Votes

Democratic resentment, particularly among members of the party from western Massachusetts, was apparent in the State House corridors yesterday afternoon, when Boston legislators returned from their meeting with Mayor Curley at City Hall. They told stories that the Mayor intends to let the people of the city know in the next election how the Senators and Representatives voted on his bill to have one-half the revenue from the present gasoline tax returned to the municipalities.

Not only were several of the legislators at the conference convinced that the Mayor sought to force them into line for his bill, by proposing to set the matter before the next Boston election, but they were resentful of his suggestion that the Boston men go out and swap votes with western legislators, agreeing to vote for their projects in return for votes for Curley's gasoline tax bill.

"If Mayor Curley thinks he can pick a few pet legislators to swap with the 'boys from the sticks' to pass his pet measure," said Representative Daniel J. Coakley, Democrat of Chicopee, "he is going to learn something.

"Curley may be boss in Boston, but he doesn't boss the 'sticks.' There is more back of this than appears. I, for one, will not stand for any attempt to destroy the programme of the Department of Public Works for new highways, just to keep Curley's tax rate down, nor be a party to any buck-passing on his part.

Minimize Suggestion

"He has failed to evidence much interest in the legislative programme until recently, but now the master mind jumps in and thinks he is going to put something over.

"No, the members from the western part of the State will not fall for Curley's suggestion that they swap votes, for they know that they would get less highway improvements under his plan than they would get under the present programme.

"Boston Democrats who attended the meeting with Mayor Curley were inclined to minimize the suggestion that Curley had made any threat, and said that the implication of some of the others that he had threatened to oppose those who would not vote for his bill, Senator G., and towns, some of the men present at the City Hall meeting were quite sure that the Mayor's talk was more than an implication of reprisals on those who opposed his plan.

One Boston Democrat declared that at the very opening of his statement the Mayor said, in effect, that "at the next election the people of Boston might be interested to know how each of the Legionnaires voted on this question of the city with the relief it needs at this time." In that statement, this man argued, the Mayor did not intend to vote for his bill.

Representative Abraham B. Carson of Roxbury, the only Republican legislator who attended the meeting at City Hall, said that he believed the Curley programme wholly inconsistent with Governor Ely's highway programme.

"I think the Mayor was wrong, also," he said, "in saying that the State had shown much opposition for highway work last year and because of the gasoline tax increase passed last week will have $100,000,000 this year. He forgets, apparently, that nine-tenths of that gasoline tax increase goes back to the cities and towns.

"Moreover, it should be remembered that the Mayor presented his bill in Senate G., for one cent from the present gasoline tax early in the year before it was known that the Governor would ask for a return of the revenue from the increased gasoline tax revenue to the cities and towns. As a matter of fact, therefore, when the Legislature passed the gasoline tax increase bill, it gave to the Mayor and other cities and towns 99 per cent of what he himself estimated he should have."

BOOM FOR YOUNG TO HIT SNAG

Governor and Walsh Both Inclined to Roosevelt

Governor and Walsh, Both Inclined to Roosevelt

BY ROBERT L. NORTON

Any attempt to line up the Democratic forces of the State for Owen D. Young as the choice of the party for President is certain to meet with strenuous opposition. Both Senator Walsh and Governor Ely are strongly inclined towards the candidacy of Governor Roosevelt of New York.

Whether or not Mayor Curley proposes to organize a Young slate does not appear at this time. More likely his statement that Senator G., for one cent from the present gasoline tax early in the year before it was known that the Governor would ask for a return of the revenue from the increased gasoline tax revenue to the cities and towns. As a matter of fact, therefore, when the Legislature passed the gasoline tax increase bill, it gave to the Mayor and other cities and towns 99 per cent of what he himself estimated he should have.

To Prevent Set Fires

at Midget Golf Links

Following two damaging fires at miniature golf courses within a week, Mayor Curley last night ordered both police and fire officials to check frequently the indoor links for the purpose of preventing incendiary fires.

The need for closer scrutiny of the midget courses was brought to the Mayor's attention by Fire Commissioner Edward F. McLaughlin, who reported that the circumstances surrounding two fires, one Saturday and another yesterday, were "very suspicious."

In a communication to Commissioner Hagman, the Mayor recommended more frequent inspection by the police and fire prevention officials.
Curley Hints Reprisals If City Measures Are Not Supported

Vigorously Demands Boston Legislators Back His Fuel Tax ‘Sharing Bill’—’More Revenue Needed to Avert Tax Increase’

Mayor Curley again cracked the political whip over the heads of Boston members of the Legislature yesterday, renewed his appeal for support of his bill providing for the distribution among cities and towns of 1 cent of the existing per gallon gasoline tax of 2 cents per gallon, and demanded, under virtual threat of political reprisals, vigorous support of his entire legislative program, now facing defeat or drastic revision by legislative committees.

The implication of vigorous opposition to the reconsideration of senators and representatives who are found ‘wanting’ when the Boston bills, forming a program involving more than $20,000,000, are passed on, was cleverly shielded by a specific promise of the vigorous support of the candidates for re-election of those who respond to the call for help. Legislator who listened to the mayor in silence were Senators Buckley, Twining and Flannegant and Representatives Lee of Cambridge, Sullivan of East Boston; Heard, Lee of South Boston; Sullivan of Dorchester; Doan, White, McParland, Murphy, Welch, Hennigan, Madden, Cannon of Boston, and Bowser of Woburn. Of the delegation Cannon and Bowser are the only Republicans.

ADVERSE ACTION HINTED

The unprecedented action of the mayor, obviously based on specific interest in the fate of his bill pertaining to distribution of revenue from the tax bill, but actually intended to arouse interest in the majority of the bills relating specifically to Boston, was a desperate and determined move to forestall the reported adverse action of legislative committees on many of the bills. Reports from the State House have indicated that the consideration which was shown the mayor’s bills by last year’s Legislature would not be extended this year, unless desperate pressure could be exerted and it was for the purpose of generating the necessary pressure that the mayor, for the second time within three weeks, called the Boston legislators into conference. Without the slightest effort to qualify his suggestions the mayor called on the senators and representatives to engage in trading with colleagues from the Berkshires or other sections remote from Boston and to stress the opportunity to swap support for bills in which these legislators may be keenly interested for their votes in favor of Boston measures.

The mayor did not resort to any concealment of the seriousness of the financial predicament of Boston. He described it as the worst which the city has ever faced. He entertained no hope of any increase in revenue from new valuation and contrived this phase of the situation with the absolute certainty of unprecedented expenditure for welfare and soldiers’ relief.

Mayor Warns Police Indoor Links, Run at Loss, Are Extra Fire Hazard

On suggestion of Fire Commissioner McLaughlin Mayor Curley called attention to two recent fires of suspicious origin which did heavy damage to indoor golf courses, Mayor Curley yesterday called upon the police department to be unusually vigilant in inspection of such courses.

Commissioner McLaughlin reported that investigation had revealed that many indoor golf ventures had not been financially profitable. In adopting the suggestion of the commissioner the mayor wrote to Police Commissioner Hultman: “The promoters of miniature golf, indoors at least, have undoubtedly found it extremely difficult to set a reasonable return from their investment, and in view of the fact that human nature does not change much with the passage of years, it would appear to be proper to protect them from a natural temptation. In my opinion the best method of protection would be not only frequent inspection supervision by the fire prevention bureau, but a similar supervision by the police department.
"INVESTIGATION ALREADY THOROUGH AND EXTENSIVE"  
Frederic H. Fay, chairman of the Boston City Planning Board, in a statement with the action of the Legislative Committee on Municipal Finance, yesterday, says that the recommendations of the committee in an attempt to justify its decision to impose a full year's delay in starting construction of the Central Artery show that the committee has raised its judgment entirely upon misinformation.

Chairman Fay's statement in part follows:

"The committee's recommendation that necessary widening to secure adequate approach to the new East Boston Tunnel should be held up another year, for further study, is absurd and is only an easy way of passing the buck. The fact is that no street project ever needed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years.

This matter has been under active consideration since 1923. It stood the test of critical analysis when the measure was up before the Legislature in 1928, at which time both the Boston Retail Trade Board and the Boston Real Estate Exchange were no less eminent for his work on the Panama Canal. Parsons, the first Chief Engineer of the Panama Canal. The engineer engaged by the Henry M. Brinckerhoff of the firm of Parsons, Klapp, Brinckerhoff & Douglass, New York engineers. Brinckerhoff was formerly manager of the Metropolitan Elevated Railway of Chicago and for 25 years a member of the firms above mentioned, which had charge of the Detroit vehicular tunnel, and those which Parsons, Klapp, Brinckerhoff, the first Chief Engineer of the New York subways.

These outside experts corroborated in every way the decision of the Boston City Planning Board to the effect that so far as Haymarket sq and the tunnel area were concerned the route recommended by the Planning Board was by all means the only one that could answer the needs of the business men and always had confidence that area from Boylston st to Harvard Bridge. The first signal was erected today at Huntington av.

This system will be a progressive system, similar to that in operation in downtown Boston. The latter system is operated from a control board in City Hall Annex. The new system will be operated from a control board in Fire Alarm Headquarters in the Penway, opposite Westland av. The control board is almost completed, and will be shipped to Boston within two weeks, after tests have been made.

The entire system has been designed to accommodate all future signals in the Back Bay-South End district. The control board has been designed by the engineer in charge of the Traffic Commission, and is the only one of its kind in existence. It is the very latest in traffic control, and will accomplish any type of control desired in addition to the progressive control.

It is now expected that all of the underground work will be completed within six weeks, and that the wiring and testing will be completed within four weeks after that. Commissioner Conry stated that the system should be operating during June.

After the system has been completed from Harvard Bridge to Tremont st it is estimated there will be sufficient funds for the extension of the system to South Boston. The state works department has been solicited to contribute toward construction of the South Boston vehicular tunnel. The contract for the main portion of the tunnel, which was let a month ago, will be completed in 24 months.

It will take more than the two years' time after passage of the Central Artery bill to complete surveys and land takings, demolish buildings and construct the street. Unless action is taken this year we shall find the tunnel opened and its usefulness blocked because there will be no adequate street approach. This will mean heavy loss to the city in its revenue and tremendous loss to Boston business through traffic delays.

"In view of the unanimous demand on the part of business and civic interests for immediate beginning of construction of the Central Artery project, the views of the State Legislature will completely ignore the facts regarding this sorely needed improvement."
MAYOR CURLEY REQUESTS HEARING

Believes Legislative Committee Would Reverse Decision on His Program

Mayor Curley, in a statement issued this afternoon, at City Hall, requests the Legislative Committee on Municipal Finance to give him a hearing relative to the projects in his Boston program, which was drastically slashed yesterday in the recommendation of that committee. The Mayor says that he feels the opportunity which he is receiving to appear before the committee there will be a reversal of the recommendations expressed in the committee report.

Mayor Curley says that the program submitted by him to the Legislature is necessary, not only for the protection of the investment of the city in the completion for which the money is essential, but as a means to reduce the army of unemployed and to retain the resources of the Public Welfare Department because of their inability to procure work. Training the resources of the Public Welfare Department for any other purpose than the rehabilitation of those who inhabit the city, but also to an equally large number who derive their livelihood from industries located in the city.

The legislation sought by me, as agent for the people of Boston, represents a contribution to the activities by legislative enactment. It is a corporation, however, the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located in the city.

The legislation sought by me, as agent for the people of Boston, represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the submitted it is not planned, should be extended beyond the city by reason of the city.

Substantially every item sought was represented to the public welfare and hospital departments due to the industrial depression.

Arlington Highway Much Needed

"The arterial highway as recommended, represents eight years of intensive study by the industrial and engineering leaders of Boston and, in addition, represents expenditure by the city for investigation, studies and development of plans, of more than $500,000. In the opinion of recognized engineers it would require about two years after authorization, for the construction and completion of this link of the arterial highway, failure to provide for this essential improvement now means a delay of the value of $18,000,000 invested by the city in a traffic tunnel.

"The program sought for street construction in the opinion of the Commission of Public Works, would serve a dual purpose:

1. A protection of the city's huge investment in highways, and 2. A means of absorbing a portion of the unemployed now receiving aid through the Public Welfare Department.

Curley Program $18,250,000

"It is unfortunate that every financial project affecting Boston has been classified under the heading of 'Curley Program.' The fact is that the projects advocated by me represented $11,000,000 for airports, $5,000,000 for East Boston, $5,000,000 for Stony Brook and $1,000,000 for reconstruction of Dorchester av, a total of $17,250,000. "Upon the Dorchester av project I informed the committee that in view of the measure now pending for the abandonment as a port of the Fort Point Channel, that project could well be deferred, and so an actual amount sought by me, not including electrical improvements, was but $12,000,000.

The various items as published in the press and set forth as a portion of the city of Boston program were presented by individuals interested in those particular projects and at no time sanctioned by the Mayor.

School Construction Program

"The school construction program as recommended by me, made provision that any money expended under this item this year be used for schools, not as a part of the tax levy. I contended that my position in this matter is sound, and that it will have a double purpose of the young people who are responsible, there is justification for the recommendations thereof.

"In 1916, during a previous term as Mayor, an examination of the School Department disclosed the fact that the valuation of school lands and buildings in that year was $22,000,000, and the outstanding bonded indebtedness on these buildings was $15,000,000, in my opinion a wider margin of safety should be created and i recommended that the adoption of a pay-as-you-go policy for schools, under which all school lands purchased and buildings constructed thereafter be included in the tax levy.

"The valuation of school lands and buildings is $30,000,000, and the need has been reduced to about $10,000,000, so that the simple justification for a temporary departure from the policy established in 1916 and a return to the bonds as the basis, for at least one year, in view of the fact that $2,000,000 will be required out of this year's tax levy.

Arlington Highway Much Needed

"The arterial highway, for which $11,000,000 was requested for the first unit, and which figure the engineer for the City Planning Board was adverse to bond issue rather than tax, because of the tremendous expenditures in public welfare and hospital departments due to the industrial depression.
CURLEY SEEKS HEARING ON HIS BOSTON BILLS

Hopes Legislators Will Reconsider Adverse Vote

Mayor Curley today asked the legislative committee on municipal finance, whose adverse report threatened to wreck the mayor's program of major municipal improvements contemplated for the current year, for an opportunity to present arguments favoring a reversal of the decision reached at a protracted executive session last night.

CURLEY'S STATEMENT

In a statement sent to the members of the committee on municipal finance, the mayor stressed his conviction that his legislative requests, in behalf of the city, are fair, and pertain only to urgently needed improvements.

His statement follows:

In a decision of the committee on municipal finance, I trust, is not final, for the reason that the questions involved are neither personal nor political. The city of Boston is a corporation deriving its charter from the commonwealth and is limited in its activities by legislative enactment. It is a corporation, however, the success or failure of which is vital, not alone to the 900,000 who inhabit the city, but to an equally large number who derive their livelihood from industries located therein.

The legislation sought by me, as agent for the people of Boston, represents a program adopted after long and intelligent study and presented to competent experts. The amount sought by me is subject to reasonable reduction since a portion of the program of Boston was planned, should be extended beyond one year.

DEFENDS BOND PHASE

"Substantially every item sought represented a contribution to the completion of a program to which not only the city was long committed but upon which the city had made great expenditures. There was justification in the request made by the city, for whatever possible expenditures he subject to bond issue rather than taxes, because of the tremendous expenditures in public welfare and hospital departments due to the industrial depression."

The order calling for an expenditure of $1,250,000 for improvement of the reclamation and development work the East Boston Airport was deemed necessary for the completion of a program of continued growth in progress. The contract for construction of the East Boston channel, which, upon completion, will represent an expenditure of $16,000,000, the widening of Porter's channel at a cost of $500,000, and the investment by the commonwealth, the city and private agencies of $7,500,000 at the airport, represents an investment which may be seriously impaired if the $1,250,000 sought is not provided.

FOR PUBLIC SCHOOLS

"The $2,000,000 requested for Stonybrook improvements, upon which the construction course more than $3,000,000 has already been expended, presents an investment, in the opinion of health authorities, that is vital to the well being of the people of the community. No greater benefit would result from delay in the prosecution of this work since at some time it will be done and doing it now would provide work for the unemployed."

The school construction program, as recommended, made provision that any money expended under this item this year be the result of bond issue and not a part of the tax levy. I contend that my position in this matter is sound, and while it marks a departure from a 'pay-as-you-go' policy, for which I was responsible, there is justification for the recommendation.

In 1916, during a previous term as mayor, an examination of the school department disclosed the fact that the value of school lands and buildings in that year was $12,000,000 and that the outstanding bonded indebtedness on these buildings was $16,000,000. In my opinion, a proper margin of safety should be created and I recommended the adoption of a pay-as-you-go policy for school improvements. As a result of discussion with all school lands purchased and buildings constructed therefor be included in the tax levy.

The value of school lands and buildings is $58,000,000 and the indebtedness has been reduced to about $46,000,000, thus ample justification for a temporary departure from the policy established in 1916 and a return to the tax levy basis for a period of at least one year in view of the fact that $2,000,000 will be required out of this year's tax levy.

ARTERIAL HIGHWAY

"The arterial highway, for which $11,000,000 was requested for the first time, and of which the engineer for the city planning board was at first adverse be reduced to $8,000,000, has been eliminated from consideration, notwithstanding the fact that it is the first major project considered in the last 25 years which received the approval, endorsement and support of every Boston organization, commercial, industrial and real estate. The program as recommended, represents eight years of intensive study by the industrial engineering department of Boston and, in addition, represents an expenditure by the city for investigation, surveys and development plans of more than $50,000. In the opinion of recognized engineering experts it would require two years, after authorization, for the construction and completion of this link of the arterial highway.

Failure to provide for this essential improvement seriously impairs the value of the $16,000,000 invested by the city in a traffic problem."

CURLEY PROGRAM

"The sum of $2,000,000 sought for street construction, in the opinion of the commissioner of public works, would provide work for the unemployed."

1. A projection of the city's huge investment in highways, and
2. A commitment to a portion of the employed now receiving aid through the public welfare department. Of the latter it is understood that the federal government has included as a financial project affecting Boston has been classified under the heading of "Curley program." This program that the projects advocated by me represented $11,000,000 for highway:

- $1,250,000 for Dorchester avenue.
- $2,000,000 for airport.
- $2,000,000 for Stonybrook.
- $1,000,000 for construction of

$17,250,000.

CURLEY'S STATEMENT

"Upon the Dorchester avenue project, I informed the committee that, in view of the measure now pending for the abandonment of a water course of Fort Point channel, that project could well be deferred until next year, so the actual amount sought by me, instead of being $11,000,000, was but $16,250,000."

The various items as published in the press and set forth in the program of the city of Boston's program were presented by individuals interested in those particular projects and at no time were sanctioned by me. My interest is solely in what those best qualified have determined are necessary improvements, and I am certain that in the event that the committee on municipal finance will permit me opportunity to appear before the committee, accompanied by those who have sacrificed time, talent and energy upon the program as submitted, that there will be a reversal of judgment. The request I make is both reasonable and proper.

The program submitted by me is necessary, not only for the protection of the treatment of the city in work for the completion of which the money sought is essential, but as a means by which the army of unemployed who are draining the resources of the public welfare department because of inability to see with whom to vote for a reversal of judgment. The request I make may be pending to appear before them.

Tomato that the committee on municipal finance in its wisdom will comply with my request for a hearing upon these matters, the interests of Boston and the Commonwealth are one. I beg to remain.

CURLEY HURLS THREAT OF TAX BOOST OF 60c.

Mayor Curley talked turkey yesterday to the members of the Legislature and City Council at a meeting in the City Council chamber and warned them they had to do something about the "unemployed" who were receiving aid through the public welfare department.

He astounded many of those present when he promised to write to his constituents, communique them if they worked for passage of bills calling for approximately $35,000,000 for various city projects. He said, "If that is not enough, I will be glad to call them to my office and teach them what they might happen when they ran for re-election unless they supported measures sponsored by him affecting the city.

The mayor's order to legislators to go out among your fellow legislators, learn what their pet measures are and make trades," also astounded
MAYOR CURLEY.

The mayor today in letters to every member of the legislative Committee on Municipal Finance called them to account for failing to support his program for public improvements.

He asked an opportunity to argue his case before the committee at any time the members may desire.

The mayor also denied that his program was for $31,000,000, as reported, stating it called for expenditure of $16,250,000, of which the committee approved only $1,250,000.

ONLY $1,250,000 APPROVED.

Frederic H. Fay, eminent architect and chairman of the city planning board, issued a statement today rebuking the committee for "failing to understand" the central artery project, which leading civic organizations have endorsed.

Mayor Curley listed his projects as follows:

- Central artery, $11,000,000
- Airport, $1,250,000
- Streets, $2,000,000
- Foot Brock, $2,000,000
- Total, $16,250,000

He also asked $1,000,000 for reconstruction of Dorchester ave., but said this could be deferred because of pending abandonment of Fort Point channel as a waterway.

Of these projects, the legislative committee has approved $250,000 for the airport and $1,000,000 for streets.

RESULT OF LONG STUDY

"The action of the committee on municipal finance is, I trust, not final, for the reason that the questions involved are neither personal nor political," wrote Mayor Curley, in part:

"The city of Boston is a corporation deriving its charter from the Commonwealth and is limited in its activities by legislative enactment.

"It is a corporation, however, and the success or failure of which is vital, not alone to the 800,000 who inhabit the city, but to an equally large number of their livelihood from industries located in the city.

"The legislation sought by me as agent for the people of Boston represents a program arrived at after long and intelligent study and planning by competent experts."

SOUNDS TRUSTED

An account of $2000.58 in the Suffolk Savings Bank was trusted by the city at the request of the overseers of public welfare, who investigated the case.

According to the welfare records, Iacobacci filed application for relief with the Chardon st. charity headquarters, December 29, claiming he was unemployed and without means of support for himself and his four children, ranging from one to six years old. He stated that he was a laborer and 48 years old, but could not obtain work.

GIVEN $15 WEEKLY

The overseers voted to allow Iacobacci $15 each week until he could obtain employment. Later investigation by the welfare official discovered the bank account.

In announcing the proposed prosecution, Corporation Counsel Silverman stated that the "action of the overseers and the law department in this case, at the direction of the mayor, is a warning to all persons that the city will prosecute all cases in which fraud is discovered."

6 MONTHS' JAIL TERM IMPOSED IS APPEALED

Frank Deacetis Guilty of Larceny of $23; Laborer
With $2000 Held

Characterizing fraudulent applications for city relief as "a villainous thing," Judge Michael J. Murray today in municipal court sentenced Frank Deacetis, a war veteran, of Lithgow st., Dorchester, to six months.

Deacetis, found guilty of larceny of $23 from the Public Welfare Department, appeared and was held in $1000.

The case of Peter Iacobacci, 76 North Margin st., North End, was continued.

charged with receiving $203.26 from the city while concealing $2000.58 in a savings bank, was continued to April 13 for hearing. These were the first cases in a drive against jobless relief frauds.

CHARGED

Mayor is a warning to all persons that the city will prosecute all cases in which fraud is discovered.

BRUIN CUBS ARE CARRYING ON

A FOOTBALL coach of a Middle Western college dies and a great nation goes in mourning . . . From Washington, Mr. Hoover, President of the United States, telegraphs his sympathy to the widow . . . Mayor James Michael Curley of Boston was among the first to send condolences . . . Big men in every walk of life follow suit . . . Not since Theodore Roosevelt died has the great American nation paid such a whole-hearted heart-felt tribute . . . The name, Knute Rockne, is on everyone's tongue . . . Grief and honest grief—for his passing fills every heart.

IS THIS an argument for or against overemphasis of football? . . . Even the reformer can't stop the world from wearing a footpath to the door of a genius like Knute Rockne . . .

A good football coach is worth more than a university president . . . America has a flood of Rockne to counteract the effects prohibition and its attendant evils are having on the youth of the nation . . . Gangster and racketeer films, magazines, stories flood the land . . . It takes a Rockne to head the American boy on the right trail.

We are all hero worshipers . . . Old as well as young . . . Hero worship plays a prominent part in the development of a child . . . There are many, many things which induce a boy figuratively to worship false gods . . .

Glance over the average newsstand these days . . . Gruesome histories of Al Capone, depicting page after page of horrible murders . . . Gangster and guerrilla magazines galore . . . Crime, scandals fill the newspapers . . . Think of some of the films that have been flashed in the average moving picture house . . . Do these point youth in the right direction? . . . It is easy to understand why America needs a Knute Rockne and why the great American nation mourns his passing.
outside the it

We appreciate that it is a very good proposition to begin with," he said, "but it can wait. It will have to. The Boston Airport appropriation approved by the committee speaks for itself. The committee realizes the necessity for maintaining the Airport on a par with those of other cities and with what has been recommended this year, we feel that it will be sure of its A-A rating.

Representative Dexter A. Snow of Westfield, also a committee member, pointed out that Mayor Curley, although asking the Legislature to allow borrowing $2,000,000 for highway construction, did not provide a cent for such construction in the city budget.

"With the $2,000,000 which he has left over from last year and the amount which we are giving him for this purpose, Mr. Curley really has more money for this type of construction this year than he had in 1930," said Mr. Snow.

Municipal Finance may elect I shall be making any further engagements that may be pending to appear before them.

Chairman Fay's Rejoinder

Chairman Frederic H. Fay of the City Planning Board issued a statement as follows:

"The reasons advanced by the Committee on Municipal Finance in the attempt to justify their amazing decision to delay for one year starting construction of Boston's Central Artery show that the committee has based its judgment on a manifest fallacy.

"The committee's recommendation that necessary widenings to secure adequate approach to the new East Boston tunnel should be held up another year is further out of line. The fact is that no street project ever proposed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years. This matter has been under active consideration since 1923. It stood the test of critical analysis when the measure was up before the Legislature in 1926, at which time both the Boston Retail Trade Board and the Boston Real Estate Exchange called in outside engineers to make sure no possibility remained for further improvement.

"The engineer retained by the Boston Retail Trade Board was no less than General Goethals of international fame for his work on the Panama Canal. The engineer engaged by the Boston Real Estate Exchange was Henry M. Brinckerhoff of the firm of Parsons, Klastrup, Brinckerhoff & Douglass, New York engineers. Brinckerhoff was formerly manager of the Metropolitan Elevated Railway for twenty years and for two years a member of the firm above mentioned which had charge of the Detroit vehicular tunnel and was associated with W. E. Barclay Parsons, the first chief engineer of the New York subways.

Outside Experts Agree

"These outside experts corroborated in every way the decision of the Boston City Planning Board, to the effect that so far as Haymarket square and the tunnel approaches concerned the route recommended by the Planning Board was by all means the only choice. The only two possible alternatives would be to pass to the south of the Relief Hospital in Haymarket square or to carry the artery directly in front of the North Station, which already is headed to its utmost capacity. These two alternative routes have been rejected by every expert authority who has studied this matter.

"The committee's recommendation to delay the project for a full year is equally damaging to the interests of the city. Action is imperative now. If we are to carry out this improvement by the time the new East Boston vehicular tunnel is completed, the contract for the main portion of the tunnel which was let a month ago must be completed in twenty-four months. It will take more than that after passage of the Central Artery bill to make the proper surveys and land takings, demolish buildings and construct the street. Unless action is taken this year we shall lose the tunnel opened and its usefulness blocked because there will be no adequate street to carry the traffic that will mean heavy loss to the city in toll revenues and tremendous loss to Boston business through traffic delays.

"In view of the unanimous demand on the part of Boston business and civic leaders for completion of construction of the Central Artery it seems incredible that the State Legislature will completely ignore the facts regarding this sorely needed Improvement."

Curley Well Treated, View of Committee

Members of the Legislature agreed generally today that the report which the Committee on Municipal Finance voted last night on the fourteen bills of Mayor James M. Curley, asking authority to spend $31,000,000 outside the city debt limit included in the financial aid bill granting construction to be one of the best pieces of committee work done by any legislative body this year. The committee members themselves testified that they have approached the problem in the right way and most of them expressed surprise at the suggestion that the mayor was displeased by what they had done.

Senator Samuel H. Wragg, the chairman of the committee, declared that it was the consensus of opinion among his associates that the projects advocated by the mayor were all good, but that a decision had to be made on the question of expediency at this time, with the statesmanlike decision to let most of the matters included go over to another time.

This attitude was particularly felt on the question of widening approaches to the entrance of the new vehicular tunnel between East Boston and the downtown section. Senator Wragg said. No one doubted the need of such approaches, but because there is plenty of time to go over the details between now and the date set for completion of the tunnel, no great harm will be done by referring the bill to the next annual session.

The members of the committee in another year may be entirely willing to approve expenditures for widening Cross street from the tunnel entrance through State to the vicinity of the Custom House and of Beverly street on the other side, the Washington street bridges, but because there is no need for haste and in view of the financial situation, it failed this year to do so. "Present conditions would not justify it," said Senator Wragg.

That the amounts to be authorized under the committee's report are by no means as little as might at first appear was emphasized by several of the members today, who called attention to the fact that in addition to the $2,000,000 appropriated for schools, the city is to be authorized to add sixty-eight cents to the tax rate, providing more than a million in addition for that purpose.

In the matter of school construction, Senator Donald W. Nicholson of Wareham, a member of the committee, said that it was difficult to know just what to approve, in view of the attitude and previous habits of the Boston School Committee.

"They come up here one year and ask us for money to build a new school in Dorchester, which they say is badly needed," said Senator Nicholson. "So we give them the money and they go out and use it to build a school in Roxbury. Then the year after they are back again with the same urgent demand for the Dorchester school. We can only pass on what they bring in to us and whatever is in the bills must stand or fall on its own merits.

"While Senator Wragg said that the $11,000,000 for 5 119 Chardon-Morriceau street-Arlington square thoroughfare for which Mayor Curley sought a fifty-year bond issue, would undoubtedly be a good project to complete if there was plenty of money to do it with and no undue hardship on the taxpayers of the city was involved.

"We appreciate that it is a very good proposition to begin with," he said, "but it can wait. It will have to. The Boston Airport appropriation approved by the committee speaks for itself. The committee realizes the necessity for maintaining the Airport on a par with those of other cities and with what has been recommended this year, we feel that it will be sure of its A-A rating."

Representative Dexter A. Snow of Westfield, also a committee member, pointed out that Mayor Curley, although asking the Legislature to allow borrowing $2,000,000 for highway construction, did not provide a cent for such construction in the city budget.

"With the $2,000,000 which he has left over from last year and the amount which we are giving him for this purpose, Mr. Curley really has more money for this type of construction this year than he had in 1930," said Mr. Snow.

"In view of the unanimous demand on the part of Boston business and civic leaders for completion of construction of the Central Artery it seems incredible that the State Legislature will completely ignore the facts regarding this sorely needed Improvement."
Curley Calls Artery Plans Vital to City

Chairman Fay Joins in Expressing Amazement Over Legislative Report

Necessary for Tunnel

Call Attention to Extraordinary Backing for Project

Mayor Still Confident

The various items as published in the press and set forth as a portion of the city of Boston's program were presented by individuals interested in those particular projects and at no time were sanctioned by me. My interest is solely in what those most qualified have determined to be necessary improvements. I can make no determination as to the cost of the projects to be submitted and the scope and character of those improvements, but I have been assured that the plans are the result of a comprehensive study and planning by competent experts. The legislation sought by me is subject to bond issue and is, in the opinion of health authorities, that is vital to the welfare of the citizens of the city.

Mayor's Statement

The ordaining committee on Municipal Finance, in preparing the financial statement for the city for the year ending June 30, 1931, recommends that the city have the benefit of Mr. Curley's statement that "the decision to propose the pay-as-you-go policy, for which I sought, is not provided, and forthwith the city will make provision that will be a reversal of judgment. The plan to be followed, and the proposed approach, is the recommendation of such organizations as the Municipal Finance Board, the city, and the Little Commonwealth, is a necessary improvement seriously impair the value of the $10,000,000 invested in the city in a traffic tunnel. The sum of $16,000,000 sought for street construction, in the opinion of the Commissioner of Public Works, would serve a two-fold purpose:

1. A protection of the city's huge investment in highways, and
2. A means of absorbing a portion of the unemployed not receiving aid through the Public Welfare Department.

It is unfortunate that every financial project affecting Boston has been conditioned under the heading of 'Curley Program.' The fact is that the projects advocated by me reported: $11,000,000 for highways, $1,250,000 for airports, $20,000,000 for streets, $2,000,000 for Stony Brook, $1,000,000 for reconstruction of Dorchester Avenue, and $17,250,000.

"Upon the Dorchester avenue project I informed the committee that, in view of the measure now pending for the improvement of the Boston harbor, the Commonwealth, the city, and private agencies have decided to defer the work until next year, so the actual amount sought by me was $11,000,000 but $12,250,000.

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OFF CURLEY BILLS

Committee Leaves $3,500,000 “Next Session” For Central Artery—Economy Rules

Mayor Refuses Comment

Mayor Curley, when informed of the committee's action, refused to make any comment. Given the substance of the committee's report, he said that he would rather study the entire situation before he made any remarks.

Given the lack of official notification from the legislative body, the mayor did not care to say anything, because “they may change their minds.”

Committee Explains Action

Before announcing their report on the executive session, the committee, through Senator Samuel H. Wragg of Needham, issued the following statement:

“The committee on Municipal Finance in executive session is of the opinion that, with the many demands on the public treasury in the current year, it is inadvisable at this time to allow large borrowings by the city of Boston and after exhaustive study on each project submitted by the Mayor and the School Committee, recommends what is in its opinion a program consonant with a sound financial policy.

“The matter of extensive street widenings to meet the need of the new East Boston tunnel has been laid over for one year with the suggestion that more study be given to the subject of adequate street widening policy within the tunnel area in the city proper. Hence, with particular attention to the fact that the committee felt that any widening should avoid putting more traffic into Haymarket area, the committee has a regard for the preservation of valuable property rights that mean millions in taxation to the city.

Criticizes School Officials

“The school construction program advanced by the School Department for a three-year program has been delayed by the committee on the theory that no impartial survey has been made of our future school needs. The committee earnestly recommends that a survey be made of school construction needs in each section of the city so that when the School Department and its agencies of the government appear next year, they will have a more definite idea than they had this year.

“The committee has sought in vain for information regarding the School Department budget and have found no unified expression of opinion among those interested in school affairs as to the construction needs of the department.

“The committee feels that the children of Boston are entitled to greater consideration than they are now receiving at the hands of the administrators of the government of the school department.

“The session was very harmonious and all members of the committee were present except Representative Birmingham of Brighton.”

What the Bills Proposed

The $11,000,000 central radial artery bill proposed reconstruction of existing streets for the purpose of laying out a new thoroughfare from the vicinity of Chardon and Merrimac st to Arlington sq, and to take certain property and rights of the Boston Elevated Railway Company, the Boston & Albany, New York, New Haven & Hartford Railroads.

The proposed $2,000,000 10-year loan for reconstructing streets was cut in half by the committee, with the provision that half of this be raised by taxation and the other 50 percent paid inside the debt limit.

The $2,000,000 for high schools was a cut from a $10,000,000 three-year program.

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TO ADJUST DISPUTE ON GOVERNOR'S ISLAND LEASE

The controversy between city officials and the War Department over certain drastic provisions in the lease relative to the acquisition of Governor's Island by the city for projected airport development seems to have been promptly dissipated. A new draft with all the questionable features removed has been tendered to Mayor Curley and Chairman William P. Long of the Park Department, and tentatively approved, pending the discussion of a few minor details, which Mr. Long stated would be amicably adjusted without delay.

It is unofficially said that this about-face on the War Department, and elimination of protested clauses was specifically effected through the friendly overtures of Maj Gen Fox Connor of the War Corps, who has studied and is in contact daily with the local airport situation.

Incidentally, the new and provisionally accepted lease was sent to the Mayor from Gen Connor's office upon approval dictated by Secretary of War Hurler, who in all his negotiations on the transfer of the island, it is averred, has been cordial and friendly. The disputed draft was prepared by Assistant Secretary of War Payne.

But another stumbling block has loomed in the path of this proposed improvement. The Legislative Committee on Municipal Finance, in executive session Thursday afternoon, pruned the various items set forth in Mayor Curley's budget for loans beyond the debt limit, and reduced the appropriation for Governor's Island development from $1,000,000 to $250,000. This amount of money, Mr. Long said yesterday, would be too small to complete the work. He was hopeful, however, that the committee might change its economic attitude. In event this fails he added that Mayor Curley would deal with the situation in his own way.
Mayor Curley urged bill to let cities share "gas" tax cash

Mayor tells Boston legislators that failure to get this money means increase of 60 cents in tax rate

The theory that all money from automobile sources should be expended for highways by the State Department of Public Works must be torn down, Mayor Curley told Boston legislators yesterday at a conference in City Hall.

Mayor Curley urged the legislators to support several bills before the Legislature, including one by which one-half the existing gasoline tax revenue would be turned over to cities and towns. Boston's share of the additional one-cent gas tax, if cities and towns obtain it, would be $1,200,000. The Mayor said that if Boston does not get its share an increase of 60 cents in the Boston tax rate will be necessary.

The Mayor told the legislators that if they supported these bills he would be pleased to vote to their constituents next Fall that they had done everything to help keep down the tax rate in the city. He did not say what might be done if they do not support the measures.

In opening, the Mayor said there is no way to tell whether an increase in tax rates in any city or town, under existing conditions, and that ways and means must be found to prevent any increase of the burden on the already overburdened Massachusetts cities, he said, are faced with an outrout in excess of $1,000,000 for public welfare work. Opposed to this is a decrease of approximately $1,000,000 in state income tax which reduces the amount the communities will receive from that source.

Last year's automobile fees and gasoline tax, he said, brought to the Public Works Department of the State approximately $19,000,000. The proposed one-cent increase will add about $6,000,000 to the sum which this department has to play with.

"If the department could not spend all of its $19,000,000 it surely cannot spend $25,000,000. The disbursing of this income has come to be regarded as a State privilege which must not be disturbed. We do not propose to touch any part of it except the gasoline tax, which, last year, amounted to about $10,000,000. On the basis of the State assessment, Boston pays 26 percent of the amount distributed, yet who would receive, under this bill, only about $1,500,000 if the measure is adopted. The amount would not be sufficient to cover the State's cost of $1,750,000 for public welfare, but it would help. Of the total amount received by the State from the gasoline tax, Boston pays about 40 percent."

"You may find that the legislators from the Berkshire, from Middlesex, or from some other part of the State have a pet project that they wish to succeed. Trade with them if you have to. We have a crisis before us and we've got to put this across."

Mr. Curley told those present they need not feel they would be alone in their struggle to get the legislation he seeks, because within 72 hours every city and town in Massachusetts will hold conferences similar to the one in Boston.

Owen D. Young may be unable to accept Mayor Curley's invitation to him to deliver the Fourth of July address in Boston, but he should not dismiss it, summarily as "just another speech." The exercises, with an oration by a leading American of the day, are part of a tradition which is only seven years younger than the Declaration of Independence itself.

Since 1783, the town of Boston and later the city has conducted its official observances in Faneuil Hall, usually preceded by a reading of the declaration from the balcony of the old State House by a schoolboy attired in the colonial costume. The company then assembles in the hall to hear the address of the day. The speaker has generally received a small honorarium, depending on the distance he has come for the occasion, but most of them have felt that the honor of being selected to make the address was reward enough. The speech is printed in full in the City Record, in addition to the usual accounts in the newspapers.

The list of speakers during the last century and a half is studded with famous names. Here are only a few: John Quincy Adams, Horace Mann, Charles Sumner, Charles Francis Adams, Thomas Starr King, Edward Everett, Oliver Wendell Holmes, James Freeman Clarke, Henry Cabot Lodge, Edward Everett Hale, Charles W. Eliot and Louis D. Brandeis. On last Independence Day the speaker was Herbert Parker, our ever-youthful ex-attorney-general, and then chairman of the state's tercentenary committee. If Mr. Young really plans to enter the race campaign for the presidency, here would be a fitting and dignified occasion for him to make this start.
Mayor Demands Support for Pending Bills

Mayor James M. Curley, shown addressing Boston members of Legislature yesterday in city council chamber, demanded they actively support pending House and Senate measures. He urged their particular support of the extra-cent gas tax bill, giving cities and towns $5,000,000 extra this year, of which Boston's share will be $1,300,000, keeping the city from a 60-cent tax raise.

MAYOR CURLEY'S APHORISM FOR TODAY:

"Labor saving devices are valueless unless they increase income and leisure of the worker."

GREGG GETS CITY KEY

Honored by Mayor Curley. John R. Gregg, inventor of the Gregg shorthand system, shown as he received a key to the city from Mayor Curley. He is in Boston as a guest of the Eastern Commercial Teachers' Association. (Staff photo.)

MAN WITH $2000 SAVED OBTAINED $203 FOR RELIEF

Arrested After Bank Account Is Seized—Drew $15 a Week from City

TOLD OFFICIALS HE HAD 5 DEPENDENTS

Action Is First in Boston's Drive on Fraudulent Charity Claims

The first step in a drive which is expected to develop into a city-wide campaign against "relief racketeers," who have mulcted the city treasury of thousands of dollars through false claims of poverty, was taken yesterday with the arrest of Peter Iacobacci, 35, of North Margin street.

Iacobacci, investigators say, had a balance of $2000.58 in the Suffolk Savings bank when he applied for relief last Dec. 20. He told a sorrowful tale, branded by city officials yesterday as a lie, of being penniless, without work and the sole support of his wife and four children.

CURLEY DIRECTS ARREST

His arrest was directed by Mayor Curley, who has announced that the city will prosecute all relief cases in which fraud is discovered. The mayor said he was determined that none of the city's emergency relief fund, for which almost $6,000,000 has been made available in the first three months of this year, will go to "fakers" or "racketeers."

Iacobacci's assertion of impending starvation to his family brought him an allowance of $15 a week from the city. While his bank balance was undisturbed, he continued to draw his weekly allotment, until he had fraudulently obtained $203.25, it is alleged.

Police of the Hanover street station arrested him at his home yesterday afternoon. He was charged with larceny from the city of Boston by means of false pretenses, and late last night had not been able to obtain bail. He will be arraigned in municipal court this morning.

His account at the bank was trusted by the city at 9 A.M. yesterday. The warrant under which he was arrested sets forth 12 counts, naming the dates on which aid was given.

His arrest, interpreted as a warning to all others who may come under the city's investigation of the mulcting of
GOT RELIEF FROM CITY, HAD $2000

Charge Against North End Man Arrested at His Home

Launching the city's drive against the first of the alleged jobless relief frauds, Corporation Counsel Samuel Silverman last night prepared to prosecute Peter Iacobacci of 76 North Margin street, North End, on the charge of receiving $203.25 from the overseers of public welfare in unemployment relief while concealing $2000.58 in a savings bank.

Warrant for his arrest was issued yesterday by Judge Charles L. Carr, charging larceny from the city by means of false pretences, setting forth 12 counts, naming the days upon which the aid was given. He was arrested at his home last night, and will be arraigned in Municipal Court today.

ACCOUNT TRUSTEED

At the same time his account, with a balance of $2000.58 in the Suffolk Savings Bank, was trustee by the city at the request of the overseers of public welfare who investigated the case. This action was decided upon following a conference attended by Secretary Walter V. McCarthy of the overseers, Corporation Counsel Silverman, and Assistant Corporation Counsel Hale Power.

According to the welfare records, Iacobacci filled application for relief with the Chardon street charity headquarters, Dec. 20, claiming that he was unemployed and without means of support for himself and his family of four children, ranging from one to six years old. He stated that he was a laborer and 36 years old, but could not obtain work.

Because of the size of his family and other conditions at his home, the overseers voted to allow Iacobacci $5 each week until he could obtain employment. Later investigation by the welfare officials discovered the bank account.

Warning to Others

In announcing the proposed prosecution, Corporation Counsel Silverman stated that the action of the overseers and the law department in this case, at the direction of the Mayor, is a warning to all persons that the city will prosecute all cases in which fraud is discovered.

"It has been the policy of the Mayor during the present emergency," he stated, "to aid all those who are in need of assistance and so far, during the three months of this year, almost $2,000,000 has been made available for this purpose, but the Mayor is determined that not one cent shall go to 'fakers,' 'victors' or others who attempt to mulct the city, and the policy of prosecution will be just as vigorous as has been the policy of relief."

The warrant for the arrest of Iacobacci was turned over to Special Officer Ernest E. Pansey of the Milk street station, who has been assigned to duty at the welfare headquarters.

Swedish Mayor Gets Key to the City

Borgmaester Hallin Calls on Mayor Curley

On a visit to Boston today Wilhelm Hallin, Who Is the Mayor, or Borgmaestre, of the City of Norrtalje, Sweden, Called on Mayor James M. Curley of Boston, at City Hall, and Was Honored by Being Given the Key to the City
Mayor Curley's ambitious $31,000,000 program outlined for the development of the city of Boston was scrapped last night by the legislative committee on municipal finance. Out of a sheaf of 14 bills seeking authorization to borrow that amount of money outside the debt limit, for promoting various projects, the committee recommended that he be given $3,500,000 for four of them. The others were entirely rejected.

Mayor Curley's petition for $14,000,000 minimum in private memorandums was also rejected.

Central Artery is Eliminated

New School buildings, street widenings fare badly

How Curley Building Projects Fared at Hands of Committee

<table>
<thead>
<tr>
<th>Project</th>
<th>Requested</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>1—Municipal building in Charlestown</td>
<td>$3,500,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>2—New school construction</td>
<td>10,000,000</td>
<td>2,000,000</td>
</tr>
<tr>
<td>3—Airport improvement</td>
<td>2,000,000</td>
<td>250,000</td>
</tr>
<tr>
<td>4—Reconstructing streets</td>
<td>6,000,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>5—Arterial highway</td>
<td>5,000,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>6—Widen and relocate Beverly street</td>
<td>2,000,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>7—Stony Brook channel improvement</td>
<td>2,000,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>8—City Hospital building addition</td>
<td>500,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>9—Municipal building at Fields Corner</td>
<td>500,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>10—Municipal building at Franklin park</td>
<td>400,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>11—New school buildings</td>
<td>1,000,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>12—Widen and construct Dorchester ave.</td>
<td>75,000</td>
<td>Nothing</td>
</tr>
<tr>
<td>13—Subway or tunnel at Forest Hills</td>
<td>500,000</td>
<td>Nothing</td>
</tr>
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CURLEY'S PLANS GET HUGE SLASH

Legislative Committee Cuts Borrowing Requests From $31,000,000 to $3,500,000

The legislative committee on municipal finance, in an executive session which lasted until nearly midnight, cut the street, building, airport and schoolhouse programme of Mayor Curley and the Boston School Committee, which totaled more than $31,000,000 for this year, to only about $3,500,000.

It cut the Mayor's proposal for $1,250,000 for development of the East Boston Airport to $500,000, announcing that this amount will make possible an AIA rating for the port.

Instead of an appropriation of $5,000,000 a year for each of the next three years for schoolhouse construction, the committee reported $2,000,000 for new high schools. Of this amount the city would have to raise under its 68 cents tax rate for school purposes about $1,250,000 from the tax levy this year, and the balance would be borrowed outside the debt limit.

Instead of the $2,000,000 asked for reconstruction of accepted streets, the committee recommends only $1,000,000, half of this amount to be borrowed inside the debt limit.

Although the committee had before it various proposals for the erection of new municipal buildings, Charlestown was the only section to be favored by the committee. That section was given $295,000 for the purpose, instead of the $108,000 originally suggested.

In its statement of reasons for its action last night the committee, through Senator Samuel H. Wragg of Needham, chairman, said:

"The committee on municipal finance, in executive session, if of the opinion that, with the many demands upon the city treasury during the current year, it is advisable at this time to allow large borrowings by the city of Boston.

"The statement set forth that the executive session was harmonious. All members, except Representative Leo M. Birmingham of Brighton present. There were no recorded dissenters from the report, as made public last night, but it is known that several members will reserve their rights to vote against some of the items eliminated, if they are offered as amendments on the floors of the Senate and House.

"In its statement of reasons for its action last night the committee, through Senator Samuel H. Wragg of Needham, chairman, said:

"Committee's View

"The committee on municipal finance, in executive session, if of the opinion that, with the many demands upon the city treasury during the current year, it is advisable at this time to allow large borrowings by the city of Boston, and after an exhaustive study of each project submitted by the Mayor, recommend what is, in their opinion, a programme consistent with a sound financial policy.

"The matter of extensive street widenings to meet the need of the new East Boston tunnel has been laid over for a year with a suggestion that more study be given to the subject of an extensive street widening policy in the tunnel area of the city proper, directing their particular attention to the fact that the committee believes that any widening should avoid putting more traffic into Haymarket square and have regard for the preservation of valuable property rights that mean millions in taxes to the city.

"The school construction programme advanced by the school department for a three-year programme has been discarded by the committee, on the theory that no important unprejudiced survey has been made of our future school needs. The committee earnestly recommend that a survey be made of the school construction needs of all sections of the city, so that when the school department and the other agencies of the government appear next year they will have a more definite idea than they had this year.

"The committee has sought in vain for information regarding the school department budget and for even one united expression of opinion among those interested in school welfare as to the construction needs of the department.

"In brief, the committee feels that the children of Boston are entitled to greater consideration than they now receive at the hands of the administrators who govern the school department.

"The session of the committee was very harmonious and all the members..."
Mayor Curley Calls for Adequate Defense

Mayor, Discussing Army Day, Calls Attention to Lack of Troops Here

The fourteenth anniversary of the entry of the United States officially as a participant in the World War will be observed on Monday. That day has been designated as Army Day, and Mayor James M. Curley called attention to it this afternoon as an occasion for emphasizing the necessity of maintaining national defense.

The situation from the standpoint of national defense in Massachusetts is a most serious one," he said. "At the present time there are neither officers nor enlisted men at the following gardened posts in Massachusetts: Fort Andrews, Fort Heath, Fort Ruckman, Fort Strong, Fort Deville, Fort Revere, Fort Sandish and Fort W. Winthrop.

"The total number of men at all Regular Army posts and stations in Massachusetts at the present time is less than five hundred men, the actual figures being 116 officers and 376 enlisted men. At Camp Devens the total between Quartermaster Corps, Medical Departments and Ordnance Departments representing the entire organization at present there located, numbers but twenty men. At the Hiplicham station, the Medical Department one officer and three enlisted men. At Camp Devens the total between Quartermaster Corps, Medical Departments and Ordnance Departments representing the entire organization at present there located, numbers but twenty men. At the Hiplicham station, the Medical Department one officer and three enlisted men.

"A more serious situation has never been in evidence in the history of our country upon Army day and unless public opinion crystallizes in favor of adequate national defense the declination of Army and Navy will continue until in the sacred name of economy America may one day be found defenseless.

Propaganda directed against the maintenance of the Reserve Officers Training Corps and the Citizens Military Training Camp is general and from public platforms, pulpits and educational institutions, the voice of the Internationalists is heard demanding that the most efficient and least expensive form of national preparedness be destroyed. As custodians of a great heritage for the consummation of ideals for which humanity struggled for nearly eighteen centuries, we should demand such measures of national defense as will assure to posterity the heritage of liberty which was gained through the sacrifice of those who have gone before."
CURLEY TO FIGHT FOR PROGRAM

Legislators Will Hear Plea For $31,000,000 Boston Projects

BIRMINGHAM RAPS "JUNKET" AT HOTEL

As a result of Mayor Curley's protest on the report of the legislative committee on municipal finance on the city of Boston bills, Senate Chairman Samuel H. Wragg will call a special meeting of that committee Monday to ascertain if they are willing to hear Mayor Curley plead for a revision of the committee findings. The mayor voiced his protest yesterday in a telephone conversation with Senator Wragg of Needham, at the same time asking permission to appear before him and his colleagues and discuss the situation at greater length in an effort to persuade them to grant more generous appropriations for the mayor's cherished projects.

Senator Wragg agreed to call the session, but said that in his opinion the committee will not revise its recommendations because of the exhaustive consideration given the entire program at the six-hour session Thursday night at the Hotel Statler.

CALLS IT JUNKET

Members of the legislative committee on municipal finance were not justified in subjecting the commonwealth to the expense of the "needless junket" on which they went Thursday night to consider the city of Boston bills, in the opinion of Representative Leo M. Birmingham of Brighton, Democratic leader in the House.

He was the only one of the 15 committee members absent from the session at which drastic action resulted practically slashing the $31,000,000 program for the development of Boston to $3,500,000.

While not diverging to any great extent from the recommendations of the committee he charged the members with extravagance in forcing the commonwealth to engage an "expensive hotel suite and pay for a bounteous repast" with adequate quarters for their assembly available at the State House without cost.

MAYOR'S "AMAZEMENT"

In an extensive statement the mayor expressed amazement at the ruthless reduction of the program ordered by the committee. He discussed the various projects that were rejected at length and objected to having them called the "Curley program."

The legislation sought by me as agent for the people of Boston," he said, "represents a program arrived at after long and intelligent study and planning by competent experts. The amount sought by me is subject to reasonable reduction since a portion of the amount, it was planned, should be extended beyond one year.

According to Birmingham the committee was too liberal, if anything, with its recommendations for Mayor Curley's street construction appropriation request. He expressed resentment at the "unfriendly gesture" of the committee in refusing a statement calling attention to the fact that he was the only absentee from the executive session. Prior to the session, he said that he had expressed his condemnation of the proposed junket and requested a postponement and transfer to the State House.

PLAQUE OF GEN EDWARDS IS PRESENTED TO MAYOR CURLEY

MAJ GEN CLARENCE R. EDWARDS
From a plaque by Henry Channon

A fine plaster likeness of the late Maj Gen Clarence R. Edwards, the work of Henry Channon, himself a World War veteran, has been presented to Mayor Curley by Mrs Mary Fitzgibbons Channon of Oxford at Cambridge, a former Boston woman.

Mrs Channon visited City Hall and, acting for her husband, presented the Mayor with the plaque. Mayor Curley was delighted with the excellent likeness and fine work of the sculptor, who is employed as a salesman at the Cambridge store of Sears, Roebuck & Co.

It is planned to exhibit the plaque at the memorial exercises to be held Sunday afternoon in the Boston Garden in memory of the late Maj Gen Edwards.

The plaque is of autograph size and shows the wartime leader of the famous YD of the 26th Division in uniform. Mr Channon is particularly proud of his work, for it is his first piece of this nature. It was all accomplished by the skilful use of an ordinary penknife.

Mr Channon has done much rapid sketching and cartooning and, in a field of 6000, he won first prize in the Metropolitan Theatre contest for the best drawing of Harold Lloyd of motion picture fame. Mr Channon served in the air service with the 58th balloon company.
Curley Asks Hearing on Slashed Program
Confident Legislators Will Reverse Decision

Says Central Artery Needed for New Tunnel—His Total $16,250,000

Mayor Curley requested the Legislative Committee on Municipal Finance to give him a hearing relative to the projects in his Boston program, which the committee so drastically slashed in a statement issued yesterday afternoon.

The Mayor said he was confident that if a hearing was granted him the committee would reverse its decision.

He said that the program "is necessary, not only for the protection of the investment of the city in work for the completion of which the money is essential, but as a means to reduce the army of unemployed, who are draining the resources of the Public Welfare Department because of their inability to procure work."

Mayor Curley said it is unfortunate that every financial project affecting Boston has been classified under the heading of "Curley program." Many items set forth as a portion of the city of Boston program, he asserted, were presented by individuals interested in those particular projects, and at no time were sanctioned by the Mayor.

Airport and Stony Brook

Mayor Curley's statement, which he sent every member of the Committee on Municipal Finance, follows, in part:

"The order calling for an expenditure of $1,250,000 for improvement of the East Boston Airport was deemed necessary to permit of a continuance of the reclamation and development work now in progress.

"The contract for construction of the East Boston Tunnel, that my position completion, will represent an expenditure of $16,000,000; the widening of Fort Point at a cost of $300,000, and the investment by the Commonwealth, the city and private agencies of $7,500,000, at the Airport, represents an investment in development work which may be seriously impaired if the $1,250,000 sought is not provided.

"The $5,000,000 requested for Stony Brook Improvements, upon which the arterial highway as recommended represents eight years of intensive study by the industrial and engineering leaders of Boston and, in addition, represents an expenditure by the city for reclamation, studies and development of plans, of more than $50,000.

"The $1,250,000 was risked to give him a hearing to the committee so drastically slashed in

Committee Misled, Says Fay

Frederic H. Fay, chairman of the Boston City Planning Board, in a statement dealing with the action of the Legislative Committee on Municipal Finance, said yesterday that the reasons advanced by the committee in an attempt to justify its decision to impose a full year's delay in starting construction of the Central Artery shows that the committee has based its judgment entirely upon mis-information.

He declared their action was "absurd and only an easy way of passing the buck." He said no street project ever proposed for any city in the country has had more thorough and extensive investigation than has this particular project during the past eight years.

The said among the experts retained had been Gen Goethals, of Panama Canal fame; Henry M. Brinckerhoff, whose firm had charge of the Detroit vehicular tunnel, and others.

Chairman Fay pointed out that inasmuch as the acquisition for the necessary portion of the tunnel, which was let last month, calls for completion in 24 months, the usefulness of the tunnel will be blocked because there will be no adequate street approaches. "This," he said, "will mean heavy loss to the city in toll revenue and tremendous loss to Boston business through traffic delays."

New municipal projects have to go to the committee.

Mayor to Get Hearing on City Bills

Feels Keenly Slashing of the Airport Appropriation and Other Needed Sums

Mayor Curley will get another opportunity before the joint legislative Committee on Municipal Finance in executive session next Monday to plead for his municipal projects which were slashed by the committee.

While the total appropriation called for by the numerous bills amounted to approximately $31,000,000, the bulk of these projects, all outside the debt limit, was petitioned for by individual members of the legislature.

The committee eliminated all but $2,500,000 of these.

Anxious for Airport

One of the important projects that the mayor desires to have put through is the airport development at Long Island, in view of the fact that an agreement has been reached for the acquisition of the island from the government.

The sum of $1,250,000 was asked for this project. The committee reduced it to $200,000. William P. Long, chairman of the park commission, said if the committee persisted in its refusal to give the full amount and is upheld by the Legislature nothing can be done to extend the facilities of the airport this year.

The two chairmen of the joint legislative committee said today they were favorable to giving the mayor another opportunity to be heard.

No Reply to Critic

Senator Samuel H. Wragg of Needham said:

"I will call a meeting of the committee for Monday and ask the members if they wish to hear the Mayor again."

Rep. George P. Anderson of Boston, said:

"I am in favor of giving the Mayor in executive session on any added information he may have to give to the committee."

Neither Wragg nor Anderson would make any comment on criticism leveled at the committee by Rep. Leo M. Birmingham of Brighton, minority leader of the House and a member of the committee.

Birmingham scored the committee for holding its executive session in the Hotel Stater. While discussing the economy, Birmingham charged, the committee was enjoying a $3.50 dinner at the expense of the State.

Birmingham contended that there was no reason why the committee could not have held its session in a committee room at the State House.
Mayor Curley Says Eastman
Prejudges Railroad Problem

He Thinks Commissioner's Letter to Gov. Ely of Questionable Propriety—Favors Trunk Line Plan

Interstate Commerce Commissioner Joseph E. Eastman, by expressing his views at this time on the future alignment of New England railroads, has prejudged a problem which will eventually come before him and other members of the commission for decision, and has public opinion in mind when he has issued yesterday, made tart announcement of his views, which he warned against allowing public control and operation of the New England roads to pass to trunk lines west of the Hudson, were set forth in a letter to Mayor Curley says Eastman on control or consolidation of the New England railroads to compete with trunk line railroads serving other parts for the export business of the interior.

This does Mayor Curley, in a public statement issued yesterday, make tart, challenging retort to the recent pronouncement of Commissioner Eastman on control or consolidation of the New England roads to pass to trunk lines west of the Hudson, set forth in a letter to Mayor Curley, given in response to the Governor's request for his advice as to the most desirable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of government control. It is difficult, however, to reconcile this with the opinion that he has repeatedly expressed in public, that government control is the inevitable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of government control.

AS TO MORAL EFFECT

Is it not conceivable that in the larger system organizations that would result from the taking over of the New England railroads by the trunk lines in the New England Governor's commission, vice, enterprise and other hardy qualities of mind and character which have made New England what it is for so many years, would be supplanted by mere Managers or superintendents or clerks for absentee owners?

EFFECT OF COMPETITION

Three or more competing trunk lines reaching into the interior and serving the port of Boston could not fail to improve present conditions. Certainly the New England railroads, particularly the New Haven, as the evidence and exhibits in this pending city of Boston differential case show, are now and for years will discriminate against Boston and the other New England ports by maintaining freight rates from New England industrial centres to New York on a basis which includes free lightage and other terminal services at New York actual, in many instances, exceeds the entire freight rate from the New England points of origin.

By thus maintaining the New England industrial centres to Boston, freight rates on a relatively higher basis than to New York, disregarding Boston's distance advantage, and, in addition, including free lightage and other terminal services at New York, it is not surprising that the recent foreign trade survey of New England by the United States Department of Commerce disclosed that approximately 65 per cent. of New England's foreign exports are being forwarded through the port of New York, and only about 15 per cent. through the port of Boston.

Mayor Curley's assertion to the contrary, notwithstanding, it cannot be denied that three competing trunk lines from the interior would be more likely to improve this depressing situation than any consol...
AYOR NARRYING
HITS GOSSIP

Tells Post That Stories Circulated About the City Are Absolutely False and That He Will Never Marry Again

Son of Woman Also Says That Rumors Are Ridiculous

Mayor Reluctant to Talk Until Reports Stirred City

Now Finds It Necessary to Put an End to Idle Gossip

In placing the quietus on the gossip which has prevailed for months, despite the earnest protests of those who know him best, the Mayor made it known, last night, that he will never marry again.

Nearing 57, he expressed the belief that matrimony was for the young, that he had gathered all the joys of happy married life and, as is well known, its pains of sorrow.

Knowing his love for the late Mrs. Curley, and for his children, intimates of the Mayor dared not broach the rumors to him, but it was learned that they had not escaped his ears, leaving him accepting the gossip silently as one of the penalties of holding high public office.

In answering suggestions that he put an end to the rumors by publicly denying them, the Mayor felt that it was unnecessary to take such action within a single year after death had visited his Jamaica way home. It was said that he felt such a statement to be as ridiculous as that of Mark Twain denying that he was dead.

The son of the woman mentioned
DECLARES EASTMAN PREJUDGES MATTER
Curley Opposes Plans on New England Railroads
Brands Arguments as Inconsistent—Favors Trunk Lines

Recent newspaper articles on the New England railroad situation clearly indicate that a member of the Interstate Commerce Commission has prejudged the matter, says Mayor Curley in a statement issued yesterday afternoon in which he considers the expressed views of Interstate Commerce Commissioner Joseph B. Eastman and Prof William Z. Ripley.

Mayor Curley states that not only Boston and the other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system. He states that three or more competing trunk lines reaching into Boston could not but improve the existing railroad situation.

Mayor’s Statement
Mayor Curley’s statement in part follows:

Mayor citizens with due appreciation of the sincerity of Mr Eastman’s interest in the welfare of this section, and the distinguished service that he has rendered for many years as an outstanding member of the Interstate Commerce Commission, deplore the fact that he has taken fit to publicly express his personal views and convictions in advance of the report of the New England industries.

“Especially this true when it is understood that the disposition of the New England railroads in any general railroad consolidation plan must eventually be approved and authorized by the Interstate Commerce Commission before becoming effective.

“It is no surprise that Mr Eastman favors consolidation of New England railroads, as he has repeatedly expressed in public that Government control is the inevitable solution of the national railroad problem. He has long been regarded as an outstanding advocate of Government control.

“Representatives of New England industries, before whom Mr Eastman has repeatedly expounded his theory of Government control, have never displayed marked enthusiasm to accept that proposal. In fact, they are extremely hostile to it. This is also more or less true of the distance theory of freight rates, of which the commissioner is the country’s principal apostle.

“Irrespective of the sincerity of Mr Eastman’s interest in the welfare of this section, and the distinguished service that he has rendered for many years as an outstanding member of the Interstate Commerce Commission, deplore the fact that he has taken fit to publicly express his personal views and convictions in advance of the report of the New England industries.

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“Mr Eastman’s assertion to the contrary notwithstanding, it cannot be denied that three competing trunk lines from the interior would be likely to improve this distressing situation more than any consolidation of the New England roads themselves that has yet been proposed.

“Nor can it be disputed that if New England industries now forwarding 65 percent of their exports through the Port of New York were able to transport their waterborne business through Boston and the other New England ports, the industries would be benefited directly by reduced transportation costs and indirectly by disbursements that would result from the employment of labor and other port activities.

“From this it seems clear that not only Boston and the other New England ports, but the industries as well would be benefited by competing trunk lines as contrasted with any result that could be reasonably expected from a New England consolidated system.

“With the coming of the steamships attracted by the export business to the New England ports, in order to obtain the long-haul traffic, to naturally develop our industries could be enabled to establish their own New England ports. The substantial saving in their transportation costs and dollars and cents return that would result from an increased flow of commerce through Boston and the other New England ports, would benefit all New England.

To Tell Legislative Committee

“It is understood that Commissioner Eastman has been invited to appear before the State Legislative Committee on Transportation, and to make any statement that he may desire in support of his contentions that a New England consolidated system will be the best for this section.

“His statement will be awaited with interest, but it would be helpful if he would also indicate what could be reasonably expected from three or more competing trunk lines in the way of placing New England on a transportation basis comparable with other parts of the United States.

“If the New England railroads were controlled by competing trunk lines serving large sections of the interior, New England industries might reasonably expect that such trunk lines would make New England a scale of rates not in excess of that in effect on other parts of their system.

“Pennsylvania control of the Boston & Maine,” he said, “would undoubtedly be terminated, if inimical to the public interest, by vigorous action on the part of President Roosevelt through the Attorney-General. Former President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country.”

Calls Ripley Disloyal

In reply to Professor Ripley, whose arguments he answered a few days ago, the Mayor said that it was “disloyal, derogatory and untrue.” He accused Harvard of wanting to make an unsound attack on the port of Boston, in which the city had invested $11,000,000.

“Disloyal”

Disagreement on the part of the Mayor to the charge that the New Haven railroads were discriminating against Boston and other New England ports by carrying New England exports to the port of New York and thereby increasing the freight charges from the point of origin of the products.

As an evidence of his claim that the railroads here were not helping the port of Boston, the Mayor declared government records recently revealed that 65 per cent of New England’s exports went through the port of New York as against only 11 per cent through Boston’s port.

The decline of this port was due, he alleged, to the inability of the railroads here to compete with trunk lines which are serving other ports with exports from the interior. The big steamship companies, he said, were eager to make Boston a cargo port again, as soon as rail and other carriers from the Middle West are shipped here for export.
MAYOR NOT MARRYING—HITS GOSSIP

Tells Post That Stories Circulated About the City Are Absolutely False and That He Will Never Marry Again

Son of Woman Also Says That Rumors Are Ridiculous

Mayor Reluctant to Talk Until Reports Stirred City Now Finds It Necessary to Put an End to Idle Gossip

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In answering suggestions that he put an end to the rumors by publicly denying them, the Mayor felt that it was unnecessary to take such action within a single year after death had visited his Jamaica Way home. It was said that he felt such a statement to be as ridiculous as that of Mark Twain denying that he was dead.

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DECLAR ES EAST MAN
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Curley Opposes Views on
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Brands Arguments as Inconsistent
-Favors Trunk Lines

Recent newspaper articles on the New England railroad situation clearly indicate that the present member of the Interstate Commerce Commission has prejudiced the matter, says Mayor Curley in a statement issued yesterday afternoon in which he considers the expressed views of Interstate Commerce Commissioner Joseph B. Eastman, and Prof. William Z. Ripley.

The Mayor brands the arguments of both as inconsistent, and draws the conclusion that Mr. Eastman's views are prejudiced by the purpose of influencing public opinion. Mr. Curley questions the propriety of such action by a member of a tribunal that finally will pass judgment on the problem.

Mayor Curley states that not only Boston and other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system. He states that three or more competing trunk lines reaching into Boston could not but improve the existing railroad situation.

Mayor's Statement

Mayor Curley's statement in part follows:

"Many citizens with due appreciation of the sincerity of Mr. Eastman's interest in the welfare of this section, and the distinguished service that he has rendered in the past, as an outstanding member of the Interstate Commerce Commission, deplore the fact that he has seen fit to publicly express his personal views and convictions in advance of the report of the New England railroad consolidation plan."

"Especially is this true when it is understood that the disposition of the New England railroads in any general railroad consolidation plan must eventually be approved and authorized by the Interstate Commerce Commission before becoming effective."

"It is no surprise that Mr. Eastman favors consolidation of New England railroads in three trunk lines. It is difficult, however, to reconcile this with the opinion that he has repeatedly expressed in public that Government control is the inevitable solution of the national railroad problem. In fact, he has long been regarded as an outstanding advocate of Government control."

"Representatives of New England industries, before whom Mr. Eastman has repeatedly expounded his theory of Government control, have never displayed enthusiasm to accept that proposal. In fact, they are extremely hostile to it. This is also more or less true of the distance theory of freight rates, of which the commissioner is the country's principal apostle.

Favors Trunk Lines

"Mr. Eastman's assertion to the contrary notwithstanding, it cannot be denied that three competing trunk lines from New England would be more likely to improve this distressing situation than any consolidation of the New England roads themselves that has yet been proposed."

"Nor can it be disputed that if New England industries now forwarding 65 per cent of their exports through the Port of New York were able to transplant their waterborne business through Boston and the other New England ports, the industries would be benefited directly by reduced transportation costs and indirectly by disbursements that would result from the employment of labor and other port activities."

"From this it seems clear that not only Boston and the other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system."

"With the coming of the steamships attracted by our export business that such trunk lines, in order to obtain the long haul, would naturally develop our industries, would be enabled to use their own New England ports. The substantial saving in their transportation costs as the dollars and cents return that would result from an increased flow of commerce through Boston and the other New England ports, would benefit all New England."

To Tell Legislative Committee

"It is understood that Commissioner Eastman has been invited to appear before the State Legislative Committee on Transportation, and to make any statement that he may desire in support of his contentions that a New England consolidated system will be the best for this section."

"His statement will be awaited with interest, but it would be helpful if he would also indicate what could be reasonably expected from three or more competing trunk lines in the way of placing New England on a transportation basis competitive with other parts of the United States."

"If the New England railroads were controlled by the President in favor of the proposed merger of Boston and the other New England ports, the industries as well as Boston would benefit."

"From this it seems clear that not only Boston and the other New England ports, but the industries as well, would be benefited by competing trunk lines as contrasted with any results that could be reasonably expected from a New England consolidated system."

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"Call Ripley Disloyal"

In reply to Professor Ripley, whose arguments he answered a few days ago, the Mayor said that it was "disloyal, derogatory and unjustifiable" of the Harvard professor to make an unsound attack on the ports of Boston, in which the city claims to have invested $35,000,000.

"Pennsylvania control of the Boston & Maine," he said, "could undoubtedly be terminated, if inimical to the public interest, by vigorous action on the part of President Hoover, through the Attorney-General. Former President Roosevelt experienced no difficulty in correcting similar transportation situations throughout the country."

QUESTION S PROPRIETY

The Mayor charged that Commissioner Eastman's views were published solely to influence public opinion, and he questioned the propriety of such action on the part of an official sitting on a tribunal which must eventually pass judgment on future railroad plans. He protested that the commissioner had prejudiced the matter and deplored his talking out loud before the New England Governors' railroad committee.

"Prejudiced the matter," the Mayor charged, "and made its recommendations."

"In respect to Prof. Ripley's statement, it seems a waste of time to talk about the future railroad plans. He charged that the New Haven road was disastrously against Boston and other New England ports by carrying New England exports to the port of New York and there providing free lighterage and other facilities costing more than the freight charges from the point of origin of the products.

"As an evidentiary basis for his claim that the railroads here were not helping the port of Boston, the Mayor declared government records recently revealed that 85 per cent of New England's export went through the port of New York as against only 11 per cent through Boston's port."

"The decline of this port was due, he alleged, to the inability of the railroads here to compete with trunk lines which are serving other ports with exports from the interior. The big steamship lines, he said, were eager to make Boston a cargo port again, as soon as grain and other cargoes from the Middle West are shipped here for export.
PRESENTATION OF HERALD DUCK PIN BOWLING TOURNAMENT PRIZES AT CITY HALL

Mayor James M. Curley of Boston presenting the prizes to the winners in The Boston Herald's second annual New England championship tournament. Front row (left to right)—Mae McAvoy, Carrie Brown, Mae Jacobs, Lillian Shepard, John Farrell, winner of the men's division, Mayor Curley, Isabel Goulart, winner of the ladies' division, Rosetta Miller and Thomas Williams. Back row—Athol Millet, Frank Sanborn, Al Liehr, Joe Grant, Mary Young, Charles Stiles, Joseph Piraino, Warren Kimball and John Grant.
Mayor Curley Presents Trophies to Herald Duckpin Tourney Winners

By RALPH WHEELER

The final chapter in The Boston Herald's second annual New England duckpin bowling tournament was written at the Boston City Hall yesterday noon when Mayor James M. Curley presented the beautiful cups and medals to the winners in the ladies' and men's division.

Miss Isabel Goulart of New Bedford, winner of the ladies' division, and John E. Farrel of Revere, winner of the men's division, were presented the handsome trophies, emblematic of superiority in duckpin bowling. Their names will be inscribed on the cups, under last year's winners, Mrs. Janet Rollins of Boston, in the ladies' division and Manuel Silveira of Lowell in the men's competition.

These cups become the property of this year's winners until next year's Herald tournament when they are put back in circulation again. They must be won three times before they pass out of competition.

Mayor Curley complimented The Herald on the tremendous success of this year's tournament. He spoke very highly of the splendid work which The Herald is doing as pioneer of duckpin bowling in this section. The Mayor expressed considerable surprise at the number of expert lady bowlers who were the recipients of Herald medals.

The mayor related his first experience in bowling when he knocked down all 10 pins with the first ball he threw while bowling on the green at Franklin Park. He was present with a bowling set in recognition of his remarkable feat and promptly decided to retire on his laurels.

The scope of The Herald duckpin tournament can be better appreciated when it is realized that 20 cities and towns were represented in the list of 40 prize winners alone. There were five from Hartford, Ct., four each from Lawrence and Revere, three each from Lowell, Taunton and New Bedford, two each from Boston proper, Revere, Brookline and Fall River, and one from Quincy, Cambridge, Winthrop, West Bridgewater, South Boston, Medford, Melrose, Waltham, Brighton and Foxboro.

CURLEY FEARS FOR DEFENCES

Says We May Sacrifice All To Economy—Only 500 Regulars in Bay State

Our Entrance Into War Recalled

Predicting that the "decimation of the army and navy will continue until the sacred name of economy America may one day be found defenseless," Mayor Curley yesterday, in anticipation of the 14th anniversary, tomorrow, of the entrance of the United States into the world war, called for an adequate national defence.

He set forth in support of his demand that the total regular army force at all posts and stations in Massachusetts was less than 300 officers and men and emphasized that at the Watertown arsenal, where the nation had a tremendous investment, there were only 11 officers and one enlisted man.

He said in part:

"It is estimated that the wealth of the United States is greater than the combined wealth of six other leading nations and without adequate national defence may constitute a menace to the continued security and safety of the nation and its people. Apparently we are drifting into the identical channel responsible for unwarranted loss of life and wealth in the Spanish-American and world wars, due to our disregard of the lessons there learned which never should be forgotten, namely, the value of reasonable preparation in times of peace."

The total number of men at all regular army posts and stations in Massachusetts at the present time is less than 500 men. The actual figures are 116 officers and 376 enlisted men. At Camp Devers the total between quartermaster corps, medical departments and ordnance departments representing the entire organization at present there located numbers but 20 men. At the Boston airport but two men are to be found, one in the air corps, and one in the medical corps. At the great armory at Springfield but 15 men are regularly assigned, and 30 enlisted men attached. At the Watertown arsenal, one of the most important branches of national defence in New England, the headquarters force consists of 11 officers and one man; at the ordnance school 19 officers and one man; the medical departments, one officer and three enlisted men; the signal corps, one officer and one man; and the ordnance school library, two officers and two men.
MAYOR SEES MENACE TO AMERICANS

Pleads for Preparedness to Defend U. S. Wealth

With Massachusetts stripped of its regular soldiery, as revealed exclusively in the Post, Mayor Curley has appealed for preparedness as a duty of national defense in his proclamation for Artillery Day, which will be celebrated tomorrow to mark the 14th anniversary of the country's entrance in the World war.

MUST PREPARE

Internationalist propaganda against the R. O. T. C. and the C. M. T. C. was attacked by the Mayor in a warning that unless public opinion is crystallized in favor of preparedness, America would be found defenseless, with her wealth, greater than that of six leading nations combined, serving only as a menace to the safety of the peace of the world.

He protested that though Congress contemplated a soldier for each 1035 persons in the country, there were not 116 officers and 376 enlisted men left in Massachusetts. Portraying the existing situation, he said that there were neither officers nor enlisted men at many important garrisons, including Forts Andrews, Heath, Buckman, Strong, Duvalle, Revere, Standish and Warren.

At Camp Devens, he said, there were but 20 men; at the army depot, at the Springfield arseny, 15 regulars and 20 assigned men; at Watertown arsenal, 11 officers and one enlisted man; at the ordnance school, 19 officers and one man, and in the medical department, but a single officer and a trio of men.

Situation Most Serious

"A more serious situation has never been in evidence in the history of our country on army day," the Mayor's proclamation warned, "and unless public opinion crystallizes in favor of adequate national defence, the dedication of army and navy will continue until there is no nation of means and the executive committee has on its hands," he said. "For example, I am a member of five committees. Every member of the Senate serves on at least four committees. It is impossible to get them all together for an important executive session during the regular day's work at the State House. The only way is to get away from the State House for hours and sit down together, as we did for nearly six hours, to talk over and decide what kind of reports to make on matters involving $3,000,000 or more."

"I might say that Representative Birmingham did not speak to me, the chairman, at any time, about postponing the meeting. Nor did he offer to me any objection on the ground that it was Good Friday. Indeed, he was so earnest in making the meeting certain yesterday that everything was arranged to have the meeting as soon as possible. I have been glad to postpone the meeting until some other time."

Birmingham to Fight

"Anybody who wishes to have the last word on every bill passed," he said, "I have the chance to be heard, and if we are going to reopen hearings for this, we will have to do so for anybody who wishes to have the last word on every bill passed for consideration."

All Perfectly Proper

Representative George P. Anderson of Boston, House chairman of the committee, said that Birmingham told him he could not attend the executive session, but insisted that the Democratic floor leader had in no way intimated that he believed such a meeting on such a day was anything but right.

Birmingham, yesterday stuck to his position, however, that the meeting could not be held well in the State House, without the necessity of any expense to the Commonwealth.

Incidentally, he will strongly oppose at the meeting of the committee tomorrow the suggestion that Mayor Curley be allowed a further hearing on his bill. "We have completed consideration of them," he said. "The Mayor had his chance to be heard, and if we are going to reopen hearings for this, we will have to do so for anybody who wishes to have the last word on every bill passed for consideration."

THAT MEAL AVERAGED $3.12 EACH

Some Solons Reached $4, Others Kept Down to $1.35

Although Sergeant-at-Arms Charles D. Holt of the Massachusetts Legislature will not know for a day or two just what that Thursday night executive session of the legislative committee on municipal finance cost the State, it was learned yesterday that the 16 members and attaches of the committee ate an average of $3.12 a meal, for shrimp cocktails, low-priced soup, minute and tenderloin steaks, vegetables, salads, desserts and coffee while they wielded their pruning knives and cut some $28,000,000 or more from the $31,000,000 loan bills asked for by Mayor Curley, the Boston school committee and others for improvements in this city.

ROOM BILL, TOO

It was said yesterday that the dinner bill-service à la carte—Amounted to just $5. Of course, there will be charge for rooms for Senator Donald W. Nicholson of Wareham and Representative Archibald M. Estabrook of Haverhill, two of the committee members who live so far away from Boston that they could not reach their homes when the a la carte and pruning session ended at nearly 11 o'clock.

Sergeant-at-Arms Holt said yesterday that usually such committee sessions run close to $50, but he is of the opinion that the cost on the Thursday night meeting will be considerably less than the average.

Members of the committee were disinclined to talk much in detail about the executive session yesterday or to outline just how the menu was made up. That was a matter of real difficulty, however, because some of the members appeared to be more in need of food than others and it was apparent also that their tastes varied to a considerable extent.

SOME of the members—said to have been the more enthusiastic—ate more than $4 worth of the hotel's best viand, while others—just ordinary Democrats and Republicans from the sticks—were able to satisfy their lower branch appetites with such ordinary pieces de resistance as minute steaks at 80c and lamb steaks at $1.65.

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The Governor's future troubles will not be restricted to the Legislature. He still has before him the appointment of a registrar of motor vehicles. Candidates for that position have become as common as the Peggy Hopkins Joyce alumni. With more than a score of names before him the Governor has been unable to make a selection and now he is considering a John P. Herbert, formerly of Worcester but now a police commissioner in Chicago, for the job. Herbert, because of long standing war time feud, will encounter vigorous opposition to his appointment, but he apparently is acceptable to the Governor. Of course, there is the possibility that Herbert, perhaps, this week but it is reported by his friends that he would welcome an opportunity of getting back closer to the political center of affairs.

Former Senator Joseph J. Mullin still is a factor in the contest. Without the enmity of Dist.-Atty. Foley, whom he fought so bitterly in the last Democratic primary, he probably would have the appointment by now.

The exhaustive report of the recent commission on boxing and wrestling still is with the committee on public safety. This committee is referred to as the league of nations because of its membership of legislators of many different racial sections.

A sub-committee of the committee recently the ancestry of the members is: Senator Bell, Scotch; Senator Frank, Irish; Luce, Irish; Representative Achin, French; Representative Boucher, German; Representative Grand, French; Representative Sandberg, Swedish; Representative Mohr, German; Representative Gurr, French; Representative Jones, Irish-English; Representative Sullivan, Irish.

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BATTLE OF THE MILLIONS DUE IN THE LEGISLATURE THIS WEEK OVER ELY'S FINANCE PROGRAM

BY W. E. MULLINS

The reckless abandon with which Amos and Andy discuss millions in their nightly radio rambles in the realm of high finance is pleauny in comparison with the huge amounts around which the legislative deliberations will revolve this week in the measures for financing the cost of government for this year.

In the House on Tuesday afternoon the debate will be begun on the general appropriation bill and the special borrowing measure for the development of the state prison colony at Norfolk. When and how it will end must remain a foretold. Although surrounded by a multiplicity of technical details and legislative entanglements, the issue actually is simple: it comes down to this consideration: Gov. Ely would spend a total of $83,412,062 during this year; the House Ways and Means Committee recommend an appropriation of $73,492,072 be appropriated. Obviously the Governor, without the aid of the legislature, couldn't meet the amount he would with the appropriation laid out for him. George Washington probably could. He threw a silver dollar across the Potomac, but a dollar went farther in these days.

The Governor and the Republican House organization differ on the principle on which he would expend that difference of $8,900,000 between the expenditure authorized in the budget.

SOLID DEMOCRATIC SUPPORT

At the outset of the pending struggle for supremacy the Governor starts with solid Democratic support in both branches, considerable strength among the insurgent Republicans, and favorable sentiment in the Senate to obtain an expansion of the recommendations of the House appropriations committee.

The Governor has been deliberating on a comprehensive plan which he will submit to the legislature to persuade the Republicans to expand the appropriations by borrowing money on a bond basis. The Republicans, committed to the pay-as-you-go policy, will resist his attempts to mortgage the future finances of the state.

A week ago the Governor declared that he would veto the budget bill unless additional expenditures not included in the budget. Without obtaining a three-fifths vote of approval for a borrowing measure any additional expenditures beyond the budget measure, accordingly, must come from the state tax.

The Legislature is considerably behind time. It may be all of 10 days before the budget eventually gets through to the end of this week, which is extremely doubtful. Last year it was signed on March 14. It will be a full month behind that schedule this year.

CURLEY'S MEASURES

Placed aside of the discussions of so many millions of dollars in the state's finance program Mayor Curley's difficulties with the municipal finance committee, unfortunately for him, his bills seeking authority, to borrow outside of the state, are likely to conflict with the more important state appropriation measures and accordingly fail to command the attention to which they normally would be entitled.

Meanwhile his crusade for one-half the permanent 2-cent gasoline tax for the cities and towns has been lost in the shuffle, with scant chance of obtaining passage and or favor for the measure when it finally comes up for deliberation. In any event, the mayor will have gained considerably favorable publicity for the program. Having persuaded the mayors and selectmen that he has been fighting the Legislature in their interests.

It must have been slightly embarrassing to him to have the committee of the city councilors throw out his program so summarily within a few hours after the session he had held in City Hall with the mayors of all the cities in Massachusetts.

The mayor's only close friend on the committee is Representative George Anderson, a staunch Republican, and it is doubtful if he can wield sufficient influence among his associates to persuade them to listen to the mayor's request for reconsideration of their report and more liberality. Mayor Curley was particularly incensed at the scrap. He had been fighting all through the session to pass the bill in spite of its objection and force on the Governor the responsibility of accepting it. Of course, one could not have pushed through the House, but party discipline has been lacking in that branch throughout the session.

The pending legislation for reapportioning the congressional districts has been plunged into the Legislature by the by the Senate which is the body with the power to make a bill through which will circumvent interference by the Governor. The House, however, will proceed with its present plans calling for the presentation of several different methods from which one will be selected.

According to the 1930 census the population of the state was 4,249,614. The pending legislation calls for the elimination of one of the present 16 districts. Accordingly, the quotas for each of the districts has been set at 283,307. Each district will require some shifting of lines. The smallest is the 16th which is the center of population, and the largest which is the figure that affects all the way up to the 13th which has a population of 334,484. As those districts are shifted to the larger districts, the smaller ones will be advantage to large districts. According to the basic quotas of 283,307 it may be figured out what the revision will attempt to do in reducing or enlarging the various districts.

1. Treadway 2.021
2. Chadwick 1.904
3. Foss 2.419
4. Rohrs 2.613
5. Rogers 2.621
6. Andrews 2.485
7. Connery 2.461
8. Dallinger 2.463
9. Underhill 2.414
10. Duggal 2.304
11. Tinkham 2.312

Herald 4/7/21
CURLEY HITS LACK OF ARMY ON ‘ARMY DAY’

Only 492 Officers and Men in State, He Says in Proclamation

Lack of army forces in Boston and the state was criticized yesterday by Mayor Curley in a proclamation of Army Day tomorrow.

The day is the 11th anniversary of the entrance of the United States into the World War.

“This day has been designated as Army Day, but from the standpoint of national defense and preparedness it is apparent that we have lost sight of the true meaning of the day.

“The act of Congress making provision for the year ending June 30, 1930, contemplated an average enlisted strength of approximately 118,750 men, or one soldier for every 1035 members of our population.

8 FORTS UNMANNED

“At the present time there are neither officer nor enlisted men at Forts Andrews, Heath, Rockman, Strong, Duvalle, Revere, Standish or Warren.

“The total number of men at all regular army posts and stations in Massachusetts at the present time is less than 300 men, the actual figures being 116 officers and 376 enlisted men.

“At Camp Devens the entire organization numbers but 50 men.

“At Boston airport but two men are to be found, one in the air corps and one in the medical.

“At the great armory in Springfield but 15 men are regularly assigned and 20 enlisted men attached. The headquarters force at Watertown arsenal consists of 11 officers and one man: the ordnance school, 19 officers and one man and the medical department one officer and three enlisted men.

PROPAGANDA RIPE

“A more serious situation has never been in evidence in the history of our country upon Army Day and unless public opinion crystallizes in favor of adequate national defense the demoralization of army and navy will continue until, in the sacred name of economy, America may one day be found defenseless.

“Propaganda directed against the maintenance of the Reserve Officers Training Corps and the Citizens Military Training Camps is general and from public platforms, pulpits and educational institutions. The voice of the internationalists is heard demanding that the most efficient and least expensive form of national preparedness be destroyed.”
FORGETTING LESSONS OF WARS, SAYS CURLEY

Army Day Proclamation
Issued by the Mayor

Declares We Are Drifting Back Into Unpreparedness

Mayor Curley's proclamation on Army Day tomorrow declares that we are again losing sight of the lessons on need of preparedness taught us by the Spanish and World Wars. He calls particular attention to the attenuated Army representation in New England. The proclamation says, in part:

"The 14th anniversary of the entry of the United States officially as a participant in the World War will be observed on Monday, April 6. "This day has been designated as Army Day, but from the standpoint of national defense and preparedness it is disappointing that we have lost sight of the true meaning of the day. The act of Congress making provision for the year ending June 30, 1930, contemplated an average enlisted strength of approximately 118,750 men in the Regular Army of the United States, or one soldier for every 1,035 members of our population."The United States, while dedicated to peace, should not overlook the obligation that the protection of American citizens, both at home and abroad rests upon the Army. "It is estimated that the wealth of the United States is greater than the combined wealth of six of the other leading Nations and without adequate national defense may constitute a menace to the continued security and safety of the Nation and its people. Apparently we are drifting into the identical channel responsible for unwarranted losses of life and wealth in the Spanish American and World Wars, due to our disregard of the lessons there learned which never should be forgotten, namely, the value of reasonable preparedness in times of peace."

The Mayor calls attention to the fact that there are neither officers nor enlisted men at the following posts in Massachusetts: Fort Andrews, Fort Duvalle, Fort Heath, Fort Revere, Fort Stuckman, Fort Standish, Fort Strong, Fort Warren. The total number of men at all Regular Army posts and stations in Massachusetts he says is 116 officers and 376 enlisted men.

"A more serious situation has never been in evidence in the history of our country, upon Army Day," he says, "and unless public opinion crystallizes in favor of adequate national defense the continuation of Army and Navy will continue until in the sacred name of economy America may one day be found defenseless."
ANNA MAY WONG, CHINESE MOVIE ACTRESS, VISITS MAYOR

Mayor Curley presented her with a framed etching of Copley sq. The young woman was accompanied by Dr. Toshi Heich, Dr. David Klang and Winton Bee. Miss Wong is appearing at the Wilbur Theatre this week.

The Mayor was rather humorous in his short talk with Miss Wong. After the usual introduction he told her he understood that she was in a "rather tough show," and he guessed he would have to have Mr. Casey take a look at it.

"I understand you commit suicide in this show," said the Mayor, and then with a smile added, "must he rather strenuous to commit suicide eight times a week?"

REALTY MEN PRAISE CURB ON CITY FUNDS

Laud Legislative Reports on Schools and Airport

Boston Exchange Comment Favors Study of Tunnel Traffic Problem

The Boston Real Estate Exchange, through the chairman of its committee on legislation, Edwin D. Brooks, has issued a statement commending the Municipal Finance Committee of the Legislature for "its courageous and economically sound report" on various pending bills intended to authorize Boston to borrow outside its debt limit.

The Brooks' statement approves the proposals of reexamination of local school-building needs and of "checking liberal spending" by the School Committee, favors restriction of airport borrowing and also postponement for a year of action on the Central Artery scheme in the hope that a better plan may result a year hence.

Text of Statement

"The committee has done well to put a definite check upon the liberal spending habits of the School Committee in the matter of new buildings by requiring the committee to come to a definite and well-considered conclusion as to what they want before asking for the authority for enlarged borrowings. The amount authorized should take care of this year's essential need.

Airport Curb Praised

"The restriction on the airport borrowing is also well warranted. The sum recommended ($250,000) is entirely adequate to assure the development of the present airport to a point where it can receive a Federal A-I rating. The recent development of the automobile should lead us to be cautious in making extensions of airports. The airplane of the future will undoubtedly require far less space for landing and taking off than is now necessary.

"The postponement for a year of any action on the Central Artery may delay slightly the fullest use of the new East Boston Tunnel upon its completion two years hence. While this is to be regretted, and the Boston Real Estate Exchange is on record favoring a start on the work this year, it would be unreasonable to criticize too severely the application by the committee to this item of the same principle of drastic economy which we heartily approve in the other items of their program for the city. Perhaps this delay can be turned to good account and a program presented next year more comprehensive in scope and more likely to accomplish promptly the desired aims.

Tunnel Calls for Study

"The broad problem of opening up quick access to the facilities of the new tunnel in such a way that it will be used to capacity not only for local but for through traffic and of relieving traffic congestion in downtown Boston should be studied as a unit, and undertaken in a way to accomplish real results instead of beginning with a bite here and there.

"I personally believe that, until our Planning Boards and our people realize the fact that no amount of street widening and cutting of new streets can give free and uninterrupted movement of traffic so long as heavy streams of intersecting traffic are allowed to cross the main grade, we shall not get results to justify the expenses involved.

"Before long, I think, students of the problem will be drawn inevitably to the conclusion that an express highway, probably involving overhead construction, at least at important intersections, will be necessary to carry the through traffic from Boston to the routes leading South from the city and to furnish speedy access to the downtown district.

"With such an express highway, it has been estimated that a very considerable percentage of the traffic along the proposed Central Artery will be 'through' traffic following at least a portion of the Federal Route No. 1 which runs from Maine to Florida. But unless the proposed street widenings and changes are considered as a unit, the 'through route' nature of construction is apt to be lost sight of.

"Upon the construction of an important section of this 'through route' Boston should receive not only State aid from the State highway fund, but also Federal aid. The Mayor should be given all possible cooperation by municipal organizations in a determined attempt to obtain that State and Federal aid.
CAPTAIN OF BANANA STEAMER PAYS A VISIT TO CITY HALL

MAYOR CURLEY PRESENTING ETCHING TO CAPT WILLIAM J. MATHERS

Left to Right—Mayor Curley, Lester W. Minchin, United Fruit Company; Capt. Mathers.

Commemorating the 60th anniversary of the arrival in Boston of the schooner Telegraph, with the first load of bananas to this port, Capt. William J. Mathers of the steamer San Gil of the United Fruit Company, today called on Mayor Curley.

Capt. Mathers' steamer arrived this morning with 40,000 bunches of bananas. The original shipment of the Telegraph, commanded by Capt. Lorenzo D. Baker, was 400 bunches, in the ten-schooner.

Lester W. Minchin, manager of the United Fruit Company, accompanied Capt. Mathers to City Hall. They were photographed with Mayor Curley, and the latter presented to Capt. Mathers an etching of the old port of Boston, showing an old square rigger in the foreground.

From now until September will be the peak of the banana business, and the weekly arrival in Boston is estimated at from 115,000 to 225,000 bunches.

THOSE DINNERS

The question of how much a legislator is entitled to charge for his dinner, at the expense of the State, is a delicate one. The little flare-up over the dinner of the committee on municipal finance revealed that one member was able to get billed at a cost of $1.35, while others required as much as $4 worth of food.

The explanation is, probably, that the $1.35 man had a tender stomach which would not take kindly to the more substantial and expensive foods, while the $4 men were blessed with good, husky appetites.

The State, which pays the bills, can hardly object to a legislator satisfying his appetite. A good dinner may well put a legislator in a better frame of mind to tackle the tough problems of legislation.

BOSTON SCHOOL COSTS

The figures cited by Chairman Frank A. Goodwin of the finance commission in his Mail Bag letter of this morning strengthen the point which we tried to make in the editorial to which he refers. We were not "attempting to show that the Boston schools are being run economically." We think that they are not. We think that they have been and are now conducted uneconomically. We believe that there has been similar lavishness in many other school departments in Massachusetts.

We have seen little evidence here or elsewhere that the people who administer our schools have been any more skillful or farsighted in the conduct of affairs than officials in charge of other branches of the government. In general, the head of a school, police, fire, health, highway, hospital, or any other bureau thinks that his own is entitled to special consideration. Usually he asks for the maximum appropriation. The amounts wasted in the name of public education are enormous, and we doubt that the measures recommended by the survey committee of the finance commission would act as a check. We believe that some of its suggested remedies would make the situation in Boston far worse.

The figures we used in obtaining an average expenditure per pupil were those for the total registration for the school year of 1929-30 as the chairman intimates. Those were used simply because they showed the total potential size of our school population. Two other totals in the report of the superintendent show the average number of pupils "belonging" which is the total used by Chairman Goodwin, and the average number of pupils "attending." These three averages per pupil figure out thus: With a total registration of 165,529 the average cost for the year was $117.42; with 143,457 "belonging," the average was $135.49; and with 132,529 "attending" the average rises to $146.65.

Certainly these figures, as Mr. Goodwin says, are "interesting for the home owners and rent payers," although we think the people begrudge money spent for education less than money spent for any other department of municipal administration, provided always the money is well spent. It may be recalled that only a fortnight ago we stated that Boston spent in 1910 on teachers' salaries $3,258,000, and that in 1923 the total had almost tripled, standing at $11,589,000. We now add the total in the superintendent's report, taken from the report of the business manager, which shows that in the past ten years the salaries of principals, teachers and members of the supervising staff amounted to $81,652,431.49.
Mayor Curley shown supervising the drawing of the names of men who will compose the juries in the May term of court—the term at which the third trial of Oliver B. Garrett is expected to take place. The drawing took place in the council chamber, and the mayor's presence was a surprise. A total of 326 names were drawn. (Staff photo.)

For the first time in years a mayor of Boston today presided over a drawing of jurors by the City Council. The significance in departure from custom lies in the fact that the City Council was called upon to furnish a venire for the Suffolk Superior Court, from which the third Garrett case panel will be selected.

The law states that whenever the City Council is called upon to draw jurors the mayor must be notified and either accept or reject the privilege of presiding. The city messenger always grabs his white mace and goes to the floor below to inform the mayor's office of the pending duty. Usually, the mayor is not in the building at the time, and if he is the practice is for him to ignore the invitation. Today Mayor Curley responded at once and with no comment.
GUESTS OF HONOR AT NEWSPAPER WOMEN'S LUNCHEON

Mrs. W. S. Youngman and Miss Curley were guests of honor at a luncheon given at the Hotel Statler today by Mrs. Cushing, wife of the manager of the hotel, to women in newspaper work in Boston. It was the second annual spring luncheon to be given by Mrs. Cushing to the local women reporters.

GIRL SCRIBES ENTERTAINED

Girl scribes of Boston and out-of-town newspapers for a brief respite forgot their writing duties and enjoyed the hospitality of Mrs. Bradbury Cushing, wife of the manager of the Statler Hotel, today.

With Mrs. Ely, First Lady of the State; Mrs. William S. Youngman, wife of the lieutenant-governor; and Miss Mary Curley, daughter of Mayor Curley, as special guests of honor, 27 newspaper women gathered around the festive boards for the second annual luncheon conducted by Mrs. Cushing.

An evening purse was presented to the hostess by the girls. Those who attended the luncheon were: Paula Paterson, Mrs. Ruth Bodwell, Grace Davidson, Post; Betty Allen, Ruth Mugglebee, Francis Baird, Alice Burke, American; Alice Williams and Mary Mahoney, Sunday Advertiser; Anne Lawless, Rebecca Farren, Mrs. Bowles, Transcript; Mrs. Mary Mahoney, Corrine Dunforth, Miss Singer, Shirley Miliken, Globe; Mrs. Frances Blanchard, Mrs. Elizabeth Perry Whitley, Herald; Mrs. Harriet A. Parker, Hotel and Travel News; Alice B. Melville, Laura A. Terrell, Lynn Evening Press; Maudie Lothrop, Quincy Patriot Ledger; Mrs. Helen Shure, Belfast, Me., and Mrs. Grace Wyzenski, Portland, Me.

COMMITTEE TO DECIDE ON HEARING MR. CURLEY AGAIN

Senator Samuel H. Wragg of Needham, Senate chairman of the Legislative Committee on Municipal Finance, announced today that he has called an executive session of the committee for next Wednesday, at which it will be determined whether the committee will give a hearing to Mayor James M. Curley on the bills that the committee has voted to report affecting Boston.

The committee has voted to report favorably on bills for appropriations totaling $3,500,000 out of a possible $31,000,000 asked for by various officials of the city. Mayor Curley believes that if he is heard by the committee, he can convince its members they should report measures on which they recommended "reference to the next annual session."

It will be up to the committee members to decide whether or not they will give the Mayor another hearing.

CURLEY SEES DRAWING FOR NEW GARRETT JURY

As Mayor Curley sat by and watched the proceeding, the names of 300 citizens, from among whom will be selected the jury which is to participate in the third trial of the Garrett case in the Superior Court's May term, were drawn for service this afternoon by the City Council.

Seldom does a Mayor attend these functions, although the rules of procedure recommend that the act be performed in the Mayor's presence. The process takes half an hour or so, and the Mayor of Boston, usually closely occupied at the time with more important matters, delegates supervision to the city clerk.

Mr. Curley thought it best to be present today, however, and accepted the formal invitation of City Messenger Edward J. Leary when it was extended. Mr. Curley sat in the chair of Pres. Joseph McGrath of the Council, and as Councillor Ruby drew each name from the barrel the Mayor scanned the slip of paper and gave each to Asst. City Clerk John Hines for recording.
PLEA FOR CHARITY MADE BY CURLEY

Mayor Asks for Contributions For Foundations

An appeal for contributions to three distinct Boston charitable foundations, made yesterday in a radio address by Mayor Curley, will be followed by the circulation among residents of Boston of a booklet, prepared by the mayor, emphasizing the value of permanent foundations.

He specified the department of public welfare, the George Robert White health fund units and the Boston City Hospital fund for free nursing.

The welfare department has a fund of $1,050,000; the White health fund for the maintenance of the White health units is $400 and the free nursing fund is $30,000. The mayor is hopeful that the welfare foundation will eventually reach $1,000,000,000, that the White fund will reach $5,000,000 and that the hospital nursing foundation will reach many millions.

Hope is entertained by the mayor that lawyers, who are frequently asked to advise the distribution of bequests, will include the three municipal foundations among their lists of deserving charities.

"Every individual," said the mayor in his address, "recognizes the one thing that counts in the hereafter is what we do of a meritorious character while here; our aim, therefore, should be to do those things that will benefit the many rather than the few."

The desire to aid denominational causes is commendable, but the opportunity to aid worthy causes that represent neither race nor creed nor color with a more perfect appeal that is devoid of thought and serious consideration.

Regard to the White health units, for which no provision for maintenance was made by their donor, the mayor pointed out that with the completion of the building program for ten units, an annual appropriation of $400,000 must be made. Through the units he said it is hoped to save one of three babies which now die and one in five mothers who die of childbirth.

Owen D. Young NOT TO BE ORATOR

Curley Announces Inability to Speak Here July 4

Owen D. Young, appointed yesterday by Mayor Curley as an admirable candidate for President of the United States, will not be the orator at the municipal observance of Fourth of July in Faneuil Hall.

Announcement by the mayor that Mr. Young had been forced, because of other engagements, to decline the invitation extended him a week ago, was coupled with the assurance that his selection was due to the fact that he was originally a Bostonian.

No invitation will be extended by Mayor Curley to ex-Gov. Alfred E. Smith of New York to substitute for Young.

The mayor is positive in his conviction that he knows the sources which are inspiring members of the city council to inject personal political considerations into discussion of municipal business.

In the statement, making known that Young will not be the orator, the mayor said: "I extended an invitation to Owen D. Young to deliver an address on Independence day at Faneuil Hall, because he was originally a Bostonian and we still claim him."

"In my opinion, he would be an admirable candidate for President of the United States. Unfortunately, he is unable to accept the invitation extended by me in behalf of the city of Boston, due to engagements which prevent his being in Massachusetts during the first week of July."

SCHOOL IS NAMED AFTER MRS CURLEY

Jamaica Plain Building to Honor Mayor's Wife

Board Submits Summary of Financial Statement

At a meeting of the School Committee last evening it was unanimously voted to name the new 40-classroom intermediate school on Pershing road, Jamaica Plain, the Mary H. Curley Intermediate School, in memory of the wife of Mayor Curley.

In a motion which was carried the order stated, "Mrs Curley was born in Boston and was educated in the public schools of this city. As the wife of the Chief Executive through his several terms of office she took a deep interest in civic affairs."

"For keen judgment was often an invaluable aid in the many perplexing problems that continually arose. She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city."

The breadth and warmth of her sympathies made her also for enduring friendships. Her name will be an inspiration to the boys and girls who will be pupils in this new school."

The new Mary H. Curley School is located a short distance from the residence of Mayor Curley.

Rescind Recent Order

The committee rescinded the recent order to批准 an eight-room addition to the Edwin P. Seaver School and voted to divide the appropriation and build a four-room addition to the Edwin P. Seaver and a four-room addition to the Edmund P. Tideston School.

A summary of the March 31 financial statement submitted by the business manager follows:

From Jan 1 to March 31:

The expenditures for all items of maintenance under the control of the School Committee amounted to $3,672,875.85. The expenditures for alterations, repairs, and fixtures for school buildings, for the Department of School Buildings amounted to $207,463.89. The total expenditures for maintenance for the first three drafts of the current financial year were therefore $5,757,539.95.

The expenditures for lands, plans and construction of school buildings by the Department of School Buildings for the first three drafts of the current financial year amounted to $273,918.83. The total expenditures for the first three drafts of 1931 for all school purposes, exclusive of interest and sinking fund charges, were therefore $4,967,259.75.

Two Teachers Die

The deaths of two teachers were reported yesterday, Sarah E. Brice, principal of the Prescott district, Summer Review School, and William P. McConnaugh, principal of the Sarah Greenwood, Summer Review School.


Leave of absence for a year has been granted to Claire E. Evans, classes for conservation of eyesight, for rest; Annie Golden, of the Sherwin, for study and travel; Frances E. McEwan, of the Washington-Allston, for study, and Marjorie Daniels of the Wells for rest.

Owen D. Young, appraised yesterday by Mayor Curley as "an admirable candidate for President of the United States," will not be the orator at the municipal observance of Fourth of July in Faneuil Hall.
BOSTON PREPARING FOR PATRIOTS' DAY
Bust of H. L. Higginson to Be Unveiled

"Revere" and "Dawes" Will Ride as Usual to Warn of Redcoats

Plans for the observance of Patriots' Day by the City of Boston were announced yesterday by Mayor Curley. This year the historic features centering around the reproduction of the famous rides of Paul Revere and William Dawes Jr. will take place on Monday, April 20, because the 19th falls on Sunday.

On the evening of the 19th the memorial bust of Henry L. Higginson will be placed in the Higginson Auditorium of the Municipal Building in the South End with exercises to be presided over by Mayor Curley.

The outdoor ceremonies in Boston on Monday morning, the 20th, will begin with flag-raising exercises at City Hall at 9 o'clock, followed by a parade of color guards and representatives from historic, patriotic and veteran organizations to North Sq. From North Sq at 10 o'clock will go the horseback riders impersonating Paul Revere with mounted cavalry escort. The Mayor will start the rider who will then proceed through Charlestown, Somerville, Medford and Arlington to Lexington, there to be greeted at noon on the Green.

Also at 10 a.m. another rider impersonating William Dawes Jr will start at John Eliot Sq, Roxbury, also with a mounted cavalry escort and proceed through Brookline, Allston, Harvard Sq in Cambridge, Arlington Center to Lexington where he is to be received on the Green with ceremonies at noon.

In each of the cities and towns the rides will be received and community programs carried out under the direction of local committees.

The committee from the Citizens' Public Celebrations Association of Boston acts in cooperation with the Boston Director of Public Celebrations, Clifford L. Dolan, and the assistant director, Stanton R. White, in arranging this observance.


GERMAN ENVOY WILL VISIT MAYOR TODAY
Von Prittwitz to Bring Goodwill Message

Dr Friedrich Wilhelm von Prittwitz und Gaffron, German Ambassador to the United States, will visit Mayor Curley at City Hall at 10:30 o'clock this morning. He is coming with a goodwill message from the German people. The official party will have a police escort during the time the Ambassador is here.

The distinguished diplomat was born in Stuttgart, Sept. 1, 1884; studied at Bonn and Berlin. He received his LLD at Leipzig. He married Marie Louise, niece Countess von Strachwitz, and has one daughter, Marie-Elizabeth. He was with the branch of the Dresdner Bank, Frankfurt; began foreign service at Berlin in 1908; was attaché of the German Embassy at Washington in 1908-09; was attached to the Foreign Office in Berlin in 1910, then became secretary and later second secretary of the embassy at St. Petersburg, Russia, 1911-14.

His saw army service in the World War, was wounded and transferred to the Bureau of Foreign Service, later to the Chancellery of the Reich. He was consul at Trieste, 1920, and counselor of embassy at Rome, 1921-27. He was appointed Ambassador to Washington in 1929.

CONTINUE PROBE

Probes Reveals Two Persons With Autos Aided

Although an inspection of the official poor relief records yesterday failed to reveal that coal orders have been sent to persons living in steam-heated lodging houses, as charged by City Councilman John F. Dowd, investigation by Finance Committee probers revealed that two recipients of city aid are owners of registered automobiles, and have paid the compulsory insurance premiums.
Mayor Honors G. A. R. National Commander

Mayor James M. Curley, second left, shown yesterday at City Hall as he presented a ship’s clock to National Commander James E. Jewell of the Grand Army of the Republic. Past State Commander James Webb is at the left, with Miss K. C. Rainier, national president of the Women’s Relief Corps at the right.

Ask More Bequests for City Charities

Mayor Curley announced in a radio talk over WNAC yesterday that he would have a booklet printed for distribution among Boston lawyers urging them to think of city charities when clients having wills drawn ask suggestions about leaving money. The booklet will recommend as first suggestion the Public Welfare Department of the city. Through the years this department has received bequests now totalling $1.6 million.

Mayor Presents Gift to G. A. R. Commander

As Boston’s tribute to the G. A. R., Mayor Curley yesterday presented to National Commander-in-chief James E. Jewell of Fort Morgan, Colo., a beautiful ship’s clock, when the latter called at City Hall to pay his respects to the chief executive.

The commander-in-chief was accompanied by Past State Commander James H. Webb of Quincy, Miss Kate G. Raynor, president of the national Women’s Relief Corps, Mrs. George A. Hines of Waltham, State senior vice-president, and Miss Vivian Howard Streetel of Greenfield, escort to President Raynor.

Ladies of the G. A. R. Have Meeting and Drill

The city of Boston which despatched the first volunteer troops to every great American war has no need to fear Communism, Major Charles T. Harding, election commissioner, told the members of the ladies of the Grand Army of the Republic in the American House last night.

Harding, who was representing Mayor Curley, thereby politely took issue with the address of Mrs. Margaret Grandele of Kansas, national president of the organization, who had urged her Massachusetts sisters to beware of Communism inasmuch as the number of Communists in the Bay State had jumped 300 to 500 in two years.

The ladies presented a pretty flag drill at the opening of the meeting. Mrs. Annie S. Santos of Wakefield, newly chosen president, presided. Other speakers included Lieutenant-Governor Youngman, ex-Mayor Nichols, State Commander Turner of the G. A. R., State Commander Walter Lombard of the Spanish War Veterans and others.

BEQUESTS TO CITY SOUGHT

Mayor Asks $16,000,000 to Endow Services

Seeking to raise $16,000,000 as a permanent memorial fund to make at least three of the city’s services self-supporting forever, Mayor Curley yesterday appealed to the lawyers of Greater Boston and to the taxpayers of wealth and standing to remember the city in their wills.

The Mayor voiced his request for contributions to the municipal trust funds in a radio talk from the microphone in City Hall office through Station WNAC, but he announced that within a week he will send out booklets on the matter to lawyers who draw up wills and wealthy people who sign them.

As to the purposes of such funds, the Mayor suggested $10,000,000 for the overseers of public welfare poor and unemployment relief fund; $5,000,000 for a fund to maintain the 18 health units erected with the income from the $6,000,000 George Robert White Fund, and finally $1,000,000 to provide special nurses for worthy cases at the City Hospital.

Donations or bequests made to these funds would bear the names of the donors, creating a memorial for all time, as the interest only would be used each year, while the principal remained intact forever, the Mayor explained.
W. R. C. IN ITS 520 ANNUAL CONVENTION

Several Hundred Visitors Join Delegates Here

Pres Anna B. Howard Pays Tribute to Deceased G. A. R. Members

The 52d annual convention of the department of Massachusetts, W. R. C., was held yesterday at the Hotel Statler with delegates from every section of the State present, in addition to several hundred visiting members.

Mrs Anna B. Howard, president, opened the convention, and, following the opening exercises, which consisted of prayer by Mrs Fairbanks, singing and the flag salute, the national president, Miss Kate G. Raynor of Cleveland, and the national patriotic instructor, Mrs Annie Poole Atwood of Wollaston, were officially greeted. They were accompanied by a large delegation from the department of Rhode Island, including Mrs Laura J. Smith of Providence, past national senior vice president and some officials who were elected at the annual convention of that State in Providence, Monday.

Messages of greeting were sent to past department presidents who were absent on account of illness.

Greetings were received from Mayor Curley, Mrs Emma W. Campbell of Minnesota, past national president; Mrs Florence E. McMannus, department president of Maine; Mrs Lillian M. Cross, department president of Vermont; Mrs E. F. Long, past national president, and others.

Given Honor of City

Through the courtesy of Mayor James M. Curley, the honors of the city of Boston were extended to Mrs Raynor, national president, who was escorted to places of historic interest, and was served luncheon at the Colonial Inn in Concord.

Mrs Ella E. Long, past national president, was appointed chairman of the committee on courtesies in place of Mrs Emily L. Corey.

Department Commander Charles Appleton of the Sons of Union Veterans of the Civil War extended greetings, referring to the interest that exists between the two organizations.

Announcement of the death Monday evening of Mrs John E. Gilman, past national president, cast sadness over the convention.

Services were held in memory of Mrs Lena M. W. Snow and Mrs Eva T. Cook, past department presidents, who died during the year, and Mrs Alice L. Moulton, a member of the executive board.

Mrs Agnes H. Parker, past national president, paid a tribute to the memory of Mrs Snow, Miss Mary E. Elliot, Mrs Cook and Mrs Annie E. Howard, to Mrs Moulton and the 373 other members who have died during the year, Mrs Hallett Whitney of the executive board, paid tribute to the memory of Mrs Annie E. Tuttle of Lowell, a past department inspector.

GANDHI MUST PUT CLOTHES ON HERE

Mayor to Give Him Royal Welcome

But Crowley Says Indian Costume Won't Be Allowed

Mayor Curley, in view of the proposed visit of Mahatma Gandhi, the Indian leader, to America is to send him a warm invitation to visit Boston.

"We will give him a royal reception here," said the Mayor last night. "He is one of the world's great figures and Boston will be proud to entertain him."

But Superintendent of Police Michael H. Crowley, himself an admirer of Gandhi, declared last night that the Indian leader must put some clothes on if he expects to make a public appearance here.

"We can't let any man appear on the streets here in very much less than a one-piece bathing suit," said the superintendent.

"We shall insist that he be suitably clothed."

Thus, apparently, complications may attend any Gandhi visit here. The Indian leader is firm in his insistence that he will appear in London and America in his simple loin cloth, which is his only costume in India.

TO CAMP IN THE BACK YARD

He has notified Prime Minister Ramsay MacDonald that he will appear in his usual costume and also that instead of living at the prime minister's home he will make himself comfortable in the back yard and do his own cooking. This is to be his programme in America if he comes.

So far Prime Minister MacDonald has raised no objection to Gandhi's plans, either on account of his clothing (or lack of it) or his plans for the simple life in London.

But Superintendent Crowley issues the warning in advance that loin cloths do not go here and that he will meet Gandhi at the station to make sure that he puts some clothes on before appearing in public.

As to whether Gandhi would be allowed to camp out in some public place here and cook his own meals the superintendent was a bit hazy. He thought that part of the programme hardly came within the scrutiny of the police department.

When informed of Superintendent Crowley's position the Mayor refuse to comment, saying any such situation would be met if it arose.
LADIES OF G. A. R. WARNED TO GUARD AGAINST COMMUNISM

Mrs Margaret Grandle of Kansas, National President, Says Times Call For Upholding American Ideals

A warning to be on constant guard against Communist encroachments in this country was sounded last night by Mrs Margaret Grandle of Kansas, national president of the Ladies of the G. A. R., speaking at the reception to the G. A. R. held by the ladies at the American House.

Mrs Grandle said that "never was there a time when we needed to stand more staunchly for our American ideals than the present, and it is the duty of our organization to preserve these ideals for our children and our children's children."

Maj Charles T. Harding, election commissioner, representing Mayor Curley, told of "the proud record of Boston and Massachusetts," in sending the first volunteers in every war and said that as long as there are such organizations as the Ladies of the G. A. R. existing in this city and State there need be no fear of Communists getting a hold here.

The greetings of the Commonwealth were extended by Lieut Gov William S. Youngman. Other speakers were Ex-Mayor Malcolm E. Nichols, Past Department Commander James Webb, representing National Commander James Jewell; Department Commander Waldo Turner, Past Department Commander Henri Butcher, Asst Adjt Gen James E. Mitchell, Maj Gen Walter Lombardi, department commander of the United Spanish War Veterans; Mrs Fanny Marshall, department president of the Daughters of Union Veterans, and Mrs Sadie Waelder, national lady vice commander of the Army and Navy Union.

Mrs Cora Baker Elected

The program included the trooping of the colors, dancing by Miss Evelyn Barbrick, Miss Evelyn Lanes and solos by Miss Zoe Muagrace.

The reception brought to a close the first day of the 39th annual department convention of the Ladies of the G. A. R., at which Mrs Cora Baker of Billerica was elected department president.

Mrs Annie T. Santos of Wakefield, retiring president, was elected councilor; Mrs Edith Ogilvie of Malden, senior vice president; Mrs Beasie E. Griffin of Arlington, junior vice president, and Mrs Adaline A. Balch of Billerica was reelected treasurer.

A number of delegations from allied organizations were present, those in attendance including National Commander James Jewell and Past Department Commander James Webb of the G. A. R.; Charles Parker, commandant of the Soldiers' Home, Charlestown; Chester White, past department commander; Loring Talcott, district commander, and Albert Gore, past department commander, of the Massachusetts Department, Sons of Union Veterans. In the morning Mrs Irene Hurley, department president of the V. F. W. Auxiliary, and Mrs Beasie Hawkins, past national president of the V. F. W. Auxiliary, were present.

Reports Given

The convention opened by the department president, Mrs Annie T. Santos of Wakefield, who presented to the assembly Mrs Margaret Grandle, national president of the Ladies of the G. A. R. of Kansas, and Mrs Mae Sutton and Mrs Theo Redfern, past department presidents of Rhode Island.

Reports were then given by Mrs Santos, who told of work done by the department during the past year; by the senior vice president, Mrs Cora Baker of Billerica; the junior vice president, Mrs Edith Ogilvie of Malden; the department treasurer, Mrs Adaline Balch of Billerica; department secretary, Mrs Stella L. Frost of Haverhill; councilor, Mrs Molly Burt of Lynn; department chaplain, Mrs Helen Lillian V. Nelson of Haverhill; department inspector, Mrs Eva Phillips of Dorchester, and department registrar, Mrs H. Maria Ward of Lynn.

A memorial service for deceased members and comrades of the G. A. R., was conducted by Mrs Nelson, department chaplain. Several appropriate selections were sung by Mrs Vera Deaver.

THINKS YOUNG WOULD BE FINE CANDIDATE

Presidential Timber, Says Mayor Curley

But He Can't Accept Invitation to Speak in Faneuil Hall

The statement was made in the City Council on Monday by Councilor Kelly that Mayor Curley was firing the opening gun in the campaign for Owen D. Young for President. Yesterday the Associated Press, according to Mayor Curley, asked him if he was supporting Owen D. Young, and Mayor Curley gave the following statement:

"I extended an invitation to Owen D. Young to deliver an address on Independence Day at Faneuil Hall because he was originally a Bostonian, and we still claim him."

"In my opinion he would be an admirable candidate for President of the United States. Unfortunately he is unable to accept the invitation extended by me in behalf of the city of Boston, due to engagements which prevent his being in Massachusetts during the first week in July."

CLUE TO POISON PEN WRITER

Now Checking Handwriting of Back Bay Man

A definite clue to the writer of the "poison pen" letters to Mayor Curley, his daughter, Mary, and more than a score of other prominent Bostonians, was in the hands of the police last night. The man is living in Belvidere street, Back Bay. Police Inspector George V. Augusta, especially assigned to find the writer, has obtained writing of the man and is having this compared with the writing on the "poison pen" letters. Among the recipients of the letters was Police Commissioner Hulit. A New York handwriting expert is comparing the handwriting of the suspect.
URGES BEQUESTS TO BOSTON ACTIVITIES

Mayor Curley Makes an Address Over Radio

Asks Public Welfare, White Fund, Free Nursing, Money

Mayor James M. Curley, in a radio broadcast over Station WNAC at 4:15 yesterday afternoon, called attention to a booklet he is sending to lawyers, taxpayers of wealth, in order that they can call to the attention of persons making wills the excellent activities, three in number, of the city, which are greatly in need of large and small contributions.

His desire is that the Public Welfare Department, the George Robert White Fund Foundation and Free Nursing at the Boston City Hospital be established with sufficient funds so that, in event of depression, they can function perfectly without city funds, necessary for other purposes.

The Mayor's radio address was, in part:

Obligation to City

"One of the chief difficulties in making a will is the determination of charities to which one may apportion a share of his or her worldly goods.

"Every individual owes an obligation to the city or town in which he lives and in which his wealth was accumulated, but unfortunately this obligation is too frequently disregarded, not intentionally, but thoughtlessly.

"The desire to aid denominational causes is commendable, but the opportunity to aid worthy causes that represent neither race, creed nor color, has a more potent appeal than is decried in thought and serious consideration.

"Every individual recognizes that the only thing that counts in the hereafter is what we do of a meritorious character while here, and therefore, should be to do those things that will benefit the many rather than the few.

"The Public Welfare Department was reorganized in 1921 when the name was changed from Overseers of the Poor to Overseers of the Public Welfare.

"The number of the abject poor in crowded aggregations of the people seems appalling to the sensitive mind. Human life and human sympathy. The difficult problem is to relieve, but not to pauperize, and calls for judicious management.

Public Aid Expenditures

"We have some realization of how serious the problem is in our community when we realize an estimate for 1931 for aid in the Public Welfare Department will be in excess of $8,000,000, an increase over the year 1930 of about $3,500,000. At the present time $4,000 persons are being aided through the Public Welfare Department. To provide the money necessary for the proper conduct of the activities of this department is necessary, the highest degree of efficiency in the administration of every branch of the public affairs of the municipality. It means suspension of activities that it is common for the city to undertake during normal periods and, notwithstanding that every agency can be brought to bear in a situation such as the one which is being felt, there is little bit more incredible.

"Were it not for the generosity of the women and men in the past who have made generous contributions to aid the Public Welfare Department, the conditions might be more serious at the present time.

"Any individual who has a desire to help his fellow Americans and his fellow Bostonians, without regard to race, creed, or color, has opportunity by making provision in his will for allotment of certain of his worldly goods for the relief of the Public Welfare Department. Any such contribution will bear the name of the donor, and as long as the city exists as such, this will continue to be the benefit to the relief of the worthy poor of Boston.

White Fund Health Units

"The second great benefaction in which Bostonians is interested is known as the George Robert White Health Units. George Robert White, a most generous Bostonian, provided income for these as the income of the property of the city, the income to be expended for such works of public utility and beauty, for the use and enjoyment of the inhabitants of the city of Boston. Unfortunately, no provision was made in the will for the maintenance of these institutions. There are seven operating at the present time, the cost of which is $40,000, or a total of $280,000 annually. It is proposed that the program shall continue until 10 units are in operation.

"We have some realization of the value of these units when we realize that in one unit, in the North End, in the first year of its operation, 44,000 men, women, and children wended their way there to this great benefit, the service of public health and secured advice and treatment, both medical and surgical, gratis.

"In the opinion of eminent medical authorities, when the 10 White Health Units are in operation it will be possible to save every three babies that now die and one in every five mothers that die of childbirth.

"Such humane contributions have ever previously been made in the history of any American city.

"The appreciation of how the world is able to view this great benefaction when we realize that, started in 1922, there are today more than 1300 benefited units in operation throughout the entire world.

"We are endeavoring to create a foundation of $250,000 for the maintenance of the White Fund Units.

Boston City Hospital

"The City Hospital, in 1884, opened for the needy and worthy of Boston, and, in 1895, 1167 patients were treated. The in-patient department was treated in the year 1900, 27,721 patients were seen, and in the out-patient department, among these patients there are a great many that for several years and for their entire lives have been under the care of the Department of Public Health and the City Hospital. The number of patients that have received treatment from these institutions is roughly estimated at 280,000,000.

"In the year 1930, 27,721 were treated in the in-patient department. In the main hospital and nearly 350,000 in the out-patient department. Among these patients there are a great many that for several years and for their entire lives have been under the care of the Department of Public Health and the City Hospital.

"The number of the abject poor in crowded aggregations of the people seems appalling to the sensitive mind. Human life and human sympathy. The difficult problem is to relieve, but not to pauperize, and calls for judicious management.

Public Aid Expenditures

"We have some realization of how serious the problem is in our community when we realize an estimate for 1931 for aid in the Public Welfare Department will be in excess of $8,000,000, an increase over the year 1930 of about $3,500,000. At the present time $4,000 persons are being aided through the Public Welfare Department.
Taking Note of Banana Anniversary

Mayor Curley Felicitates United Fruit Company

Municipal Gift of Etching of Boston Harbor with Square-Rigger in the Background, Presented to Lester W. Minchin, Vice President of the Fruit DESpatch Company (Center), and in the Presence (Right) of Captain William J. Mathews of the Steamer San Gil, Which Brought 4,000,000 Bananas Into Port Yesterday on the Sixtieth Anniversary of the First Cargo

Mary Curley School

It is a gracious act of the school committee to name the new intermediate school on Pershing road, Jamaica Plain, in honor of the late Mary Curley, wife of the mayor of Boston.

Dr. Joseph V. Lyons of the committee suggested the name of the new forty-classroom building which is being erected within sight of the mayor's home. Every mother will approve of the choice of the name because every one of them knows what a glorious mother Mrs. Curley was.
MAYOR GETS “ORDERS” TO DROP YOUNG

Council Demands Invitation Be Re-called After Fiery Debate--Curley Will Ignore Request

Capping a noisy meeting with a flood of bitter debate, the City Council yesterday “ordered” Mayor Curley to recall his invitation to Owen D. Young and instead ask former Governor Alfred E. Smith to deliver Boston’s July Fourth oration at Faneuil Hall.

TOOL OF DONAHUE

To which the Mayor responded last night that the “order” was not worth the paper on which it will be typed and submitted today for his consideration. In view of the fact that under the charter the legislative branch of the city government has no authority in the matter the order has been killed in executive meeting, but when it was brought out on the floor again by Councillor Francis E. Kelly of Dorchester it was adopted, as the members, facing re-election in a few months, hesitated to be placed on record as “opposed to Smith.”

The Dorchester councillor was branded by Councillor Thomas H. Green of Charlestown as a “tool of Daisy Donahue, who has thrown a couple of loaded dice into the City Council in an attempt to wreck his vengeance on the Mayor.”

DEFIANCE TO DONAHUE

Referring to Chairman Frank J. Donahue of the Democratic State committee, who has been appointed to direct the finance of the city of Fall River, Councillor Green shouted, “I will not be bluffed by you or stampeded by you, Donahue, and to the people of Fall River I say ‘God help your city.’”

Councillor Green declared that as a delegate to Democratic national conventions, he had cast his vote every time, beginning in 1924 and again in 1928, for Alfred E. Smith for President and within the past two days he had filled out a questionnaire agreeing to vote for Smith again. But he insisted that he would not be “stampeded” by the Kelly order.

Kelly in Attack on Mayor

At the instance of Councillor James

Hein, Brighton Republican, the Kelly order was attended to read that nothing in the order “may be construed as an attempt to interfere with the prerogatives of the Mayor.”

It was Councillor Kelly who first brought Chairman Donahue’s name into the meeting when he repeated accusations made against Mayor Curley by Donahue in the last gubernatorial campaign, and “guessed” that the accusa-tions must have been right.

Mayor Curley’s invitation to Owen D. Young was characterized by Councillor Kelly as an attempt on the part of the Mayor to “ally himself with the corporate powers and oppose Governor Eli for the governorship two years from now.”

Republicans Hit at Kelly

“We don’t want a corporation magnate and engineer as our Democratic presidential candidate,” said Kelly to the Council. “We already have had enough of engineer Presidents. And I resent the Mayor trying to groom a billionaire man for President,” protested Kelly.

Councillor Robert Gardiner Wilson, Jr., Dorchester Republican, interrupted his Democratic colleague to ask if he had a personal presidential candidate for whom he was speaking, after Councillor Herman L. Rust, Roxbury Republican, protested that Kelly was making a political speech and was out of order.

Kelly replied that Massachusetts was still in favor of former Governor Smith and would continue to back him until he should come out publicly and state that he would not run.

A third Republican member of the Council, Dr. Seth F. Arnold of the Back Bay, pressed for executive ses-sion, though he explained that he had no particular objection to washing the Democratic linen in the open.

DELIVERED IN SMALL LOTS

At the charity administration building Secretary Walter Y. McCarthy stated that it would require at least a day for the officials to investigate the charges and make a reply.

As for the overseers paying $17.50 a ton for the coal as compared with only $6.29, the price paid by the city for its other departments through Purchasing Agent Philip A. Chapman, it was explained that the coal for the poor was delivered in small lots, frequently 300- pound bags, while the coal for the city institutions was delivered in five-ton loads and unloaded with a chute.

WELFARE OFFICIALS ATTACKED

Dowd Charges Coal Given Hub Poor in Heated Rooms

Charging that the overseers of public welfare were allotting coal instead of cash to the jobless in centrally-heated doming houses, City Councillor John F. Dowd of the South End, late yesterday accused the welfare officials of “coal racketeering” and demanded an explanation.

DRIVERS DUMPED COAL

Three different roomers at 641 Massachusetts avenue, South End, he claimed, ordered the drivers of the New England Coal & Ice Company of Dorchester to take the coal back to the city charity headquarters, but the drivers dumped the coal and the head of the rooming house finally agreed to take it in payment for their rent.

The South End councillor protested that 800 worth of coal was delivered in the last three months to an unmarried young man, who did not want it because his room was a heated room. In this case, he said, 800 pounds was de-livered March 18 and 900 pounds on April 1.

Puts Blame on Executives

He did not name the recipients of the coal and explained that under the law it was illegal to make public the names of persons on the poor list, but he insisted that all three roomers as well as the head of the rooming house were honest.

“This coal racketeering is being carried out not by the poor,” shouted Dowd, “but by the executives at the overseers of the public welfare.” He demanded that Chairman Simon E. Hecht of the welfare board look into the matter and report to the Council.
COUNCIL IN ROW OVER AL SMITH

Kelly Tries to Substitute Him for Young as 4th of July Speaker

ORDER NULLIFIED

In executive session the Kelly order was rejected but Democrats who were angry because in which they had been placed, conceived a method of passing the order and at the same time nullifying its meaning.

They attached an amendment to the effect that "the action of the council should in no way be construed as interference with a prerogative of the mayor." He has sole authority to select the orator.

The amendment aroused Kelly who confided that his colleagues were resourced politicians who could out簧 him.

Before the vote was taken Councilman Green launched his attack on Donahue. He said that Donahue was continuing his tactics of the last gubernatorial campaign and that he had inspired Kelly to present his order for the purpose of "throwing loaded dice into the council," to bother the mayor.

Declaring that Donahue could not stampede him, Green recalled that in 1928, one of eight Massachusetts delegates who had boldly supported Smith, the repeated order in 1928, and that he had later signed a questionnaire in which he pledged his support to the New Candidate for the next year.

The amended order was accepted 15 to 3 despite the appreciation by the Democrats in the council that they have no authority to trespass on the mayor's prerogative to pick the orator.

Mrs. Cushing Hostess at Statler Luncheon

Newspaper Women of Boston Guests

At Elaborate Affair

Mrs. Brubury F. Cushing, wife of the manager of the Hotel Statler, entertained yesterday at an elaborate luncheon for newspaper women of Boston, including among her guests several from other cities. Mrs. Joseph B. Ely, wife of the Governor, motored down from her home in Westfield to attend the luncheon as a special guest of honor. Mrs. William S. Youngman, wife of the Lieutenant-Governor, and Mrs. Mary S. Curley, daughter of Mayor Curley, were other special guests.

Mrs. Helen Shure of Belfast and Mrs. Grace Wing of Portland, other newspaper women in their home cities and friends of Mrs. Cushing's, were among the out-of-town guests.

Others were Mrs. Alice B. McVilie and Miss Laura A. Tirril of Lynn, and Mrs. E. Maude Lathrop of Quincy. Those from Boston included Mrs. A. Lincoln Bowles, Miss Rebeca Farnham, Miss Helen Mabie, Miss Anne Lawless of the Boston Transcript; Miss Paul Patterson (Mrs. Hol lan), Mrs. Ruth Bodwell, Miss Grace Davidson and Miss Alice Burke of the Boston Post; Miss Elizabeth Sharpe, Miss Shirley Milliken, Miss Coriolan, Danforth of the Boston Globe; Betty Alden (Mrs. Tracy), Mrs. Frances Baird and Miss Ruth, Miss Alice Mahoney of the Boston American; Miss Alice Williams and Miss Mary Mahoney of the Boston Advertiser; Miss Gwendoline Albee and Mrs. Charles W. Curtis of the Traveler; Miss Alice Mahoney of the Globe; Mrs. E. Maude Lathrop of the Quincy Patriot Leader and Miss Annapolis Dandorf of the Globe.

New Police Station

Garage for Brighton

Branding the Brighton police station garage as a fire menace to the patro men and the people, Police Commissioner Hultman yesterday made a successful appeal for a new building, which will cost $25,000. The City Council approved the necessary loan order recommended by Mayor Curley after Chairman Herman L. Bush of the finance committee read into the record the police commissioner's criticism of the present quarters.

GREEN HITS DONAHUE AS INSPIRING PLAN

The city council engaged in a bitter political fight yesterday over the attempt of Councilman Francis E. Kelly of Dorchester to influence the council to substitute Ex-Gov. Alfred E. Smith for Owen D. Young as the Fourth of July orator in Faneull Hall.

Kelley's order called on the director of public celebrations to ask Mayor Curley to invite Owen D. Young as the Fourth of July Speaker, to influence the council to substitute Ex-Gov. Alfred E. Smith for Owen D. Young as the Fourth of July orator in Faneull Hall.

Before the Kelly order was passed, with an amendment which made it meaningless, Councilman Thomas H. Green of Charlestown severely attacked Christopher Frank J. Donahue of the Democratic state committee, whom he accused of inspiring Kelly to "use loaded dice" for the purpose of blocking a political plan attributed to Mayor Curley.

There isn't any Donahue or any other man, however exalted he may be, shouted Green, who voted for Smith at the New York and Houston conventions and was prepared to vote for him again in 1932, "who is going to stampede me or put me on the spot."

Then raising his voice so that he could almost be heard throughout City Hall, he yelled: "Donahue, I refuse to be bullied by you and all I can say to the poor people of Fall River is 'God help your city.'"

sort of a second hand invitation? queried Wilson. "I'm not in favor of that because it could look upon it as a deliberate affront to a Democratic leader."

Kelly charged that the plan of the mayor to invite Owen D. Young to be the orator was an attempt to arouse interest in the presidential candidacy of Young at the expense of the taxpayers. In their behalf Kelly made a vigorous objection and called for a divesting of the holiday observance from the 1932 presidential contest.

Among other things hurled at the mayor was Kelly's charge that he was not sincere in his support of Smith in 1928, but that his activity was camouflage to conceal his determination to promote selfish political ambitions under the guise of the Smith candidacy.

"Now" continued Kelly "he's lining him up the aristocrats and the highbrows for Young in order that he, himself, may be the Governor next year."

Kelly insisted that if any Democratic presidential aspirant is to be invited to do any clerical work on Independence day it should be Smith.
In Honor of Mayor Curley's Wife

A unique tribute was paid the memory of Mrs. Mary H. Curley by the Boston school committee last night when it was voted unanimously to name the new intermediate school on the Seaver school campus in Jamaica Plain "Jamaica Plain School to Be Named in Honor of Mayor Curley's Wife".

Chairman Joseph J. Hurley of the school committee announced that only the approval of Mayor Curley is needed to make the school official. The action followed a vigorous protest by the parent-teacher association of the school against the name selected by the school committee.

The council refused yesterday to defeat order to select committee to tour cities. The council had been requested by the mayor to select a committee of three to tour the country and investigate the government of the leading cities.

COUNCIL REFUSES TO CONDUCT PROBE

The city council refused yesterday to ask Mayor Curley to select a committee of three to tour the country and investigate the government of the leading cities.

Councilman Dowd offered an order requesting the mayor to select a representative of the chamber of commerce, the real estate exchange and the Central labor union. He compared Boston's tax rate with the lower rates of New York, Philadelphia, St. Louis, Baltimore and Chicago, and attributed the local burden to the fact that there is $39,000,000 in grants-in-aid for the costs of operating the city.

Dowd charged that the tax rate is 10 per cent. too high and that the methods of government in operation in other cities can be introduced in Boston. Councilman John L. Fitzgerald blamed the city council for unnecessary expenditures. He attacked both the chamber of commerce and the real estate exchange as agencies which have not contributed to the betterment of local government. The council defeated the order 15 to 3.

THE INTEREST BURDEN

Money cost more than ten years ago than now. In 1920 our cities and towns had to pay from 4½ to 6 per cent. for borrowed capital, depending on the condition of their finances and their consequent credit standing. They are borrowing today at rates of 3½ or more below those of 1920. In 1928 they paid from 3 to 4 per cent.

This means, of course, that there is a temptation to borrow and also that the increase in the interest payments of our cities does not indicate accurately the increase in their indebtedness. Old loans at high rates are liquidated and new loans contracted at lower terms. Therefore, even a small percentage of increase in total interest payments is more significant than if the rates had remained the same.

These facts should be borne in mind in studying such a tabulation as that below. The intergovernment payments of eleven of our cities, taken almost at random, are shown for 1928 and for 1929, the last year for which complete figures are available; also the total interest payments for all our cities together for these years. It must be kept in mind that these are the interest charges only on the general loans of the cities in question. The totals do not include the cost of temporary loans made in anticipation of the payment of taxes, nor the charges on loans incurred for public service enterprises. The interest assessments for metropolitan sewer, park and water costs are also omitted.

<table>
<thead>
<tr>
<th>City</th>
<th>Total Interest</th>
<th>Interest on Total Interest</th>
<th>Interest on General Loans</th>
<th>General Loans</th>
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<tbody>
<tr>
<td>Boston</td>
<td>$6,477,000</td>
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<td>Fall River</td>
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Such a tabulation rewards attention. Only three of the cities have reduced the annual charges on their general loans, Worcester, Salem and Pittsfield, and only two, Salem and Pittsfield, show a reduction in total interest payments. On the other hand, Fall River was paying interest on general loans in 1928 more than half as much as in 1920. Revere was paying two-and-a-half times as much, and Lowell's expenditure had increased nearly 30 per cent.

Where is it all to end? Unless there is a drastic reduction in the grandiose schemes of towns and cities which have operated as if taxpayers could stand an unlimited burden, the consequences will be to force rates to their utmost before other places than Fall River will be on the verge of bankruptcy, with these rules gone, the Commonwealth applying the corrective which the towns and cities themselves should apply?
HONOR FOR LATE WIFE OF MAYOR

Committee to Name New School the "Mary E. Curley"

Terming her a devoted mother and an inspiration to boys and girls, the school committee, last night, voted to name the new 40-room intermediate school on Pershing road, Jamaica Plain, the Mary E. Curley Intermediate School, in memory of the late wife of Mayor Curley.

FIRST TIME IN HISTORY

School officials stated last night it is the first time in the history of the city that a school building has been named after the wife of a Mayor of the city. The new schoolhouse is one of the finest of the new group of school buildings being erected, and is but a stone's throw from the Mayor's home in Jamaica Plain. Although there are no innovations in school construction in the new building it is recognized as one of the best in the city.

The school committee issued a brief statement in connection with the naming of the new school, calling attention to the fact that Mrs. Curley was born in Boston and educated in the public schools of the city. It also said:

"As the wife of the Chief Executive through his several terms of office she took a deep interest in civic affairs. Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose.

"She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city. The breadth and warmth of her sympathies made also for enduring friendships. Her name will be an inspiration to the boys and the girls who will be pupils in this new school."

MAYOR HONORS SHIP CAPTAIN

Mayor Curley yesterday presented an historical sketch of Boston Harbor to Captain William J. Mathers of the S. S. San Gil, United Fruit boat, on arrival of immense shipload of bananas here, marking an unusual event. Left to right: the Mayor, Vice-President Lester W. Minchen of the Fruit Company, and Captain Mathers.

POOR BUSINESS

Mayor Curley will naturally pay no attention to the order of the City Council demanding that he recall the invitation extended to Owen D. Young to be the orator at Boston's Fourth of July celebration. To do so would be a grave discourtesy to a splendid gentleman. Mr. Young will doubtless be cordially received here.

It is fair to presume that he will not convert his patriotic speech into a partisan bid for the presidential nomination. He is a possibility for that honor, to be sure, but only a possibility thus far, and certainly not an active candidate. Indeed to date he has seemed to frown upon talk that would take him from the realm of business into the domain of politics.

It is a little too early to stir up such antagonisms to this or that possible standard bearer. Of course, Governor Smith would be by far the most popular orator who could conceivably be chosen. But he would be loth to accept an invitation under present circumstances. Anyway it is the Mayor's prerogative to choose the Independence Day speaker and that fact seems to settle it.

MRS. CUSHING HOSTESS TO NEWSPAPER WOMEN

Boston newspaper women and many from cities in and out of the State were the guests yesterday of Mrs. Bradbury F. Cushing, wife of the manager of the Hotel Statler. The occasion was the annual luncheon arranged at this season for the newspaper women by Mrs. Cushing and marked the second to be held.

Mrs. Joseph B. Ely, wife of Governor Ely, was among the guests of honor, who also included Mrs. William S. Youngman, wife of Lieutenant-Governor Youngman, and Mrs. Mary Curley, daughter of Mayor Curley. About 40 sat down to the luncheon, which provided a happy get-together for the newspaper women workers.
Again!
Garrett third trial jury will be chosen from list of 326 names drawn yesterday under supervision of Mayor Curley, left, in city council chamber. Asst. City Clerk Hines, Councillor Ruby, picking names, City Messenger Leary, and City Clerk Doyle, left to right, are shown.

DRAWING JURORS WHO MAY TRY GARRETT IN MAY

Mayor Curley watches proceedings. President Joseph McGrath of the city council is at his right. Councilman Israel Ruby, who drew 326 names from the box is handing the slips to City Messenger Edward J. Leary and Assistant City Clerk John B. Hynes. City Clerk Wilfred J. Doyle is seated in foreground.
COUNCIL IN WRANGLING ON FOURTH'S ORATOR

Vote to Substitute Smith for Owen Young

Kelly Accuses Mayor of Playing Politics With "Sacred Day"

At the meeting of City Council yesterday Councilor Francis Kelly introduced an order to substitute Alfred E. Smith for Owen D. Young as the Fourth of July orator.

The order passed, but with a rider offered by Councilor Hein of Brighton that nothing in the order could be construed as an attempt to interfere with the prerogative of the Mayor to name the orator.

Councilor Kelly accused the Mayor of using "the sacred day" to play politics with; that the Mayor was going to support Young and start the latter's campaign "on the good old Fourth of July." Councilor Bush objected that a political speech was being made, but was overruled.

"Do I understand that the gentleman from Dorchester (Mr. Kelly) has a candidate of his own?" queried Councilor Wilson, and Councilor Kelly said, "I speak on behalf of the candidates of the country, Alfred E. Smith."

"The invitation," said Councilor Hein, "is nothing more or less than a rent for the play of the Mayor to ally himself with corporate powers." He said the Mayor had taken a similar action in the case of Young's Hotel, which was nothing but a canvass; that the Mayor was only interested in his own candidacy for Mayor and that he would be a candidate against Ely for Governor. The Councilor then referred to alleged charges by Councilor Donohue, chairman of the State Democratic Committee.

Rights of Mayor

"Do you want the invitation to Young recalled and a second-hand invitation sent to Mr. Smith?" asked Councilor Wilson, who then said, "I don't think we ought to put Mr. Young or Mr. Smith in this position."

Another Republican, Councilor Arnold, moved that the matter be referred to the executive committee. Councilor Bush insisted that the inviting was an executive prerogative and that the Council had nothing to do with it.

"Council Interference," said Councilor Bush, "is beyond the bounds of propriety.

In executive session the order failed of action through a parliamentary technicality invoked by Councilor Fitzgerald.

The order was brought up in the chamber and Councilor Kelly made what he said was "his appeal to all Democrats.

Councilor Green declared that he was one of eight delegates in 1924 and again in 1925 that he voted for Smith on every ballot. He then declared he was going to expose the whole purpose of Kelly's action, "that Donohue is throwing two loaded dice into the council and is using Kelly as a tool in an attempt to get back at the Mayor. Donohue or no other man, no matter how exalted, is going to stampede me."

"Mr. Donohue," he refused to be bluffed by you and all I can say to the people of Fall River is God help your city," concluded Councilor Green.

The order passed to 3 to 3. The Board of Public Welfare sent coal to three lodgers in a house at 964 Massachusetts av, where heat was supplied, according to Councilor Dowd and though the landlord and lodgers refused the coal, it was dumped into the cellar and the landlord, according to the Councilor, finally credited the $69 worth of coal to room rent. The landlord, who supplied the heat, said he did not want the coal but had to take it.

The incident was the basis of an order introduced by Councilor Dowd calling upon the overseers of the public welfare to report to the council on the matter of prices paid and deliveries of coal. He made the accusation that there was racketeering, not on the part of the poor, but of the officials of the Department and said a man with eight children receiving $19 a week had been cut to $17. "Cut down," said Councilor Dowd, "to make it a starvation dole."

Garage at Brighton

Brighton police will get a modern garage at a cost of $25,000 as a result of an order passed. The order came from the Mayor and was handled by Councilor Bush, who referred to a letter from Police Commissioner Hultman.

In the letter the Commissioner said there was an urgent need for a modern garage; that the present one was built for horse-drawn vehicles; is unsafe, dangerous, of third-class construction and the sleeping quarters of the men violate the law.

Councilor Hein spoke for the order and Councilor Gallagher, who was absent because of illness, was recorded in favor of it.

Ought not to pass, was the thumbs down verdict on the council executive session on the order introduced by Councilor Dowd for a committee to tour the country and find out why other Massachusetts cities paid on a lower tax rate than Boston. He wanted the committee made up from the Chamber of Commerce, Real Estate Exchange, and the Boston Central Labor Union.

MAYOR ATTENDS JURY DRAWING

Exercises Prerogative as Men Who May Try Garrett Are Picked

COUNCILMAN TELLS WAYS OF THE 'FIXERS'

Mayor Curley made certain yesterday that no criticism can be fairly directed at the city council in connection with the drawing of jurors for the May sessions of the Supreme Court, at one of which former Patrolman Oliver B. Garrett is scheduled to be tried for the third time.

Without divulging his intention, the mayor, who years ago made it a regular practice to preside at the drawing of jurors, entered the council chamber, unannounced, and kept sharp watch of the withdrawal by Councilman Israel Ruby, from the revolving jury box, of the names of 326 jurors.

Nine years ago Mayor Curley exercised his prerogative. He was asked to make any explanation of his decision to keep a watchful eye over the drawing of jurors; but he emphatically declared that he had been given information about the plans of Councilman Clement A. Norton to insist on his presence to exercise his prerogative.

MUST BE NOTIFIED

Statutory law requires that the mayor, if within City Hall, must be formally notified of the receipt of venires. But he only ordinary compliance with the law is a presence of City Messenger Leary in lieu of a visit to the mayor's presence.

Yesterday the mayor caught the city messenger without the silt, but which he is supposed to wear in acting as escort to the chief executive.

The mayor merely strode into the council chamber, unannounced, and kept sharp watch of the withdrawal by Councilman Ruby, from the revolving jury box, of the names of 326 jurors.

Councilman Norton was prepared to read an address, emphasizing the importance of the Garrett case, but his attention to the matter of the presence of the mayor, and asking for delay until the attendance of the chief executive could be assured.

While Norton insisted that the mayor knew of his plans, the latter denied it and explained his action by the remark that he "just happened to decide to exercise a prerogative."

RUBY RESISTS IMPLICATION

Subsequent to the occurrence of the mayor Councilman Norton stressed the contention that there can be no criticism of the drawing of jurors. Councilman Ruby, who invariably is called upon to make the drawing, recently revealed the procedure of "jury fixers" by predicting that between last week and the reporting of the jurors at the court house, many will receive anonymous telephone calls and in such instances the caller will make known his willingness "to do business."

"From my observation," said Wilson, "business is not done after a jury has been selected; while one case is on trial. I, in common with other councilmen, know of many complaints made by constituents on the giving out of the very day that they have been drawn as jurors. Always it is the same story that an anonymous telephone call has brought the news about willingness to do business."
Clerk Hines. Soundlor Ruby. City Clerk Wilfred Doyle. Curley in the Garrett case and investigations growing out of it yesterday. Some of them were:

Garrett was denied bail despite his lawyer's plea that both Garrett and Mrs Garrett are ill and Mrs Garrett is in straitened circumstances. Dist. Atty Foley answered attack of three jurors in last Garrett case with statement that "fixers," not jurors, were shadowed during trial. Garret himself pleaded at drawing of jurors for May term, when Garrett is scheduled to go to trial a third time.

The motions that the Garrett default be removed and that Garrett be admitted to bail were offered by Mr. Callahan at 4 o'clock. In his argument, Mr. Callahan pointed out that although Garrett defaulted last June, he surrendered voluntarily and since the first of December, has been in prison. During that time, he continued, Garrett has been tried twice and on every charge, he declared that Garrett's health is not good, either, said Mr. Callahan, as he is suffering from sinus trouble.

This was decided in Suffolk Superior Court yesterday afternoon, when Judge Harold P. Williams, sitting in his second session, denied motions of attorney Herbert F. Callahan that the default against Garrett be removed and that he be admitted to bail. Judge Williams said he could see nothing that would warrant the removal of the default, and denied the motions on the ground that Garrett's flight while awaiting trial had shown him an unfit person to be admitted to bail.

Wilson Predicts Every Man Named Will Get Phone Call

Developments came thick and fast in the Garrett case and investigations growing out of it yesterday. Some of them were:

Garrett was denied bail despite his lawyer's plea that both Garrett and Mrs Garrett are ill and Mrs Garrett is in straitened circumstances.

Dist. Atty Foley answered attack of three jurors in last Garrett case with statement that "fixers," not jurors, were shadowed during trial.

Mayor Curley himself pleaded at drawing of jurors for May term, when Garrett is scheduled to go to trial a third time.

City Councilor Wilson predicted, in speech, that all of the 360 men drawn as jurors would be approached anonymously by phone between now and May term.

City Councilor Dowd called upon Gov Ely to weigh charges of jurors against Foley's office and, if he believes them, to order inquiry by Atty Gen Warner.

Mrs Garrett in Need

The fact that Mrs Florence H. Garrett, wife of Garrett and codefendant with him, is in straitened financial circumstances and "is living from day to day," was stressed by Mr. Callahan in his argument in support of his motions. The attorney for Garrett also declared that Mrs Garrett and Garrett are not in good health.

The motion of attorney Callahan that his client be admitted to bail in the second development of the day in the Garrett case, the first having been a brief statement by Dist. Atty Williams, in which the prosecutor answered his critics by declaring that, he is not in good health.

His Wife is Now Ill

Mrs. Garrett is now ill and her financial condition is bad, said Mr. Callahan. "She is living from day to day," he declared. His plea that if Garrett were free he might be able to assist her considerably.

Judge Williams then asked Asst Dist. Atty Frederick T. Doyle, "What is the intention of Dist. Atty Foley to try the case in time to have the taking of evidence completed and the case in the hands of the jury before the end of the May court term."

When he received no information, Judge Williams denied the motions, saying that he felt that the matter as he did at the time be denied the similar motion about two months ago. He said there was no change in conditions since the taking of evidence had been completed and the case in the hands of the jury before the end of the May court term.
Last Rites Held for Chain Store Pioneer

City Officials, Leading Boston Business Men Attend Funeral Services in Jamaica Plain of Michael O'Keeffe

Prominent personages in the government of the city, as well as leading business men, attended funeral services today for Michael O'Keeffe, pioneer chain grocery store executive in New England. The funeral took place from the home at 61 Pond street, Jamaica Plain. Burial, was in St. Joseph's cemetery, West Roxbury.

REQUIEM MASS

Solemn requiem mass for the repose of his soul was celebrated in the Church of Our Lady of Lourdes, Brookside avenue, Jamaica Plain, at 10 A. M. The Rev. Joseph Scanlan, S. J., of Fordham University, New York, a nephew, was the celebrant. He was assisted by the Rev. Arthur Scanlan of New York, and the Rev. Martin Scanlan, two nephews as deacon and subdeacon. The Rev. James Kelley, pastor of the church, and the Rev. Thomas A. Walsh, pastor of Our Lady of Grace Church, Chelsea, were seated within the sanctuary.

The music of the mass was furnished by the Joseph Eckert quartet, assisted by the regular choir of the church, under the direction of Mary Delan organist. Whelan's and Terry's mass music was sung. At the offertory William Coughlin sang "O, Jesu Deus Pacem." At the end of the mass Eckert sang "Our Saviour's Love."

The active pallbearers were Dr. Nicholas D. Drummey of Dorchester, Lawrence Scanlan of New York, Martin Curly of Dorchester, Michael O'Hare of Belmont, James O'Hare of Dorchester, William McNamara of Winchester, Daniel E. O'Toole, City Councilman, and Colonel Charles H. Farnsworth of Brookline.

The offices of the First National Stores, of which the deceased was a director, as well as the stores, were closed from 10 to 11 A. M. Officials of the First National Stores attended, including Charles F. Adams, treasurer.

MAYOR ATTENDS

Others who attended the services were: Mayor Curley and Miss Mary Curley, his daughter; Charles Jacobs, James A. Desmond of the high court finance committee, M. C. O. F., Public Works Commissioner Joseph A. Rourke, Registrar of Probate Arthur W. Sullivan, John F. O'Brien, clerk of the Massachusetts supreme court; City Messenger Edward J. Larry, William H. O'Brien, Ladies of the public utilities department; James E. Maguire, institutions commissioner; Budget Commissioner Charles J. Fenneman, Public Institutions Commissioner William G. O'Hare, Capt. John J. Lydon, soldiers' relief commissioner; former Mayor Daniel A. Whelan, Martin E. King, of the board of appeals, Sheriff John A. Reilly, former Senator Henry Fitzgerald, Traffic Commissioner Josiah A. Conley, Deputy Superintendent of Police Thomas F. Goode, City Collector William H. Morrow, and United States Marshal William J. Keefe. The church was filled.

Asks $16,000,000 to Endow Services

Mayor Curley, in his radio talk at City Hall yesterday, appealed to lawyers of Greater Boston and to taxpayers of wealth and standing to remember the city in their wills, that a fund of at least $16,000,000 may be raised as a permanent memorial to make at least three of the city's services self-supporting. The mayor suggested $10,000,000 for the overseas public welfare and unemployment relief fund; $3,000,000 for a fund to maintain ten health units erected with the income from the $6,000,000 George Robert White Fund, and finally $1,000,000 to provide special nurses for worthy cases at the City Hospital.

Donations or bequests made to these funds would bear the names of the donors, creating a memorial for all time, as the interest only would be used each year, while the principal remained intact forever, the mayor explained.

Owen D. Young Not Coming to Boston

Though Mayor Curley reiterates his opinion, despite the City Council's objection, that Owen D. Young would be "an admirable candidate for President of the United States," he makes announcement that Mr. Young cannot accept his invitation to be the Fourth of July orator in Faneuil Hall because of other engagements. The mayor said he Invited Young because he was originally a Bostonian.
German Ambassador Notes Better Feeling

BUDGET SYSTEM IS DISCUSSED

Wadsworth, Howland & Co. Holds New England Conference

About 200 customers from all over New England today attended the Wadsworth-Howland business conference here. Renshaw Smith, Jr., vice-president, presided and introduced the principal speakers.

Smith stated that it is more than ever necessary today for proprietors of any business to have proper control over the various activities of their business. Records alone will not guarantee profits yet, better records and a knowledge of how to use them, are imperative needs at this time, he said. Today each dollar of sales must yield a greater percentage of profit. He stated that the purpose of the meeting was to give those present authoritative information on business management records.

Arnold Whittaker, vice-president of the Atlantic National Bank, gave an instructive talk, emphasizing the bankers' viewpoint as to the merits of accurate knowledge of budgetary control. He stated that in all mercantile business the tendency today is to work out a definite system with this end in view.

H. R. Cooper, district manager of General Motors Fleet Corporation, explained the system which his organization is using along these lines, and the necessity which makes such a procedure of vital importance in his own industry. He explained that the budgetary control system has been the most enthusiastically received by the motor car dealers, and is working out to the entire advantage of those who have availed themselves of it.

At the luncheon the principal speaker was Thomas A. Mullen, director of Industrial relations, representing Mayor James M. Curley, who extended the warmest welcome of the city to those assembled.

Other speakers were De Lancey Ray, chairman of the directors of Devoe & Raynolds; A. C. Stephen, treasurer of the same company; and Frank A. Roche, assistant treasurer of the Wadsworth Howland Company.

SLASHED CURLEY BILLS TO STAND

Finance Committee Votes Not to Reconsider Action

The legislative committee in municipal finance today voted not to reconsider its action in slashing Mayor Curley's requested appropriations of $31,000,000 for public works to $2,000,000.

The mayor had withdrawn his request for a further hearing before the committee reported the bills.

Under the bills to be reported the city will be authorized to borrow $2,000,000 on 10-year bonds for school purposes; $1,000,000 for streets (half of this amount inside the debt limit, the other half outside); $250,000 on 10-year bonds for improvements at the airport; $250,000 on 10-year bonds, plus 10 per cent from revenue, for a municipal building in Charlestown.

SLASHED CURLEY BILLS TO STAND

The champion shoe repairer of Massachusetts was greeted by Mayor Curley at City Hall today and received the key to the city.

He is Karl Gennelly of 456 Broadway, Somerville, who won the title at the fourth annual Shoe Repairers' and Dealers' exposition in Chicago recently.

Gennelly, who is 39 and married, came to this country as an immigrant boy, practically penniless. Today he owns two shoe repairing establishments employing 26 men.

Gennelly, who is 39 and married, came to this country as an immigrant boy, practically penniless. Today he owns two shoe repairing establishments employing 26 men.

His winning the championship was based on both speed and neatness among 10,000 contestants. A silver cup and medals were given to the best repairer of outstanding workmanship.
MAYOR HONORS G. A. R. HEAD

Mayor Curley yesterday presented a ship clock to National G. A. R. Commander James E. Jewel of Colorado. Massachusetts State Commander James Webb and Miss K. G. Rain er of Toledo, who is national president of the Women's Relief Corps, look on. (Staff photo.)

CURLEY NOT TO ARGUE ON BILLS

Mayor Curley in a letter to the legislative committee on municipal finance today with his request for a chance to argue for his bills for borrowing outside the debt limit for various construction projects.

The mayor had asked the legislature for authority to go ahead with projects, the cost of which totaled more than $17,000,000, and there were other Boston bills, not introduced by the mayor, which increased this figure to more than $30,000,000.

The committee read the letter and then in executive session went on record as opposed to re-opening discussion of the projects, a superfluous move in view of the message.

Of the $33,000,000 projects the committee had deported favorably for $2,000,000 for schools on ten-year bonds; $1,000,000 for streets, half of which shall be within the debt limit; $230,000 for airport improvements and $297,000 for a municipal building in Charlestown.

A Well-Named School

A splendid tribute to motherhood, and to one example of perfect motherhood in particular, is given by the school committee in its decision to name the new intermediate school on Pershing Road, Jamaica Plain, Mary Curley school, after the wife of Mayor Curley.

Mrs. Curley's many fine attributes are thereby memorialized in a permanent way, so that generations of parents and children will have her many beautiful qualities constantly before them.

To Dr. Joseph V. Lyons, who suggested the name, and to the other members of the committee, the community is grateful for an apt and appropriate dedication.

Mayor Curley Says:

An A.B. degree, like coal, has no cash value.
A silver cup for being the champion shoe repairer of Massachusetts went to Karl Gennelly. Mayor Curley also gave him a key to the city.

**A Sole Man**

The champion shoe repairer of Massachusetts was greeted by Mayor Curley at City Hall today and received the key to the city. He is Karl Gennelly of 455 Broadway, Somerville, who won the title at the fourth annual Shoe Repairers' and Nailers exposition in Chicago recently.

Gennelly, who is 39 and married, came to this country as an immigrant boy, practically penniless. Today he owns two shoe repairing establishments employing 35 men. His winning the championship was based on both speed and neatness among 10,000 contestants. A silver cup and medals were given as prizes.

**GERMAN ENVOY CHARMED BY BOSTON**

Dr. Friedrich W. von Prittwitz und Gaffron Calls on the Governor and Mayor

Bostons' "special charm" came in for praise from Dr. Friedrich W. von Prittwitz und Gaffron, German ambassador to the United States, today as he began a three-day visit packed with social engagements.

Arriving at the Back Bay station at 7 a.m., the ambassador, who is 47, one of the youngest men holding a high diplomatic post, went to the Ritz-Carlton Hotel and then made calls on Governor Ely, Mayor Curley and Cardinal O'Connell.

"Boston has a special charm. I like it very much and am glad to be back here again," he told the Governor.

**MAYOR GREETS REPAIR CHAMP**

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Curley Greets Chinese Actress

Municipal Gift for Anna May Wong

Actress Who Takes a Leading Part in "On the Spot" at the Wilbur Theater Receives a Valuable Etching of Copley Square from the Mayor and a Warning to Be Careful in Her Presentation Not to Offend Boston. The Actress Was Accompanied to the Mayor's Office by Dr. Tehyi Hsieh

National Commander of G. A. R. and W. R. C. Head Among Callers

Mayor Curley today received as visitors many men and women of prominence. Among them was National Commander James E. Jewell of the G. A. R. He hails from Colorado. Also Mrs. Kate G. Raynor to Toledo, national president of the Women's Relief Corps. The mayor presented Comdr. Jewell with a ship's clock. Tomorrow he is to present Mrs. Raynor with a handbag.

Two distinguished Chinese girls were among the callers. One was Miss Yooeh Wang, daughter of Dr. C. T. Wang, minister of foreign affairs in the Celestial Empire. She attends Chevy Chase in Washington. The other is Miss Ming Hwa Nyeu, daughter of Gen. T. A. Tyeu, minister of home affairs in China. She is a senior at George Washington University at Washington.

Rear Admiral Philip Andrew, retired, former commandant at the navy yard, called on the mayor to volunteer his services to the city in any capacity in which he might be helpful.

About a score of boys came in just in time for the mayor to send them to the Boston City Club for luncheon as his guests. The boys are members of the junior naval brigade.

The mayor today sent a city of Boston flag to S. K. Tu, secretary of the Chinese navy at Nanking.
Mayor Presents Etching

Mayor Curley shown presenting an old etching of Boston harbor to Capt. William J. Mathers of the United Fruit liner, San Gil, which arrived at the port of Boston on the 60th anniversary of the arrival of the first cargo of bananas unloaded in Boston. Lester W. Minehan (centre), vice-president of the Fruit Dispatch Company, said that now in the summer 13,000,000 bananas arrive in Boston each week. The first banana cargo arrived here in 1871.

Curley’s Busy Day with Gifts for All

Mayor Curley had time for the transaction of but little city business from the moment he entered his office at nine o’clock this morning until luncheon. Many visitors called to pay their respects and all received mementoes of their visit.

First to call was National Commander James E. Jewel of the G. A. R., resident of Fort Morgan, Colo., who was presented with a ship’s clock. He was accompanied by James H. Webb, past State commander and Miss Kate G. Raynor, national president of the W. R. C., who later received a handbag.

Rear Admiral Philip Andrews, retired, former commander of the Charlestown Navy Yard, wished to volunteer any service within his power for the benefit of the city.

Two Chinese girls of prominent families, Miss Yooch Wang, daughter of C. T. Wang, minister of foreign affairs, and Miss Ming Hwa Nyeu, daughter of General T. A. Nyeu, Chinese minister of home affairs, students in well-known Washington schools, were photographed with the mayor and a silk municipal flag which will be sent to S. K. Tu, Chinese secretary of the navy.

Twenty boys of the Junior Naval Brigade had an interesting visit, signing the guest book and receiving photographs of the mayor and copies of his Lincoln Day address at Washington.

The final visitor was Capt. Karl Spindler, one of the German heroes of the World War, who tried to run arms into Ireland. The captain, wearing the iron cross, had first visited Governor Ely at the State House, being presented by State Treasurer Charles F. Hurley. He was presented with a gold pin by the governor. Cornelius Neenan and Eugene P. F. Sheehan, managers of Captain Spindler’s lecture tour, and Daniel Doherty, president of the Irish County Assoc.lates, were also in the group.

Court Refuses to Give Garrett Bail

Oliver B. Garrett, former Boston police liquor raider, must remain in jail pending the outcome of his third trial on charges of conspiracy to extort money from John F. Sullivan, former proprietor of the Hotel Ritz.

For the second time, Judge Harold P. Williams, in the Suffolk Superior Court, denied a motion of Herbert F. Callahan, counsel for Garrett, that the defendant be released under bonds. Judge Williams said that Garrett’s flight on the eve of the date he was scheduled to go on trial last June had shown him to be an unfit person to be admitted to bail.

Mr. Callahan argued that Garrett and his co-defendant wife, Mrs. Florence H. Garrett, were in ill health and that Mrs. Garrett “is in straitened financial circumstances and is living from day to day.” He contended also that Garrett was entitled to bail after being confined in the Charles street jail during the two trials which ended in disagreements. The lawyer declared that Garrett had fled because he felt he could not get a fair trial at the time, but had surrendered voluntarily last December. Assistant District Attorney Frederick P. Doyle, who opposed the motion, said that the third trial would take place next month.

The names of 320 jurors from which the jury for the third Garrett trial will be selected were drawn at a session of the City Council over which Mayor Curley personally presided yesterday afternoon. Among those drawn for jury duty were James J. Storrow, Jr., and Charles E. Cotting, two of the largest taxpayers in the city.
Mayor Curley Also Visited by Relief Corps Head, Admiral Andrews and Capt. Spindler

Social duties took up a considerable part of Mayor Curley's office hours today, starting with the visit of James E. Jewell, national commander of the G. A. R. Commander Jewell was accompanied by James H. Webb, past State commander, and Pres. Kate G. Raynor of the Woman's Relief Corps.

Mayor Curley presented Commander Jewell a Chelsea ship's clock, and there was another gift for the head of the Woman's Relief Corps.

About 20 boys, members of the Junior Naval Brigade, were received by the Mayor and then turned over to J. Phillip O'Connell, who played host to them at a dinner given by the city at the Boston City Club.

Visitors from Washington were Miss Youch Wang, student at Chevy Chase, and daughter of Dr. C. T. Wang, Chinese Secretary of State, and Miss Hwa Nyeu, daughter of Gen. Lee Nyeu, Minister of Chinese Home Affairs. The young woman is a senior at George Washington University.

Capt. Carl Spindler, formerly of the German Navy, now lecturing in this country regarding his part in the Easter Revolution in Ireland, during the war, told Mayor Curley about his new book relating to German-Irish relations at that period.

Other callers were Admiral Philip Andrews, U. S. N., retired, former commandant of the Navy Yard, and Ex-Atty Gen. Herbert Parker.

Tomorrow the Mayor will receive a visit from Fred W. van Prettivity and Cadot, the German Ambassadors.

Curley Laughs at "Al" Smith Order

When Mayor Curley was informed of an order which passed the City Council yesterday by a vote of fifteen to three, asking him to substitute Alfred E. Smith for Owen D. Young as the Fourth of July orator at Faneuil Hall, he laughed.

"Well, the boys are at it again, aren't they?" he exclaimed. "Of course their action is not worth the paper on which it will be typed in view of the fact that under the charter the legislative branch of the city Government has no authority in the matter."

It was Councillor Francis E. Kelly who introduced the order which had been killed in executive session. When it was brought out on the floor of the chamber the majority hesitated to be placed as opposed to Smith, even though all realized that on such matters the Council has no power. The matter gave several members an opportunity to talk politics, especially Messrs. Kelly and Green.

Kelly was branded by Green as the tool of Chairman Donahue of the Democratic State Committee, and when the debate was at its height Councillor Hehn, Brigh- ton Republican, succeeded in amending the order that nothing in it might be construed as an attempt to interfere with the prerogatives of the mayor. Mr. Kelly declared that Mayor Curley's invitation to Owen D. Young was an attempt to 'ally himself with the corporate powers and oppose Governor Ely for the governorship two years from now.'

The Council turned from politics to a criticism of the Public Welfare Department when Councilor Dowd charged that coal had been sent to two lodgers in a Massachusetts avenue house where heat was supplied, and though the coal was refused it was dumped into the cellar and the landlord finally credited the $4 worth of coal to room rent. The incident was the basis of an order directing the Welfare Department to report to Council on the matter of prices paid and the deliveries of coal.

The Council rejected the proposal to send a committee on a $10,000 junket to study the principles of taxation and administration in other leading cities of the country. The order was introduced by Councilor Dowd, who urged that Mayor Curley appoint a committee of three representing the Chamber of Commerce, Boston Real Estate Exchange and Boston Central Labor Union, to make the touring survey. He charged that the tax rate here was too high by 10 per cent and that it was greater than that of other cities, claiming that $2,500,000 in graft was sifting through the city departments yearly.
YES, WE HAVE BANANAS---LOTS OF THEM

MAYOR CURLEY

Mayor Curley presents Capt. William J. Mathers of the San Gil with an original etching of the schooner Telegraph which brought the first cargo of bananas to the port of Boston 60 years ago. The Telegraph brought 100 bunches, the San Gil now brings 40,000 bunches. Lester W. Minchin, vice-president of the Fruit Dispatch Co. and New England manager of the United Fruit Co., said that 13,000,000 bananas a week come into Boston during the summer. (International Newsreel photo.)

New School Bears

Name of Mrs. Curley

The new forty-room intermediate school on Pershing road, Jamaica Plain, will be named for Mary E. Curley, late wife of the mayor, by vote of the school committee. It is the first time in the history of the city that such honor has been paid the wife of a mayor. The new building is within a short distance of the mayor's home.

Issuing a brief statement in connection with its action, the school committee said:

"As the wife of the chief executive through his several terms of office she took a deep interest in civic affairs. Her keen judgment was often an invaluable aid in the many perplexing problems that continually arose.

"She was a devoted mother, but she found time to give freely of her untiring energy to the many charities of the city. The breadth and warmth of her sympathies made also for enduring friendships. Her name will be an inspiration to the boys and the girls who will be pupils in this new school."

COUNCIL VOTES

DOWN "JUNKET"

Sees No Need of Tax Survey of Other Cities

The City Council yesterday rejected the proposal to send a committee on a 10,000-dollar junket to study the principles of taxation and administration in other leading cities of the country.

The order was introduced by Councillor John F. Dowd of Roxbury, who urged that Mayor Curley appoint a committee of three representing the Chamber of Commerce, Boston Real Estate Exchange and Boston Central Labor Union, to make the touring survey.

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claiming that $2,500,000 in graft was sifting through the city departments yearly. Councillor Dowd complimented the legislative committee on municipal finances for refusing to approve the Mayor's programme of public works for this year.

Leading the opposition to the Dowd order, Councillor John I. Fitzgerald of the West End warned his colleagues against transferring their powers to outside agencies. "If the taxes go up it is the fault of the City Council," said Fitzgerald. "The responsibility is ours when the budget comes before us for approval Thursday."

scraping and doing away with the whole business."

T R A N S C R I P T 4/8/31
BOSTON'S EMBLEM TO FLY OVER CHINA

MAYOR CURLEY

Mayor Curley today presented a silver Boston flag to China. Miss Yoeh Weng, daughter of Dr. C. T. Weng, Chinese foreign minister, and Miss Ming Hwa Nyeu, daughter of Gen. T. S. Nyeu, are shown accepting the colors at City Hall.

CURLEY GREETS CITY GUESTS

Municipal affairs went by the board today as Mayor Curley was kept busy throughout the entire forenoon receiving visitors. Among the distinguished persons calling at City Hall were Rear Admiral Philip Andrews, former commandant of the Charlestown Navy Yard; Miss Yoeh Weng, daughter of Dr. C. T. Weng, Chinese foreign minister; Miss Ming Hwa Nyeu, daughter of Gen. T. S. Nyeu, minister of home affairs for China; National Commander James E. Gurley, who came here from Fort Morgan, Col.; Miss Kate G. Raynor of Toledo, Ohio, national president of the Women's Relief Corps, and Capt. Carl Spindler, war time German naval hero.

Delegations from the Sons of St. George, the Knights of St. Finbar and a group of 14 boys of the U. S. Junior Naval Guard of New York City led by Rev. Clarence R. Harris, pastor of the Washington Heights Universalist Church of that city, also visited the mayor. Mayor Curley presented keys to the city to his visitors, arranged to have the junior naval guards as his guests at a luncheon in the City Club this afternoon, and showed the Chinese girls a flag of the city of Boston which he is to ship to Admiral S. K. Tu, secretary of the Chinese Navy, at his headquarters in Nanking as a gift of this city.
What Shall We Do with the Elevated?

The Boston Elevated Railway, which operates surface, subway and elevated lines in Boston and many of its suburbs, was once owned and operated by a private corporation. Its expenses mounted and its rolling stock deteriorated. Increased fares became imperative to meet increased expenditures.

Under the terms of its charter, the Elevated could not raise its fares without authorization from the state. Matters reached such a stage that a compromise was effected by which the road should be continued in private ownership but operated and controlled by the public. The public's interests are overseen by a board of trustees appointed by the Governor.

Stockholders were guaranteed a fixed percentage of dividend. The road was to be operated without any attempt at further profit, except money set aside as surplus. This arrangement may be terminated at any time by the Legislature, provided the plan is acceptable to the stockholders.

To determine public sentiment, a referendum was printed on the ballot. Voters in the districts served by the Elevated were asked to express their choice of public ownership, public control or return to private ownership. Public control, the present system, received the greatest number of votes. Public control received 42 per cent. of the total vote cast, public ownership, 35 per cent., and private ownership, 23 per cent. Obviously, 77 per cent. of the voters wanted some kind of public hold on the company.

The Legislature has before it a proposition to continue the present public control for 28 years, to take up the preferred stock at prices agreeable to the state and the stockholders and to reduce the common stock dividend from 6 to 5 per cent. The plan has financial merit provided the future holds no radical change in transportation. But who knows what will happen in 28 years? What sort of transportation will we have? To buy the preferred stock the state will have to issue bonds. Bonds are mortgages on property, but what will the property become within 28 years?

These are thoughts which should engage the serious attention of the Legislature. There is no need for coming to a decision on the Elevated this year. We can continue indefinitely as we are going and always be in a position to make a change. To commit the commonwealth now is hazardous. At best, we do not know today what is the wisest course. Why not wait until conditions shape themselves so that there will be no question what should be done and then do it? Why act when we do not know the consequences of our act?
Jury Inquiry Pressed

Meanwhile the inquiry into the actions of the jurors who heard the Garrett case was being pressed by Dist. Atty Foley, who declared that it will be continued until all available information has been obtained. The district attorney made the statement in a preparatory statement, which he said expressed his sentiments concerning the criticism made by the three Garrett jurors who wrote to him:

"I received today in the mail a carbon copy of a purported explanation from three jurors concerning their actions in the Garrett case. It being a carbon copy, I am unable to tell in what order by what lawyer it was prepared.

The Government did everything in its power to keep the public from interference with the jury. Every person who has ever been charged with jury fixing in our county was watched during the progress of the trial. These three jurors state that detectives were watching them. If that is a fact they must at this very moment have been in close proximity to jury fixers and thus came in the line of vision of detectives. It is being tried to stuff juror fixers.

That the Government should use every legitimate means in its command to protect jurors and to thwart the efforts of fixers, I believe no HONEST juror would question."

Mayor Supervises Drawing

Mayor Curley supervised the proceedings of jury drawing, in accordance with the law providing for his presence, during the regular meeting of the Boston City Council. While he was seated in the president's chair, City Councilor Clement A. Norton arrived in the chamber, prepared to offer an order to the Council that it request the Mayor to preside at drawings of jurors.

On the platform with the Mayor were Councilors Joseph McGrath, president of the Council, and Israel Ruby, who drew the names from the box. Asst. City Clerk John Rines and City Messenger Edward Leary.

After the Mayor had departed, Councilor Norton brought up his order, that it request the Mayor to preside at drawings of jurors.

"The selection," he said, "has been in accordance with the law."

Wilson Predicts Fixer Calls

Councilor Robert Gardner Wilson Jr., a member, commented on the Garrett case and the drawing of jurors. He predicted that his own telephone would start ringing last night with calls from his constituents seeking to evade service on the jury.

"Imagine," he said. "Wasting the time of three men on such a thing. The fellow who had the room was a tramp. If we had known what he was before we came here, we would not have allowed him to have a room."

Dowd Letter

Counselor Dowd's letter to Gov. Ely said:

"The development of the charges, which have been disclosed during the first two trials are such as to demand the closest scrutiny and investigation by our proper authorities. The charge that has been made by some of the jurors, namely, that the district attorney's office has hired so-called detectives to follow the jury, is a very serious one and should be thoroughly investigated, and if the charge is correct it is very evident that the office or district attorney of Suffolk County is not competent or capable of conducting this case further."

"The public is very plainly disturbed and disgusted with the way this case has been handled, over $60,000 of the taxpayers' money having been already expended without reaching a verdict. Judging the future by the past, considerable more will be spent before a verdict of conviction or acquittal is agreed upon."

"I accordingly suggest, if you are of the opinion that there is any truth to any charge that has been made, that I think it is the best interest of the taxpayers of the Commonwealth to investigate same."

DOWD SAYS FUEL WAS 'FORCED ON' FOUR OCCUPANTS

Probe Ordered as Councilman Produces 'Charity' Delivery Slips

RACKET HINTED IN RELIEF WORK

Truck Driver Insisted on Leaving Supply—Owner Credited Lodgers

Mysterious deliveries by the public welfare department of coal to four occupants of a steam-heated rooming house at 664 Massachusetts avenue will be investigated by the city council. Demand was made yesterday on the overseers of the department for an explanation of the allegations of Councilman John F. Dowd of Roxbury, who produced slips disclosing that coal had been delivered to two unmarried occupants of the rooming house and to a married tenant whose family lives in a single room.

Walter V. McCarthy, secretary of the public welfare department, promised an immediate check which will necessitate an examination of records that will not be completed until this afternoon. McCarthy had no comment to make.

Dowd amplified his verbal attack on the overseers by the delivery slips which disclosed the recipient of unemployment relief to the extent of $5 weekly was given a half-ton of coal, March 18 and a quarter-ton April 1. Dowd's investigation, he asserted, had disclosed some startling information.

MORE THAN 3 TONS

The recipients of the various lots of coal which had exceeded three tons, denied having sought fuel from the welfare department. The owner of the rooming house told Dowd that when the truck driver tried to make delivery, she refused to accept coal for roomers who had no fuel, but that the driver insisted and delivered the coal to the cellar.

Mrs. Beatrice Sullivan, to whom the house is licensed, said last night that only last Saturday a coal wagon hauled up to the curb in front of her place with three men waiting to deliver 16 bags of coal to a man who had an upper hall room.

She said that she had refused to allow the men to deliver the coal and had ejected the roomer from her house.

"Imagine," she said. "Wasting the time of three men on such a thing. The fellows who had the room was a tramp. If we had known what he was before we came here, we would not have allowed him to have a room."

Dowd's investigation also revealed that the proprietor, who used the coal, had credited the roomers with its value.

The fourth recipient of the generosity of the welfare department had been evicted from the house, two weeks before his supply of fuel reached there last Saturday.

"As long as Chairman Simon Hecht of the overseers sent the council his love last week," said Dowd, "let him tell us about these deliveries of coal. I charge that deliveries of coal worth $60 have been made to this house alone.

"I said last week that there was no racketeering among the recipients of unemployment relief and that whatever racketeering has been going on has been among the executives of the welfare department and the information which I

TO DECIDE ON MATOR'S PLEA FOR REHEARING

The legislative committee on municipal affairs, which will act in executive session at 11 o'clock tomorrow morning to decide whether or not to give Mayor Curley a second hearing on the city of Boston loan bill.

At an executive session last Thursday night the committee voted to retain the recommendation authorizing the city to expend $3,500,000 for projects outside its debt limit.

The mayor seeks authorization for additional borrowing, particularly for the proposed central arterial highway which has been mapped out to provide a traffic outlet both ways from the Boston entrance to the new East Boston tunnel.
of New England, when once crystallized, will save us from the possibilities of catastrophe which now confront us, if it is to that sentiment I now appeal. 

"Wake up, New England. Whatever differences may exist among us in political partnerships, whatever rivalries may exist among States; whatever competitions may exist among business interests must not prevent us from presenting a solid front where the transportation independence and economic suzerainty of New England are threatened.

"We want the most ample and liberal service that can be furnished. We desire as many competing lines as the extent of our requirements may demand. We want our ports developed and to be always the busy marts of commerce.

"But we insist that the railroads which desire to supply us with service and to acquire our voluminous industrial and commercial shipping for themselves shall come to us on an equal footing.

"Beyond and above that, we insist that it shall all enter New England upon the reasonable terms and under conditions which New England herself decides to be for her own best interests. We shall insist that they shall come in as the servants, not as the masters of New England.

**Urge Economy**

Mr. Jackson's speech was in advocacy of strict economy in Government, Federal, State, and municipal, which he said, was urgent in times of depression. He said one reason he did not reenter politics this year because he knew he could never be elected to office on an economy program.

Speaking of the Fall River situation, he said:

"One fact, pretty clearly brought out with reference to the lowering of valuations, is that under cover of proper and unavoidable reductions, a small group of private interests discovered the opportunity to profit unduly by obtaining abatements in return for large fees for obtaining these concessions.

"In modern slang, this is a racket which has been going on in Fall River.

"Where the racketeers have benefited, they have worked injustice on the citizens of Fall River. This type of man is a menace to any community."

After stating his opinion that the Old Age Assistance act would mean a burden on cities and towns, he said they cannot afford, Mr. Jackson added:

"And yet if I understand the political side of it, no legislature, holding a seat on Beacon Hill, dares to register his belief of the unsoundness of this legislation, nor does he dare vote for an any tax to carry the expense, "I hope the Legislature, unless it reenter politics is because he knows he could never be elected to office on an economy program.

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ELY ASSAULTS RAIL "PIRACY"

Wants Transportation Freedom in New England

Governor Says "Wake Up" in Lowell Address

Hints Using State Power to Acquire Holdings

Victor N. Cutter, president of the United Fruit Company, a third speaker, said business must solve the problem of assuring steady employment, and warned against the introduction of the dole system in this country under any guise.

Major Also Speaks

Chairman James F. Conway of the dinner committee was toastmaster. Remarks were also made by Pres. Lincoln Clark of the Fall River Chamber and Mayor Thomas H. Braden.

After expressing the opinion that fear, while it does not do much good, business depression, has sustained it for more than a year, Gov. Ely plunged into his speech with the remark that "it was fear, lack of confidence and arrant cowardice among political and financial leaders which caused them to shirk their responsibility, to default their stewardship and thus to increase human suffering.

"New England," he continued, "is as firm as the oaks on her hills. Our people are rugged and stalwart. They have the right to expect a leadership which crystallizes their inherent courage, their confidence in themselves, and which shall render more than lip service to the phrase 'Have faith in Massachusetts' which has been worn threadbare by the great usage at the banquet table and the political rally.

"New England possesses a wealth and a production power greatly in excess of her comparative population. Her contiguity to the markets of Europe should be utilized as a tremendous asset. She is today fortunately equipped, with superior railroad transportation service.

"We must maintain, conserve and develop these assets, which are combinations of the natural resources of the Commonwealth and all the handicaps of disordered service. The people of Massachusetts continues, and it has abundant power to deter whatever is done to make it pay the Commonwealth what it is worth.

"The railroad systems have been an integral part of our trade from the beginning and as the result of financial piracy they are again in the position of fat milch cow in the field, tempting all the carnivorous exploiters who would draw off the cream and leave them dry.

Brawn of New England

"These railroads represent the brain and brawn of New England. They are typically sound New England institutions. They have New England's energy and in that position they are going to remain unless we lose confidence in ourselves in case we insist upon becoming a financial dependency of New York and unless we are restrained by the promises of today which have the familiar ring of 20 years ago.

"I am told that security holders will not be prevented from selling their shares to the highest bidders. That is entirely true, yet I am convinced that the industrialists, the business interests and the public-spirited citizens of New England can be aroused sufficiently to organize themselves for the purchase and retention of a majority interest in the railroads upon which the future of this section depends.

"Moreover, a Commonwealth is a sovereign organization of all the people and it has the authority to determine its own railroad policy either through the laws which exist or which can be enacted for its own protection.

"Moreover, we can unite with the national government in securing the passage of legislation to control the holding corporation, that evasive institution through which acquisition of our railroads is being culminated, and with the Interstate Commerce Commission in obtaining regulation satisfactory to our best interests.

"I would prefer to have the State of Massachusetts employ its power under the Boston Holding Corporation Law to acquire the Boston & Maine Railroad company owned by the New Haven Railroad, and which is now being employed to eke out control over the railroads of the Pennsylvania, rather than to see our railroad influence and rights pass into alien hands whose primary interests lie in the business of England. But that is an alternative or expedient to which, I confidently believe, we will not be compelled to resort.

Points to Eastman

Interstate Commerce Commissioner Joseph B. Eastman, whose judgment I respect, whose integrity I admire, and whose appreciation I have advised of his opinion that the studied, reliable and consistent public service
CITY DEMANDS AUTO FINES

The system by which the state takes all money vehicle fines was condemned as unfair today by Thomas H. Bledsoe, special counsel for Mayor Curley, before the legislative joint committee on ways and means.

Bledsoe said the fines should go to cities and towns to help lower their taxes.

He estimated the fines from this source in Boston amount to $200,000 or $250,000 a year.

Alfred F. Foote, commissioner of public safety, said the system of allowing fines to go to cities and towns was abolished 20 years ago because officers in the small towns were making arrests by wholesale.

Mayor Undecided on July 4th Orator

Mayor Curley stated today that he has not decided as yet whom he will invite to be the Fourth of July orator here. Owen D. Young, who was selected to be the guest speaker for the day, was unable to accept the invitation.

Council Meeting Is Off Until Monday

What was expected to develop into a stormy session over the $6,000,000 item for welfare work in the 1931 budget was temporarily averted today when a special meeting of the City Council failed to discuss and pass the budget which was adjourned until the regular meeting Monday.

Curley Approves $28,000 Sewer Work

Orders for the installation of sewers, surface drains and catch basins in various sections of West Roxbury at a total cost of $28,000 were approved by Mayor Curley today.

The improvements will be made in Glen rd., Garland st., Glades, Glade ave., Irondale st., Bailee at, Shurland st. and Cary st.

NAB PAIR FOR GEM ROBBERY

A few hours after jewelry and cash were missed from the home of William L. Anderson, assistant secretary to Mayor Curley, two men were arrested in the South End charged with the break in the Anderson home, 62 Arborway, Jamaica Plain.

They gave their names as Daniel Sullivan, 22, of New York city, and Paul McGreevy, 20, of Providence. They were captured in a Worchester st. room, where police say $500 worth of the Anderson jewels were found.

According to Capt. John M. Anderson of the East Dedham st. station, both men admitted the break.

Anderson's chief concern today was the faith he has lost in his pet watchdog.

He slumbered while the Andersons were out for the evening. He slumbered while the thieves were in. He still slumbered when his master returned at midnight.

City Law Employes Raise Fund for Poor

Employees of the city law department, aided by the poor and unemployed and presented to Corporation Counsel Samuel Silverman, will band it over to Mayor Curley. The Mayor will hand it on to James P. Maloney, treasurer of the Over-seers of the Public Welfare.

Curley Sends Condolences

Mayor James M. Curley of Boston, in telegram to Mrs. Longworth: "I extend to you a profound sense of my sympathy and sorrow in the death of your distinguished husband with whom I was in the Sixty-first and Sixty-second Congresses. His gentle and kindly manner, his devotion to his friends and his splendid service as the leader of his party in the House of Representatives will long be remembered. The entire na-
I MAYOR CURLEY'S APHORISM FOR TODAY

An A.B. degree, like conceit, has no cash value.

COAL SENT OUT OF CITY, DOWD SAYS

Threatens to Ask the State to Probe Relief

Charging that coal purchased by the city at $17 a ton was being diverted to residents of Waltham, Chelsea and Everett for $8 a ton, City Councillor John F. Dowd of Roxbury last night threatened to appeal to the Legislature for a committee to investigate the Boston Public Welfare Department.

"I am certain that the result was revealed graft, corruption and inefficiency throughout the entire department," stated the Roxbury councillor, explaining that he had obtained his information from a coal truck driver, recently discharged by a firm doing business with the overseers of public welfare.

Councillor Dowd's statement was given last night after the board of overseers had issued an absolute order, stating that "absolutely without foundation," his previous charge that the city was delivering coal for the poor to single rooms in a centrally-heated lodging house on Massachusetts avenue, South End.

Secretary Walter V. McCarthy of the board of overseers declared that a complete survey of the records showed that no orders had been given by the city to the New England Coal & Ice Company of Dorchester to deliver allotments of coal at that address. He stated further that the company's records failed to show that it had received such orders from the city.

Says City Paid $25,088

To which Councillor Dowd retorted that the overseers had taken 48 hours to answer his charge, "to change or destroy the department records and to bring pressure on the coal company which made the deliveries."

He declared that the company had received $25,088 from the city for coal delivered during the first two months of the year, on orders from the overseers, and that before the investigation is over, he would learn where the 9,000 tons had been delivered. At the same time Councillor Clement A. Norton of Hyde Park announced that at today's special meeting of the council he would file a minority report, stating that before the investigation is over, he would learn where the 9,000 tons had been delivered.

MAYOR DENIES CHINA MADE HIM OFFER OF $150,000 PER YEAR

Rumor was rife around City Hall yesterday to the effect Mayor Curley had offered the job of reorganizing the financial structure of the Chinese Government, at $150,000 a year for three years. The offer was supposed to have come from the Chinese Republic.

When the Mayor was asked about the contract, he said he knew nothing about the supposed offer, but if it came, he certainly would give it careful attention.

He added that, of course, he couldn't speak Chinese, so he didn't think it was likely that the Chinese Government would be making any such offer to him.

MAYOR TO GIVE BUST OF MRS CURLEY FOR SCHOOL

A marble bust of Mrs Mary E. Curley, wife of Mayor James M. Curley, who died last June, will shortly be presented to the School Committee by the Mayor to occupy a place in the entrance of the new public school on Pershing Road, Jamaica Plain, and named recently in memory of Mrs Curley by order of the School Committee.

The marble bust of Mrs Curley was made about five years ago by the well known C. S. Paolo who has sculptured likenesses of Ex-President Coolidge Pope PiXi and Cardinal O'Connell. The bust is now in the Curley family residence in Jamaica Plain. Mayor Curley said yesterday that he was having made a suitable case for the bust.

Yesterday the Mayor received from the School Department a copy of the order passed by the committee naming the school for his deceased wife.
characterize the contact of even an individual citizen.

Sound bankers and economists realize their responsibility for maintenance of a sound financial basis for government and banking enterprises. They realize that with them lies the responsibility for the development of sound theory and practice for business conduct.

Business men realize the problems brought about by the mechanization of industry and consequent technological unemployment. They realize the problems of mergers, consolidations and mass production, and the responsibilities which increasing size of our industrial units brings forward.

WHERE THE TAX RATE HURTS

A city tax rate does not tell the whole story as far as the burden or taxpayer is concerned. At the present time in Boston there are millions of dollars in property vastly over-assessed. There are plenty of property owners who, this year, will pay taxes on a valuation greatly in excess of what the property would bring in the open market.

A large part of residential Back Bay is valued, for the purpose of assessment, at prices which in some cases are twice the present market value. This is because of the sheer collapse of values in that district.

Similar conditions exist in certain parts of the business district.

A tax rate of say $30 a thousand means a good deal more than that to many property owners. Based on a fair market value for their property they would really be paying $60 a thousand—a terrific rate of taxation.

In Cambridge, for example, there are hundreds of houses which have sold in the open real estate market the past year at almost double the assessed valuation. In other suburbs the situation is somewhat the same.

The man whose property is assessed far below what he could obtain for it in the real estate market need not worry particularly at high taxes. His assessment takes the edge off the high rate.

But the man who owns property he can't sell except at a tremendous sacrifice as far as the assessed value is concerned is savagely hit by an increase in the tax rate.

Of course, the real estate market is depressed at the present time. Real estate owners are hopeful of a rise in market values in the near future. Property values in general can hardly go much lower.

But meanwhile taxes are a heavy burden on much city property and the weight of it is very much greater than rests on property owners of suburban Boston.
URGES FREEDOM FROM OUTSIDE RAIL CONTROL

Governor Declares Position For First Time in Lowell Address

CITES PENNSYLVANIA HOLDINGS IN ROADS

Jackson Says Racketeers Made Clean-up in Fall River

[Special Dispatch to The Herald]

LOWELL, April 6—Sounding sharp warning to New England to resist with solid front the efforts of "alien" interests to gain domination over the New England railroads, Gov. Ely, speaking here tonight at the annual dinner of the chamber of commerce in Memorial auditorium, served notice on the trunk-line roads to observe a "hands off" policy with respect to the New England lines.

The Governor, declaring his position for the first time on the subject, came out vigorously against trunk-line control of the New England railroads and warmly espoused the cause of "New England for New England" as regards its transportation and economic independence.

This independence, he said, is being seriously threatened, and he cited in this connection the control of the Boston & Maine and New Haven roads obtained by the Pennsylvania, as well as the efforts of another "national railroad system" (the Van Sweringen), to acquire the Boston & Maine.

TO FIX OWN POLICY

Pointedly, he made known New England's purpose to free itself of any and all outside domination. "A commonwealth is a sovereign organization of all the people, and it has abundant power to determine its own railroad policy either through the laws which exist or which can be enacted for its own protection."

The Governor concurred largely in the view of the situation taken recently by Joseph B. Eastman, interstate commerce commissioner, and he stated he believed with him that "the sturdy, reliable and confident public sentiment of New England, when once crystallized, will save us from the possibilities of catastrophe which now confront us."

Other speakers included James Jackson, former state treasurer and present member of the board of finance conducting the affairs of Fall River; Victor F. Cutter, president of the United Fruit Company; Mayor Thomas H. Braden and Lincoln Clark, president of the chamber of commerce in Memorial auditorium.

Mr. Jackson, citing Fall River's experience as an example of unbusinesslike administration, urged the necessity of greater efficiency of operation and reduced expenditures by municipalities, as well as by state and nation.

"Today," he said, "our normal schools are turning out teachers well beyond the power of the community to employ them profitably; yet this continues at a large expense. A moratorium should be declared on the production of teachers and lawyers.

Mr. Jackson also disclosed incidentally the discovery of a small group of "racketeers" who had profited richly in the recent situation in Fall River by obtaining large fees for obtaining reductions in property valuations or tax calculations from the assessors.

James F. Conway, chairman of the city's committee of finance, said the Governor rose to speak when there had been a surprise evening when, as the gathering stood up, the bugles and drum corps of Lowell post, American Legion, played around the outside of the hall and finally lined up in front of the speakers table where the Governor declared the Governor at close range.

The Governor, at the outset, spoke of the versatility, initiative, courage and enterprise of the New England people, which he said had long stood them in good stead. Continuing, he said:

"New England possesses a wealth and a producing power greatly in excess of all its comparatively populous population. Her contiguity to the markets of Europe should be utilized as a tremendous asset. She is today fortunately placed with superior railroad transportation service.

We must maintain, conserve and develop these assets, which are combinations of legacies we inherited and of the enterprise of our manufacturers, wholesale and retail merchants, workers, if we are to develop independently and by result of our initiative; and because, to alien railroad interests and become a way station for Wall street in New York and Broad street in Philadelphia.

Possessing confidence in New England's ability to order, finance and manage her own affairs, I pledge you the best of my ability to prevent the financial or economic emasculation of Massachusetts, so long as the responsibility placed in my hands by the people of Massachusetts continues.

What condition do we find? Our historic railroads are slipping or being wrested from us by acquisition of the Boston & Maine, and we bid fair to become a way station for Wall street in New York and Broad street in Philadelphia. Another national railroad system seeks to gain entrance to us by acquisition of the Boston & Maine. Another national railroad system seeks to gain entrance to us by acquisition of the Boston & Maine.

These railroads represent the brain and brawn of New England. They are typically sound New England institutions which have been rebuilt by New England's energy and in that position they are going to remain among those confidantes in ourselves, unless we insist upon becoming a financial dependency of New York and unless we are hired by the attractive promises of today which have the familiar ring of 20 years ago.

I should prefer to have the state of Massachusetts employ its power under the Boston Holding Corporation law to acquire the Boston & Maine and New Haven railroad and which is now being employed to allow some one railroad interest to assume control.

That is an alien interest to which, I confidently believe, we will not be compelled to resort. It is to New England's interest I now appeal. Wake up, New England. Whatever differences may exist among us in the ownership of this railroad system, whatever rivalries may exist among states; whatever complications may exist, alien interests must not prevent us from presenting a solid front where the transportation independence and economic solidarity of New England are threatened.

We want the most ample and abundant railroad service that can be furnished. We desire as many competing lines as our requirements may demand. We want the most efficient and economic service with the least cost consistent with the best interest of the public.

We must insist that we come into the full enjoyment of the benefits arising from these railroads. We must insist that the service shall be for her own best interests. We shall insist that they shall come to the Pennsylvania railroad, when once crystalized, to the Pennsylvania railroad. We shall insist that the railroad interests and become a way station for Wall street in New York and Broad street in Philadelphia.

The essential facts are this, that under the Boston Holding Corporation act of 1926, was 10 and a quarter per cent, looks pretty large. In fact, the service on the Pennsylvania railroad, when once crystalized, to the Pennsylvania railroad. We shall insist that the railroad interests and become a way station for Wall street in New York and Broad street in Philadelphia.

The basic difficulty with Fall River has been the fact that it is a city largely dependent upon the textile industry. The depression in that industry has created unemployment, with lowering valuations and difficulty in collection of taxes. Although these facts had been known for some time, the expenses of the city were not cut commensurately with the decline in income. These expenses were reduced inadequately with sufficient promptitude. All that was done was to talk about postponing the evil day. Time and procrastination to the place of courageous action.

In every election we hear a good deal about the "apathy" of the public. If there were less apathy, there would be more intelligence shown in the selection of public officials. Candidates for public office must pledge themselves to a program of expense and expansion below which the voters will.stand. We have in every election we hear a good deal about the "apathy" of the public. If there were less apathy, there would be more intelligence shown in the selection of public officials. Candidates for public office must pledge themselves to a program of expense and expansion below which the voters will stand. We have in every election we hear a good deal about the "apathy" of the public. If there were less apathy, there would be more intelligence shown in the selection of public officials. Candidates for public office must pledge themselves to a program of expense and expansion below which the voters will stand. We have in every election we hear a good deal about the "apathy" of the public. If there were less apathy, there would be more intelligence shown in the selection of public officials. Candidates for public office must pledge themselves to a program of expense and expansion below which the voters will stand. We have in
Mayor Curley presenting key to the city to Baron Dr. Von Prittwitz, who is here on three-day visit.

GERMAN ENVOY

QUEST AT HARVARD

Baron von Prittwitz Inspects Dunster House—Also Honored by City

President Lowell and members of the Harvard faculty yesterday acted as hosts to Baron Dr. Von Prittwitz und Gaffron, German ambassador to the United States, who was their luncheon guest at Dunster House and later inspected that unit and Lowell House. This morning the university will be the ambassador's host when he visits the business school, Widener library and the Germanic museum.

Baron von Prittwitz expressed interest in the house plan as an educational and social experiment, comparing living and educational advantages of Harvard students over those of German university students. He was especially pleased with the libraries of the two houses. After his inspection of the units he left for the Newton Highlands home of Baron Karl von Tippelkirch, German consul-general in Boston, where a reception was given in his honor.

An informal luncheon was served at Dunster house with the following seated at the master's table: President Lowell, Prof. Chester N. Greenough, master of the house; Baron Von Tippelkirch, and Profs. G. G. Wilson, E. Goldschmidt, G. E. Walz, Edwin Gay, A. N. Holcomb, Carl J. Friedrich, James Conant, E. S. Mason, J. P. Baxter, Rupert Emerson and E. H. Felchenfeld.

Baron Von Prittwitz spent a busy day prior to his arrival at Cambridge. He was greeted earlier in the day by Gov. Ely during a visit to the State House. He then went to City Hall, where he was presented a key of the city by Mayor Curley. To both state and city officials, the German ambassador declared that the war scars had been healed and that there was a perfect understanding between his country and the United States.

The ambassador was given a reception that evening at Arbeiter hall, Amory street, Jamaica Plain. The German consul-general, Kurt von Tippelkirch, who had been with the visitor during the afternoon, met him at the door of the hall with a committee and with Staniford Wileco, the mayor's representative, escorted him to the platform. Addressed were made by the consul-general and the ambassador, and singing by a chorus consisting of the members of a number of German singing societies, with instrumental music by a group of Symphony orchestra players. About 500 were present.

DECLINES TO REOPEN

LOAN BILL HEARINGS

The legislative committee on municipal finance declined yesterday to reopen its hearings on the city of Boston loan bills to give Mayor Curley additional opportunity to plead for the acceptance of two of those rejected by the committee last week.

The mayor sought to be heard on the $11,000,000 central arterial highway measure and the $250,000 bill for the development of the airport, on which the committee recommended authorization for an expenditure of $250,000.

CURLEY NOT TO BE ADVISER TO CHINA

Mayor Denies He Will Accept Financi.

al Post

Mayor Curley made known yesterday that he is not planning to become the financial adviser to the Chinese government for three years at an annual salary of $150,000.

When asked to comment on a report which reached Boston from Washington that he had already accepted the post, the mayor disclosed that he is not contemplating voluntary retirement as the chief executive of Boston.

No such offer has been broached, and the best reason that the mayor could hurriedly think of for eliminating himself as the reorganizer of the financial structure of the Chinese government is that he cannot speak the Chinese language nor count Chinese money.

He added that he is fairly well satisfied with his job as mayor, so well that he proposes to continue to serve the people of Boston for at least the next 22 months.

OFFICIALS INDORE.

THEATRICAL DRIVE

Gov. Ely and Mayor Curley yesterday sent letters to James J. McGuinness, chairman of the New England committee for players' and patrons' jubilee week, commending the organization for the annual drive which is being conducted throughout the country this week.

Gov. Ely urged co-operation by attendance at local theatres. Mayor Curley emphasized the generosity of players in giving their talents and time to many worthy causes. Players' and Patrons' Jubilee Week is being celebrated at every motion picture theatre and vaudeville house in the United States.

BUST OF MARY CURLEY

PRESENTED TO SCHOOL

The gift of a marble bust of Mary E. Curley, for whom the school committee has named the new Jamaica Plain intermediate school, was handed yesterday by Mayor Curley, as tangible expression of his appreciation of the recognition of his beloved mother.

The bust for which the late Mrs. Curley posed several years ago, and which was the work of the sculptor J. Poll, has long been admired by visitors to the Curley home on Jamaicaway.

The mayor believes that it should be located in the auditorium of the new school. He has ordered a marble base for the bust.
Mayor Curley Speaker at Ford Hall Luncheon—Many Gifts Presented Veterans During Festivities

Funeral services for Michael O'Keefe, of 51 Pond street, Jamaica Plain, were held this morning at the Church of Our Lady of Lourdes, where a solemn high mass of requiem was celebrated at 10 A.M. All offices and stores of the First National Stores, of which Mr. O'Keefe was a director, were closed during the services from ten to eleven o'clock.

Officiating at the mass, all nephews of Mr. O'Keefe, were Rev. Joseph Scanlon of Fordham University, New York, celebrant; Rev. Arthur Scanlon of New York, deacon; and Rev. Martin Scanlon, also of New York, sub-deacon. Mayor Curley and his daughter, Miss Mary Curley, were among the large crowd which attended the services, and in the sanctuary were Rev. James Kelly, pastor of the church, and Rev. Thomas Walsh of Chelsea.

The pallbearers included Lawrence Scanlon of New York; Martin Curry, Dorchester; Michael O'Hare, Belmont; James O'Hare, Dorchester; William McGraw, Nanmara, Winchester; Daniel O'Keefe, Milton, and Charles H. Farnsworth, Brookline. Burial was at St. Joseph's Cemetery, West Roxbury.
ELY GREETS GERMAN ENVOY

Dr. Friedrich Wilhelm von Prittwitz und Gaffron, German ambassador to United States, in Boston for a three-day visit, being welcomed in the State House today by Governor Joseph B. Ely. (Staff photo.)

DR. VON GAFFRON
GOVERNOR ELY

Boston's "special charm" came in for praise from Dr. Friedrich W. von Prittwitz und Gaffron, German ambassador to the United States, today as he began a three-day visit packed with social engagements.

Arriving at the Back Bay station at 7 a. m., the ambassador, who is 47, one of the youngest men holding a high diplomatic post, went to the Ritz-Carlton Hotel and then made calls on Governor Ely, Mayor Curley and Cardinal O'Connell.

"Boston has a special charm. I like it very much and am glad to be back here again," he told the Governor.

Through a mistake the Governor did not expect him today, the call

BOSTON CHARMS GERMAN ENVOY

CURLEY ADMITS IT'S SOME JOB; ALLENE SAME!

If he could only speak Chinese—but Mayor Curley can't, and that, he said, wrecks a very entertaining rumor which was circulating about City Hall today.

The rumor was that he had been offered a contract at $150,000 a year for three years by the Chinese government to reorganize its finances.

It had all tongues wagging.

"I haven't received any such offer," the Mayor said, "but let me say that it is a very attractive proposition—only I can't speak Chinese."

One reason why the rumor was believed by many is that Mayor Curley has been tremendously popular with influential Chinese since he suggested sending this nation's wheat surplus to the millions of starving citizens of China, as a 40-year, non-interest-bearing loan.

Only recently he sent a flag of the city to Admiral S. K. Tu, secretary of the Chinese navy, and yesterday he received the daughters of the Chinese home secretary and the minister for foreign affairs.

The funeral was from the home, 61 Pond st., Jamaica Plain, and burial was in St. Joseph's Cemetery.

Active pallbearers were Dr. Nicholas Drummey, Lawrence Scanlon, Martin Curley, Michael O'Hare, James O'Hare, William McNamara, Daniel O'Keeffe and Charles H. Farnsworth.

Daniel Watson, Thomas Watson, Martin Finn and Frank W. Viano were the ushers. The organist was Miss Mary Dolan.
WARTIME FEELING GONE, MAYOR SAYS
Praises Germany for Its Social Legislation
Gov Ely Also Speaks at Luncheon to German Ambassador

Mayor Curley, as host to the German Ambassador, Dr F. W. von Prittwitz und Gaffron, told him yesterday afternoon at a luncheon given in his honor at the Copley-Plaza, that wartime feeling had disappeared and that the best feeling of good will exists between Bostonians and Germany. He praised von Hindeburg, and he praised Germany for its social legislation. He urged that Massachusetts might well emulate by patterning an old-age pension upon the German plan.

Gov Ely, bringing the German Ambassador into the Commonwealth, agreed that Germany was in the forefront in social legislation, and he said that this was due to a world-wide desire for a better life, expressed in the American social legislation of 1917. He pointed out that while Massachusetts had to have such an old-age pension law, the doctor-ambassador might also explain where Massachusetts could get some of the reforms perfected in Germany, such as maternity bills and laws which provided for average earnings.

Gov Ely's Speech
Gov Ely expressed his pleasure to welcome to the Commonwealth the distinguished German Ambassador and asserted that the luncheon provided a most interesting and welcome relief from the arduous tasks at the State House. He expressed the observation that Massachusetts might learn how to finance an old-age pension from the Ambassador, in the same address, that the country did not get all of its legislation, particularly the 18th amendment, from Germany, but that in similar instances in the future, the United States might well learn from Germany.

Mayor Curley presented the German Ambassador with a cane as a good will gift from the city of Boston.

Ambassador's Address
Ambassador von Prittwitz und Gaffron said:

"First of all let me thank you sincerely for the welcome your beautiful and old city has given me. Three days certainly are not enough to learn all the characteristics features of a city which since the days of the arrival of the early Colonists on the peninsula of the "Sweet Waters" has as the capital of the State of Massachusetts. A recent important municipality of New England and literatty center of unique reputation. Since it is also not my first, I hope that this will not be my last visit to Boston.

"There is a German proverb which says that misfortunes shared with others are less burdensome. This saying, if it is true, should convince the civilized world that they are right who insist that the world's present state of depression and maladjustment will be best overcome and its economic equilibrium reestablished by cooperation and mutual help."

Diplomacy's Responsibility
"International diplomacy, which in former ages often had merely egoistic national aims, now realizes its growing responsibility in this field. It would be an illusory scheme to expect that a world which only two decades ago lived through the earthquake of the World War, could find itself without conflicting interests and unsettled problems. But I may be allowed to remind you that since the end of the great war, the idea of replacing armed conflicts by arbitration and conciliation has constantly gained ground, a success which finally was crowned by the signing of the Kellogg Pact."

"Following the example given by the Pan-American movement, the German statesmen have more recently applauded the project of creating closer links between the nations of the Western Hemisphere, and suffering under the weight of the artificial barriers which separate them from each other. The German Republic, which was the first of the great powers to declare war, has repeatedly shown its readiness to cooperate toward a just solution of the problems of life, especially on the restricted area of Europe. The last speech Mr. Stresemann made in France before his death was a passionate appeal for international solidarity and European cooperation. The German Government has no other aims.

Economic Cooperation
"Unfortunately, however, miracles, especially economic or political miracles, do not often happen. It even takes time for great things to become things which are, in order to be accepted. The progress of history is only gradual and has been obstructed by Dr. Curtius, the German Minister of Foreign Affairs, pointed out in his recent speech in a famous work, the 'Principles of Peace,' a work published by the Rumanian Minister of Foreign Affairs, Murescu."

"It is an endeavor to replace words by deeds with the intention not only of making the fundamental principles common to us all. As an American writer has very rightly put it, 'It is a whole world coming together in its safety and to do this it is necessary to come with a renunciation of war. Peace calls for even more dynamic energy than war. Instead of periodically having to face the destructive effects of armed conflicts, mankind is destined to be more desirous of being led towards a constructive policy of peace and justice."

Message of Goodwill
"The last year ended under a cloudy sky. The new one is still young and its nature is uncertain. But let us keep in mind something of that peacefulness and happiness every human being feels when he stands around him and in his own heart and soul when the Easter season has brought about the mild and blossoms. Hope creates optimism and optimism creates action. More rapidly than others, the German peoples found their way away from the memory of war back to the realm of Germany."

"It is an honor and privilege for me to be in a modest way able to cooperate in our mutual endeavors to strengthen the existing friendly relations between our two peoples. Will you please accept my message of goodwill and permit me to extend you friendly greetings?"

Gov. Ely's Speech
"First of all let me thank you sincerely for the welcome your beautiful and old city has given me. Three days certainly are not enough to learn all the characteristics features of a city which since the days of the arrival of the early Colonists on the peninsula of the 'Sweet Waters' has as the capital of the State of Massachusetts. A recent important municipality of New England and literary center of unique reputation. Since it is also not my first, I hope that this will not be my last visit to Boston.

"There is a German proverb which says that misfortunes shared with others are less burdensome. This saying, if it is true, should convince the civilized world that they are right who insist that the world's present state of depression and maladjustment will be best overcome and its economic equilibrium reestablished by cooperation and mutual help."

Diplomacy's Responsibility
"International diplomacy, which in former ages often had merely egoistic national aims, now realizes its growing responsibility in this field. It would be an illusory scheme to expect that a world which only two decades ago lived through the earthquake of the World War, could find itself without conflicting interests and unsettled problems. But I may be allowed to remind you that since the end of the great war, the idea of replacing armed conflicts by arbitration and conciliation has constantly gained ground, a success which finally was crowned by the signing of the Kellogg Pact."

"Following the example given by the Pan-American movement, the German statesmen have more recently applauded the project of creating closer links between the nations of the Western Hemisphere, and suffering under the weight of the artificial barriers which separate them from each other. The German Republic, which was the first of the great powers to declare war, has repeatedly shown its readiness to cooperate toward a just solution of the problems of life, especially on the restricted area of Europe. The last speech Mr. Stresemann made in France before his death was a passionate appeal for international solidarity and European cooperation. The German Government has no other aims.

Economic Cooperation
"Unfortunately, however, miracles, especially economic or political miracles, do not often happen. It even takes time for great things to become things which are, in order to be accepted. The progress of history is only gradual and has been obstructed by Dr. Curtius, the German Minister of Foreign Affairs, pointed out in his recent speech in a famous work, the 'Principles of Peace,' a work published by the Rumanian Minister of Foreign Affairs, Murescu."

"It is an endeavor to replace words by deeds with the intention not only of making the fundamental principles common to us all. As an American writer has very rightly put it, 'It is a whole world coming together in its safety and to do this it is necessary to come with a renunciation of war. Peace calls for even more dynamic energy than war. Instead of periodically having to face the destructive effects of armed conflicts, mankind is destined to be more desirous of being led towards a constructive policy of peace and justice."

Message of Goodwill
"The last year ended under a cloudy sky. The new one is still young and its nature is uncertain. But let us keep in mind something of that peacefulness and happiness every human being feels when he stands around him and in his own heart and soul when the Easter season has brought about the mild and blossoms. Hope creates optimism and optimism creates action. More rapidly than others, the German peoples found their way away from the memory of war back to the realm of Germany."

"It is an honor and privilege for me to be in a modest way able to cooperate in our mutual endeavors to strengthen the existing friendly relations between our two peoples. Will you please accept my message of goodwill and permit me to extend you friendly greetings?"
Curley Calls Ely State's Best Governor in Quarter Century

"Busiest, Most Capable and Most Efficient," He Says at Luncheon to German Envoy—Austro-German Union Defended

Mayor Curley, at a luncheon which he tendered yesterday to the German ambassador, publicly declared that Gov. Ely was "the busiest, most capable and most efficient chief executive that this commonwealth has known in a quarter of a century."

In view of reports of a strained relationship between the mayor and the Governor, the remark excited considerable comment among the press who attended the affair at the Copley-Plaza.

The mayor followed the remark by asking Mme. Rose Zulalian to sing "My Hero," a number which she asserted is very popular with Gov. Ely. In presenting the Governor, Mayor Curley made facetious reference to the song.

Gov. Ely, smiling, replied that the song was a sequel to a light opera in which "there is a plaintive note of unrequited love," and that the climax reveals everybody is friendly and all right.

The German ambassador to the United States, in his address, vigorously defended the customs union between Germany and Austria, asserting that there is nothing sensational about it, still less anything secret or aggressive. It is an endeavor to replace words by deeds with the intention not of harming but of furthering interests common to us all.

The Governor and the mayor expressed to Ambassador von Prittwitz the appreciation held by Americans of the success achieved in Germany in social reforms with particular emphasis on the project of creating closer links between the nations living together on the European continent and suffering from the weight of the artificial barriers which separate them from each other.

The German republic, which was the first of the great powers to adhere to the Kellogg pact, has repeatedly shown its readiness to co-operate toward a better organization of international life, especially on the restricted area of Europe. The last speech Dr. Bierwasermann delivered at Geneva shortly before his death was a passionate appeal for international solidarity and European understanding. The present German government has no other aim.

Referring to the projected customs union between Germany and Austria, the ambassador said:

This train of thought has led some to promote—following the example given by Belgium and Luxembourg—this idea of a customs union between France and Belgium, just as it has led others to advocate a similar arrangement between Yugoslavia and Rumania or between Estonia and Lithuania. This train of thought brought about the plan of a customs union between Austria and Germany, of which you have heard so much recently. It would take too much of your time if I were to go into detail on this subject. I should like to point out, however, that there is nothing sensational about it, still less anything secret or aggressive. It is an endeavor to replace words by deeds with the intention not of harming but of furthering interests common to us all.

Curley Finds Continued Violation of Rules

Mayor Sees No Tags on Autos in Downtown District

Commissioner Conry, relating to the parking situation in this city which were forwarded to Police Commissioner Eugene C. Hultman, and which a survey shows have not been remedied, it was learned yesterday, will be the basis for an investigation.

The situation was attracted to the attention of Mayor Curley a number of days ago when he stood at a window in his office at City Hall and observed the manner in which firemen and apparatus were delayed in reaching a fire on Province Avenue.

Downtown from 6 p.m. to 1 a.m., which was said Commissioner Hultman took all duties of tagging parkers in violation of the traffic rules, and placed the duty entirely on the route patrolmen.

An attempt to get information from Commissioner Conry was of no avail, as it was said Commissioner Hultman took all duties of tagging parkers in violation of the traffic rules, and placed the duty entirely on the route patrolmen.

Drivers Still LIABLE

By this unlimited parking concession, Commissioner Conry stated that autotaxis are still liable for violating any of the existing laws relating to no parking within 10 feet of a hydrant, within the intersection of two streets, within 30 feet of a street corner, or within the yellow loading zone marks at any building.

He also added that automobiles must not be parked or left in front of the entrances to churches, theatres or hotels, within 20 feet of a fire hydrant.

The restrictions on the use of one-way streets are in force at night, and the parking of the existing laws relating to no parking within 10 feet of a hydrant, within the intersection of two streets, within 30 feet of a street corner, or within the yellow loading zone marks at any building.

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INFLAMES FEUD

Traffic Chief Says Police Head Disregards His Appeals

OTHER COMPLAINTS OF CONSTANT CHANGES

Two Avoid Each Other—Tagging Drive Downtown Predicted

Demands that the police enforce parking regulations in streets downtown, especially in the vicinity of City Hall, made by Mayor Curley, yesterday fanned into open hostility the year-old coolness that has been apparent between the commissioners of Joseph A. Conry and Police Commissioner Eugene C. Hultman, also a member of the traffic commission.

Mr. Conry charged that he has been unable to interest Mr. Hultman in the need of stricter enforcement of parking rules. And Mr. Hultman countered with the statement that every time the police enforce parking restrictions the traffic commissioner removes the restrictions.

The mayor’s demand followed his personal observation of conditions in Province street, from his office window. When he called this to the attention of Mr. Conry, the traffic commissioner denied responsibility and blamed the police commissioner. Mr. Conry was then instructed to see Mr. Hultman and tell him to issue the necessary orders.

SUMMONS TO HIS OFFICE

It is understood, however, that Mr. Conry sent a summons to the police commissioner to come to the traffic commission office. He followed this summons, it is understood, with a letter in which he passed on the mayor’s desires.

Mr. Hultman last night denied that he had received any communication from the mayor. He said:

“The police have enforced the traffic regulations so vigorously that a storm of protest has reached the traffic commissioner. This protest resulted in the ban being lifted on parking downtown after 6 o’clock at night. I made a recommendation last March to the traffic commissioner asking that he place Province street in the restricted area for parking, or at least to make it a one way street. To date, no action of any kind has been made on my recommendation.”

According to Mr. Conry conditions in Province street are no different from conditions in other downtown streets. It has been said that the same cars may be seen every day in the same place, apparently parked all day.

Those whose cars have been tagged for violation of parking rules insist that some car owners must be favored, or the same cars would not be parked every day in the same place without interference by police or any one else.

The action of Mayor Curley, while calculated to widen the breach between Mr. Conry and Mr. Hultman, is expected to result in a police drive of unusual intensity against violations of parking rules.

This breach has been apparent to those whose business brings them in contact with the traffic commission, almost since Mr. Conry’s appointment. The two commissioners seem to avoid meeting if possible, carrying on all their business relations in writing.

Mr. Conry even disliked the idea of locating the commission in the police headquarters building. He resented the action of the police commissioner in spotting taxi stands throughout the city, under the new taxi law, without consulting the traffic commissioner.

Commissioner Hultman also has been in difficulties with Gov. Eli in relation to the enforcement of street regulations he put in force at the start of the year under the legislation passed last year.

Senator Joseph Furlong of Dorchester, who is not on friendly terms with Mayor Curley, presented the protests of the independent taxicab owners to the governor, who in turn demanded that the police commissioner give them a fairer distribution of the open stands.

It is generally maintained by police that any request for a change in traffic regulations made to the police department, and then referred to the traffic commission, is certain to meet the disapproval of the traffic commissioner.

At the recent meeting of the traffic commission at which the ban on parking after 6 P.M. was removed, the police commissioner was intentionally silent as an expression of his disapproval of any such action.

These changes, permitting downtown parking after six o’clock, become effective next Monday. “Downtown” is defined by the traffic commission as the district bounded by the southwest line of Massachusetts avenue, the Roxbury canal, North bay, Fort Point channel, Charles River and Charles River basin.

The night parking however will not be permitted in places where parking is forbidden. Within an intersection; on a crosswalk; between an established safety zone and the adjacent curb; or within 20 feet of a point on the curb immediately opposite the end of a safety zone; on the approach to an intersection within 20 feet of the intersection; the space in front of, or within 15 feet of either wall of a fire station on both sides of the street; within 10 feet of a fire hydrant; in front of a private driveway, on a bridge, viaduct or the approach thereto, except in established loading zones.

In one-way streets where parking is prohibited in both sides the new rules permits parking on the right side.
Sousa to Appear in Program for Benefit of Boston Musicians

A concert by a band of 400 musicians, directed by such leaders as John Philip Sousa, Captain Charles O'Neill of Quebec, Herbert L. Clarke and others, will be given Sunday evening at Mechanics Building at seven o'clock for the benefit of unemployed musicians of Boston.

The concert, known as the Gilmore Memorial Concert, in memory of the father of the modern concert band, Patrick Sarsfield Gilmore, will include compositions written especially for the occasion by many distinguished composers, and will conclude the four-day convention of the American Bandmasters' Association.

The first portion of the program will be devoted to the higher types of music in which all the visiting bandmasters will take part, each conducting his own favorite march composition. The second portion of the program will begin at 8.15 P.M., at which a number of the new compositions will be played for the first time. These numbers will be conducted by their composers.

Perce Grainger, Richard B. Hayward, Leo Sowerby, Dr. Carl Busch and Henry Hadley have composed numbers especially for the occasion by many distinguished composers, and will conclude the four-day convention of the American Bandmasters' Association.

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**L Street Bathhouse Cornerstone Is Laid**

In the presence of several thousand persons this afternoon Mayor Curley officially laid the cornerstone of the new L street bathhouse, the $100,000 structure which will be ready for the opening of the bathing season on June 15. William P. Long, chairman of the Park Commission, presided over the exercises. Mayor Curley declared that the bathhouse would be the largest in the world and would meet the demands not possible with the old structure. The new building is 1100 feet long and contains three sections, one for men, another for boys.

**Adams House Razing Will Start on Monday**

At ten o'clock Monday morning, Mayor Curley will stick the first pick into the old Adams House, Washington street, to Cleveland and Rev. Samuel MacAuley mark the beginning of the demolition of Lindsay, D. D., will be the speakers at the structure to take way for a $2,000,000 bathhouse, which will be built at the hotel tonight at 7 P.M.

**NOT AGAINST AIR MANEUVERS**

**No Protest to Him, Curley**

**Informs Hurley**

Mayor Curley today gave to the press a copy of a communication he sent Secretary of War Hurley at Washington, to the effect that he had received no personal protest against the proposed air maneuvers, and assuring him that any protests emanated from persons who are more greatly interested in some other country than in America. The communication follows:

"I beg to forward herewith indorsement of the Crosscup-Pishon Post, American Legion, to conduct air maneuvers at Boston during the month of May. The action taken by the Crosscup-Pishon Post is an indication of the manner in which the men who served during the war regard the program as originally outlined by the War Department.

"Personally I have received no protest against the holding of the maneuvers, and you may rest assured that such as have been received from persons living in Boston or vicinity have emanated from pacifists and internationalists who are more greatly interested in some other country than they are in America, and to accept of their judgment would be to leave America defenseless in an hour of crisis."

**Mayor Curley to Speak in Cambridge at Annual Observance of Statesman's Birthday**

Mayor Curley today gave to the press the following statement:

"In this restless age we overlook the fact that fields are as fair at home as far afield."

**Zonta Clubs Open 2-Day Convention**

More than one hundred women representing sixty Zonta clubs of the Eastern States were present at the Hotel Statler this morning at the opening of the two-day convention of District 1 of Zonta International. Among those present at the morning business session were Miss Helen Cleveland of Toronto, president of Zonta International; Miss Dora E. Neum of Rochester, N. Y., district chairman, and Mrs. Minnie Stratton Watson, president of the Boston Zonta Club. Membership in the organization is limited to women holding high executive positions in the business and professional world.

Mayor Curley and his daughter, Miss Mary Curley, were among guests invited for luncheon today, others being Mayor Richard M. Russell and Mrs. Russell of Cambridge, Edward W. Fillmore, president of the Boston Dwan Club, and Henry P. Porter, vice president of the Rotary Club of Boston.

L. TUCK
President of Thomas Jefferson League.


Mayor James M. Curley of Boston, a charter member of the league, and Hon. John J. McNaboe of New York, representing Gov Franklin D. Roosevelt, will be the principal speakers.

Dinner will be served at 7 o'clock. Among the speakers will be James Roosevelt, son of Gov Roosevelt; Mayor Richard M. Russell of Cambridge, Ex-Mayor Edward W. Quinn of Cambridge, Frank J. Donahue, chairman of the Democratic State committee; John F. Doherty of Fall River and Councilor Edward J. Sennott, chairman of the Cambridge Democratic city committee.

**Transcript**

**NOT AGAINST KNUSSMAN JEFFERSONIAN DINNER NEXT MONDAY**

Mayo Curley to Speak in Cambridge at Annual Observance of Statesman's Birthday

**Mayor James M. Curley**


The women's reception committee will comprise Mrs Richard M. Russell of Cambridge, Mrs Helen A. Macdonald, Mrs Elizabeth L. McNamara, Mrs Michael A. Kelley of Watertown, Mrs Mary A. Gallagher of Brighton and Mrs Renata Carlsen of Wakefield.

**Mayor James M. Curley**

Officers of the league are Whitfield L. Tuck, president; J. Joseph Manus, first vice president; William H. McManus, second vice president; John L. McDonald, secretary, John A. Kiggen, treasurer; James M. Curley, Arthur Mulvey and Charles McGuine, with the above officers, directors.

More than 200 tickets have been distributed. An entertainment and musical program will be given.
Fr. Daley’s Invention Is Demonstrated at Boston College

Not only was radio history made last night at Boston College, but the Rev. Joseph J. Daley, S. J., scored a great personal triumph, when a private demonstration was given of a new principle for the amplification of radiant energy as applied to radio, with no regeneration. The new discovery eliminates practically all noise and clarifies the airway, also permitting clear long distance reception.

In the presence of an audience of men prominent in the scientific world, as well as many other walks of life, Walter M. Cusick, who has been working tirelessly with Father Daley for seven years in perfecting the newest wonder of radio, put the machine through its paces in competition with the most modern and best commercial sets obtainable.

The result was a notable demonstration of the clarity of reception without distortion and distance reception that was without the usual fuzziness and “background” noises. To a remarkable extent the static sounds were also reduced.

Governor Ely had planned up to the very last moment to be present, but was unavoidably prevented from doing so. But Mayor Curley was in one of the front seats of the large hall where the demonstration was given.

The Rev. John A. Tobin, R. J., professor of physics at Weston College and a member of the American Physical Society, introduced the Rev. Father Daley. Father Tobin gave a technical description of the new receiver, the outstanding feature of which is its non-regenerative and no-feed back qualities. As Father Tobin graphically said, it is like the traffic in a one-way street, the ether lines not being impeded and crowded with returning traffic.

The Rev. Father Daley added some detail in a brief speech that was received with an outburst of applause, and then came Radio Engineer Cusick, who said that in the regular utilization of the vacuum tube as an amplifier of radiant energy it was discovered that the tube was not “one way,” but that a second undesired current was produced in the opposite direction.

DOWD WANTS BOOKS PROBED

Councilman Asks Auditors Check Welfare Records

An order asking Mayor Curley to employ auditors to check the records of the city welfare department will be presented Monday by Councilman John F. Dowd as the result of the discovery of more cases of delivery of city coal to lodgers of steam-heated apartments.

ChALLENGE CHARGES

Officials of the welfare department have issued a challenge for a complete investigation of Dowd’s charges. His charges were confirmed quite unexpectedly by Chairman Frank A. Goodwin of the finance commission.

Goodwin said his investigators had discovered a similar situation, but there may have been a good reason for it, as nearly all the occupants of the house were receiving aid from the city. Dowd cited coal delivery to a steam-heated house at 664 Massachusetts avenue, while Goodwin declined to divulge the address in his case.

Dowd said he could see no excuse for the mayor to oppose an inquiry of the nature he proposes, because his motive is to protect the taxpayers. He plans to force an audit which would be a complete checkup of every expenditure including coal and grocery orders. He issued a statement replying to a denial of his charges by Secretary McCarthy.

FINANCE COMMISSION BUSY

Chairman Goodwin of the “fin com” said his commission learned of the delivery of coal by the welfare department to occupants of a steam heated apartment, and how this occurred is now being investigated. He said it appears this is an isolated case.

An official of the finance commission stated that he does not believe the situation is as bad as has been painted. He believes there have been about 800 fraudulent cases upon the unemployment relief list.

Sniping the Public Welfare Board

It is getting to be quite an outdoor sport, this finding fault with the Overseers of the Boston Department of Public Welfare. Charges of “racketeering” among recipients of city relief have been made. The latest charge is one by City Councillor John F. Dowd that “whatever racketeering has been going on has been among executives of the welfare department.”

Suppose occasional errors have been made in distribution of relief money by the Board of Overseers and its staff? Is it humanly possible to handle 4700 relief cases a week, involving about 25,000 persons, without an undeserving recipient slipping by now and then?

Any such undeserving persons who have deliberately imposed on the welfare department, profiteering out of this relief and unemployment emergency, deserve full condemnation.

But the relief work must go on, and it must be quick and practical, not tardy, not over-zealous in seeking reasons for withholding aid. Recurring allegations that bits of graft have crept into the situation must not blind the public to the great good that is accomplished in thousands of instances which do not receive publicity.

The Overseers are unpaid. Chairman Simon E. Hecht of the Board is a wealthy man of much experience in relief work. James P. Maloney, the Board’s treasurer, is a retired business man who has given many hours of his time to handling relief funds.

They and their associates have the unpaid job of distributing emergency relief in large quantity. The main question is—has relief been given?

The answer would seem to be in the reports of the Board and the fact that Boston has never spent the breadlines and apple-sellers of other cities.

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The Overseers are unpaid. Chairman Simon E. Hecht of the Board is a wealthy man of much experience in relief work. James P. Maloney, the Board’s treasurer, is a retired business man who has given many hours of his time to handling relief funds.

They and their associates have the unpaid job of distributing emergency relief in large quantity. The main question is—has relief been given?

The answer would seem to be in the reports of the Board and the fact that Boston has never spent the breadlines and apple-sellers of other cities.

DOWD WANTS BOOKS PROBED

Councilman Asks Auditors Check Welfare Records

An order asking Mayor Curley to employ auditors to check the records of the city welfare department will be presented Monday by Councilman John F. Dowd as the result of the discovery of more cases of delivery of city coal to lodgers of steam-heated apartments.

ChALLENGE CHARGES

Officials of the welfare department have issued a challenge for a complete investigation of Dowd’s charges. His charges were confirmed quite unexpectedly by Chairman Frank A. Goodwin of the finance commission.

Goodwin said his investigators had discovered a similar situation, but there may have been a good reason for it, as nearly all the occupants of the house were receiving aid from the city. Dowd cited coal delivery to a steam-heated
ALIENIST TESTS 'POISON PEN' MAN

Accused Author of Notes Under Observation at Psychopathic Hospital

TRAPPED BY SMART DETECTIVE METHODS

Philip J. Herlihy, 32, of 102 Belvidere street, Back Bay, was yesterday committed to the Boston Psychopathic Hospital for observation after his arraignment in municipal court on a charge of criminal libel. He is accused of writing obscene and libelous scrawls to a score or more of well known officials "threatening" them with "exposure."

Herlihy's arrest yesterday followed a period of investigation by Inspector George Augusta of the headquarters detective squad, starting with the letters received by Mayor Curley, and his daughter, Commissioner Hultman, Mrs. Esther M. Andrews of the Governor's Council, and other well known persons.

All the letters bore the same Back Bay post mark, but without indication of the box from which they were mailed. Inspector Augusta toured the area, mailing letters to himself, keying each, so he could find the box from which the threatening letters had been mailed.

Having determined this point he sat fellow officers to round up all suspicious characters in the neighborhood; a search which resulted in information that Herlihy had become incensed at the mention in the department. He is accused of failing to pass a civil service examination for a position in the department.

When this was learned Augusta obtained the examination answers tied by Herlihy and compared their handwriting with that in the poison pen letters.

A foremost New York handwriting expert is said to have declared the examination and the letters were both written by the same person.

The complaints against Herlihy yesterday were found to be beyond the jurisdiction of the lower court, but following an examination of Herlihy by Dr. Edouard Saugier, alienist, Judge Good ordered the suspect committed to the psychopathic hospital.

TO HONOR ATTY REILLY IN ROXBURY ON MONDAY

Joseph E. Reilly, who was recently admitted to the bar, will be tendered a banquet by brother members of the Nonpareil A. A. of Roxbury and Jamaica Plain Monday evening at Intercolonial Hall, Roxbury.

Speakers will include Mayor Curley, Ex-Fire Commissioner Theodore A. Glynn, Soldiers' Relief Commissioner John J. Lydon, Fire Marshal John Reth, Chief Probation Officer Edward McKenna, Judge Frankland W. L. Miles of the Roxbury Municipal Court, and Assst Dist Atty Frederick T. Doyle. Mr Doyle, a personal friend of Mr. Reilly, will be the principal speaker.

William Horney is chairman of the committee in charge, assisted by William Hartnett, Edward Burns, John Norton, Christopher J. King, Charles Meagher, James V. McCloskey and James Conney.

For many years Mr Reilly was connected with the Soldiers' Relief Department of the city of Boston.

Here Is Mayor Curley's Aphorism for Today:

"In this restless age we overlook the fact that fields are as fair at home as far away."

DOUW DOWNS FOR PROBE OF RELIEF

Poor Overseers Deny Charge of Misuse of Funds

Complete check-up of the distribution of cash, coal, groceries and other poor relief by the Public Welfare Department will be demanded by City Councillor John F. Dow of Roxbury, he announced last night, following the denial of his charges by the overseers.

WILL ASK INQUIRY

He declared that at Monday's meeting of the City Council he will seek approval of an order requesting Mayor Curley to appoint impartial auditors to go over the books of the department and determine whether the 12,000 poor and jobless cases on the city's list actually received the aid credited to them.

In a public statement, Secretary Walter V. McCarthy declared that the board of overseers, at the "perfectly willing at any time that an impartial investigation be made of the department."

He noted that the Finance Commission has made several investigations and findings of the department during the past 10 years, and that the present commission has had a corps of investigators checking up for several weeks.

Chancellor Frank A. Goodwin of the Finance Commission explained last night that they could not carry out an audit of every allotment of aid given weekly to 12,000 cases during the past three months, as the commission had no money in its budget adequate for this purpose.

Charges by Councillor Dowd that coal was delivered to steam-heated boarding houses and also to people in Waltham, Everett and Chelsea were "specifically denied by Secretary McCarthy."

Mayor Curley's aphorism for today:

"In this restless age we overlook the fact that fields are as fair at home as far away."
PHILIP J. HERLIHY ANGERED BY FAILURE

Mayor Suggests Honor for Dorchester Man

Also Would Designate Roxbury Park After Fr Frawley

The proposed municipal golf course, in process of construction on the West Roxbury-Hyde Park line, will be named for George Wright, one of the oldest golf enthusiasts in the United States and the man who is said to have first introduced golf to Boston, in 1890, if the Park Commissioners act favorably on the suggestion made by Mayor Curley, Mr Wright is 84 years old and president of the sporting goods house of Wright & Ditson. He lives in Dorchester.

Park Commissioner Long informed the Mayor that the Park Commissioners would act on the suggestion of the Mayor at once. He added that he had known Mr Wright for a number of years, that he always attended the annual opening day of the public golf course at Franklin Park, and that he was one of the finest men over to play there.

Mayor Curley, in the same communication to Chairman Long, suggested that the public park along the Roxbury-Hyde Park line, will be named for the late Rev Fr Frawley, C. S. S. R., for many years rector of the Mission Church parish. Fr Frawley, says the Mayor's letter to Mr Long, was an outstanding figure in the religious and educational life of Roxbury. He died a few years ago.

CHARLES CASTOR CHAIRMAN
OF JUNE 17 CELEBRATION

Mayor Curley yesterday approved the designation of Charles Castor, as chairman of the June 17 celebration in that district.

The suggestion was made by Mr Castor, who has long been active in the Bunker Hill Day celebrations in Charlestown, was submitted to Councilor Thomas Green to City Treasurer Edmund L. Doland, director of public celebrations, who in turn sent it along to the Mayor.

ALLEGED TO ADMIT POISON PEN LETTERS

Back Bay Man Is Sent to Psychopathic Hospital

Philip J. Herlihy, 32, of 102 Wellesley st, Back Bay, arrested yesterday morning by Inspector George V. Augusta, as a suspicious person, is alleged by police to admit mailing libelous letters to Mayor Curley, his daughter and a group of city officials.

His arrest followed one of the most painstaking and clever investigations carried on by a Boston detective in recent years. Inspector Augusta, beginning the case with no other clues than the letters themselves and the envelopes in which they were contained—no fingerprints, no suspects, and the entire city of Boston to search—located the Back Bay district from which the letters were mailed by sending numerous apostles to himself, and then, aided by Detectives Thomas McLaughlin and J. Crowley, settled upon Herlihy as a suspect, due to the fact that

he was incensed against city officials after failing a Police Department examination.

Inspector Augusta went to the Civil Service Commission, obtained Herlihy's examination papers, and found that the handwriting on the letters and official papers corresponded closely. The detective went to New York on Wednesday to submit the specimens to the country's foremost handwriting expert, who stated that, undoubtedly, they were written by the same hand.

Augusta returned to Boston yesterday morning and took Herlihy to headquarters, where he is said to have confessed the writing of the letters.

Herlihy later appeared before Judge Francis J. Good in the first session of the Municipal Court, charged with three counts of criminal libel. The reading of the complaints was waived.

Inspector Augusta stated that Herlihy had admitted that he had sent eight slanderous letters through the mails to prominent persons. Three specific counts were used in the warrant. These concerned the letters sent to Mayor Curley, Police Commissioner Hulman and City Councilor Francis E. Kelley of Dorchester.

Inspector Augusta stated that Herlihy is subject for examination at the Psychopathic Hospital. Upon advice of Dr Sandos of the Municipal Court staff, the suspect is committed to the Psychopathic Hospital for 10 days' observation, in charge of two officers.

WOULD WELCOME
WELFARE INQUIRY

McCarthy Makes Reply to Councilor Dowd

The Board of Overseers of Public Welfare and every official connected with the department is perfectly willing at any time that an impartial investigation be made of the department, said Walter V. McCarthy, executive secretary of the overseers, in a statement yesterday to Mayor Curley, in answer to charges made by Councilor John F. Dowd of Roxbury.

The statement was in part:

"In accordance with your request I respectfully submit the following statement in answer to the statement appearing in morning papers."

"This department has never ordered coal to be delivered to any individual living outside of Boston. Under the law, persons in need must make application to the Board of Public Welfare in the city in which they live, and all relief is extended by the local boards to the persons living within their cities or towns."

"Councilor Dowd speaks of asking His Honor and the Council to sanction a thorough, unbiased investigation of this department, and that such sanction is refused that he will avail himself of the right to demand of the Legislature, an impartial inquiry."

"The Board of Overseers of the Public Welfare and every official connected with the department is perfectly willing at any impartial investigation be made of the department.

"It is worth noting, perhaps, that for the past several weeks, the Boston Finance Commission has had a corps of investigators in the department, and that at least eight or 10 years there have been several investigations and studies of the department made by the Finance Commission."

WEST ROXBURY WORKS

APPROVED BY MAYOR

Mayor Curley yesterday approved the following public improvements in West Roxbury as recommended by Public Works Commissioner Rourke, at a total cost of $28,360:

- Surface drain and three catch basins in Glade av, surface drain, a sanitary sewer and two catch basins in Glade av, sanitary sewer and surface drain in Lindall st, sanitary sewer and surface drain in Curtav st, surface drain and three catch basins in Longfellow ave.
- Surface drain and three catch basins in Glade av, sanitary sewer and surface drain in Curtav st.
Dr. Friedrich W. von Prittwitz, German ambassador to this country, was the honor guest of the city at a luncheon given by Mayor Curley at the Copley-Plaza Hotel today. The German envoy is shown seated with Mayor Curley and Governor Ely. (Staff photo.)

Press accounts had indicated that the Boston program would be restricted to an altitude flight, while other sections of the country would see real maneuvers.

2 Held in Robbery
From Curley Aide
Charged with breaking and entering the home of William L. Anderson, assistant secretary to Mayor Curley, at 69 Arborway, Jamaica Plain, two men held for the grand jury in West Roxbury court today. The defendants, Daniel Sullivan of New York and Paul McGraw of Providence, waived examination and were held in $5,000 each. The house was entered Wednesday night, and jewelry was alleged to have been stolen.

Dr. von Prittwitz
Mayor Curley
Governor Ely

Mayor Curley today endorsed the original program of army maneuvers in the air scheduled here next month.

The resolution and the mayor's endorsement followed a decision of the War Department to curtail some of the program due to protests against noise.

"The action taken by the Crosscup-Pishon Post is an indication of the manner in which the men who served during the war regard the program as originally outlined by the War Department," Mayor Curley wrote.

"Personally I have received no protests, and you may rest assured that such as have been received have emanated from pacifists and internationalists who are now interested in some other country than they are in America."

A delegation representing the Ohio State department of the American Legion called on Mayor Curley at City Hall this noon and presented him with an ivory, gold-enameled, engraved gavel, in appreciation of the courtesies shown the Ohio members of the Legion when they were in Boston at the national convention here last October. With the gavel were letters of thanks from Department Commander John A. Elden and Walter S. Trask, who was chairman of the 1930 national convention committee from Ohio.

Some time ago Mayor Curley presented the Ohio delegation with a large key to the city as a souvenir of the visit, and this has been framed and given a place on the walls of the department headquarters in Ohio.
Assessment and Tax Dodging Grips City

Boston is in the grip of a new and startling racket which strikes at the heart of the financial structure of the city.

This is the warning issued last night by Mayor Curley, in a charge that a group of men are menacing the city treasury "in the racketeering of abatement of present value assessments and in the boosting of values in land damage cases before the courts."

The same group who hire experts to testify before juries that awards in land takings by the city should be many times in excess of the assessed valuation, hire these same experts to testify that the assessed valuation is too large when the matter of an abatement of taxes is involved, Mayor Curley stated.

"Racketeering in the same manner as has held sway in Chicago, which led to the financial collapse of that city, is apparent-ly the aim of the sinister influences governing the group operating in Boston," the mayor stated.

"This group has, for months, directed its attention to the assessing department, and to cases before the newly created state board of tax appeal."

"Not satisfied with the racketeering of abatement of present value assessments, they have also turned to the boosting of values in land damage cases before the courts, where groups of real estate experts representing various interests have kited values upward of 10 per cent increase in order to dip into the coffers of the city.

"These same experts who appear in court and testify before the jury that the award should be many times in excess of the assessed valuation, when the matter of an abatement of taxes is involved, invariably testify that the assessed valuation is too large when the matter of abatement of taxes is involved."

Mayor Pays Two Bills

City Owed Since '29

As Mayor Curley yesterday ordered paid two bills the city owed since 1929, for the Bunker Hill Day celebration, he said:

"I am merely cleaning up some of the rubbish I inherited when I came here in January, 1936." One bill was for $457 for caterer's services at the official Charlestown banquet, and the other was $569 for umbrellas purchased by the public celebrations department.

Orator's Selection Open

Mayor Curley stated today that he has not decided as yet whom he will invite to be the Fourth of July orator here. Owen D. Young, who was invited to be the guest speaker of the day, was unable to accept the mayor's invitation.

NAME PARK FOR FAMOUS PRIEST

In Memory of Fr. Frawley in Roxbury

As a monument to the late Rev. John J. Frawley, C. Ss. R., formerly rector of the Mission Church, who devoted his life work to the people of Roxbury, the park adjoining the church at Tremont street will be named the John J. Frawley Park, on recommendation of Mayor Curley.

The Mayor declared that Father Frawley was renowned for his educational and public welfare work in Roxbury from 1890 until April 20, 1927, when he died.
MORE CITY COAL FOR OCCUPANTS OF HEATED FLATS

Fin Com Probers Unearth Case Like That Bared By Dowd

MAY BE GOOD REASON, GOODWIN BELIEVES

Pending Further Inquiry, He Declines to Publish Particulars

Unexpected confirmation of the charge of Councilman John F. Dowd that coal has been delivered to lodgers in steam-heated apartments by the public welfare commission came yesterday from Frank A. Goodwin, chairman of the finance commission, who asserted that the commission's investigators had unearthed a similar situation.

While he insisted he knew nothing of the facts in the cases reported by Dowd, Goodwin said that he had uncovered another instance of coal being sent to a heated apartment. Pending completion of the investigation of his case, he declined to reveal the address of the apartment.

The apartment building discovered by the finance commission investigators is the second at which, it is charged, occupants have received coal paid for by the city, while their homes are being heated by private owners. Dowd cited an apartment at 664 Massachusetts avenue.

MAY BRING REASON

Goodwin insisted, however, that the complete probe of the affair may bring forth a good reason for the coal delivery. He said that nearly all the occupants of the apartment were receiving aid from the city and that a coal truck driver might have misunderstood orders and assumed that coal should also be delivered at the address in question.

Commenting on the charges made by Dowd, the finance commission head said: "It is true that our investigators, in pursuing a different line of inquiry, learned of the delivery of coal by the welfare department to occupants of a heated building. How this happened is now being investigated."

"From other inquiries, it appears that this is an isolated case, however, be-

cause nothing else of a similar nature has been uncovered."

Councilman Dowd yesterday met the challenge of officials of the welfare department for a complete investigation by announcing that he would present an order to the city council, Monday, directing Mayor Curley to employ auditors to check the records of the department.

MAY FIND CASH JUGGLED

"I intend to seek the approval of the council for an investigating plan which will delve into every phase of the activities of the welfare department," he said. "I do not hesitate in asserting that if there has been juggling of orders for the delivery of coal, it is possible that inquiry may reveal a juggling of cash."

"If everything is as Mr. McCarthy, and I presume, his superiors claim, there should be no objection by them to the most searching inquiry. I can conceive of no excuse for Mayor Curley to oppose an investigation of the character which I propose because my motive is to protect the taxpayers of the city."

He declared it his intention to force an audit which would be a complete check of every expenditure, including coal and grocery orders and cash payments for unemployment relief.

Although no opinion of the audit plan was forthcoming from Goodwin, it was indicated that there has been some discussion among members of the commission of the advisability of an investigation of the character believed necessary by Dowd. Goodwin pointed out that the commission was without funds to conduct such an inquiry.

Secretary McCarthy's denial of Dowd's last charge was met by this statement from the Roxbury councilman:

Mr. McCarthy has been issuing a number of statements, denying everything that I have charged against the welfare department. But Mr. McCarthy has failed to have the New England Coal & Ice Co deny that they delivered coal to the house at 664 Massachusetts avenue or deny that they received orders from Mr. McCarthy's department to make such deliveries. If, as he intimates, as a possible explanation, some private welfare paid for the coal, why hadn't he done so for the coal he said was delivered by a company issuing such a statement? I reiterate that the welfare department paid for the coal. The taxpayers ought to know that they do business so efficiently in the welfare department that coal dealers are not even aware of the necessity of delivery slips. The citizens merely hand the recipient a duplicate slip. Perhaps Mr. McCarthy can explain how coal purchases can be checked when delivery cannot be established by an actual record.

Dowd declared that he would withhold further comment upon the situation until the council's decision Monday. Records of the finance commission show that for 15 years the welfare department has been under investigation. As frequently as Chairman Goodwin stopped the practice, a representative of the commission was permanently assigned to the department.

The commission claims credit for reorganizing the mothers' aid branch of the department several years ago and for forcing the employment of trained "case workers" against the opposition of officials of the department.

An official of the commission who refused to be quoted said, "Bad as the situation is, we believe that it is as bad as has been pictured. I believe that there have been some fraudulent entries upon the employment relief list. It is a tremendous task to thoroughly investigate this department because officials always argue about the necessity of protecting the recipients of assistance from publicity."

MAY NAME PARK FOR FR. FRAWLEY

Curley Urges Honor for Priest Who Was Mission Church Director

MAYOR JAMES M. CURLEY—An eminently capable, high-minded American public official has passed from our midst. His death will be mourned by his family and the sympathy of the public will be extended to his wife in the loss of a loving and devoted husband, and to his children of a kindly and gentle father. The American people suffer the loss of a public official who regarded not only his duty as speaker of the House as a position of great responsibility, but who lived true at all times to the highest and best ideals of the position he so honorably and ably filled. The nation may well join in extending sympathy to his beloved ones, with whom he shares a loss in common.

Mayor Curley suggested to the park commissioners yesterday the naming of the park on Tremont street, Roxbury, adjoining the Mission Church, in honor of the Rev. Fr. John J. Frawley, for many years director of the church. He also advised naming the new municipal golf course in Hyde Park in honor of Fred Wright, one of the foremost of the veteran sports followers of the country.

The Rev. Fr. Frawley, who died in 1926, was a native of this nation. At frequent intervals from 1882 to 1927 he was the director of the Mission Church.

Fred Wright is one of the founders of the nationally known Boston firm of Wright & Ditson.

In response to the suggestions Chair-
MAYOR ASKS EXECUTIVE WOMEN
TO AID IN AWAKENING CONGRESS

Advocates Federal Industrial Planning Board—Annual Conference of Zonta International, District 1

—Banquet in Evening

Mayor James M. Curley wants Congress to wake up. He tried yesterday to make 300 executive women feel as he does about it. When 300 women, foremost in industry, professions and business, begin talking about Congress as Mayor Curley did yesterday at the annual conference of the Zonta International, District 1, in the Hotel Statler, Congress is going to feel badly.

Congress was described as "that same old group whose time is devoted providing for jobs for constituents here and sending seeds to constituents there." Members of Congress have no opportunity to read more than three books in a year or give study to the solution of the great problem the solution of which means happiness to American families.

Mayor Curley asked his audience to help wake Congressmen up by asking for the establishment of a Federal Industrial Planning Board that would be comprised of the smartest men in the country, selected from business, society and universities, to study the prevention of industrial depression and how to minimize the injuries and effects of depression where it already exists in industry. Mayor Curley said prosperity can be maintained with crystallized, intelligent public support.

Presents Keys to City

He presented a key to the city to Mrs Minnie Stratton Watson, president of the Boston Zonta Club, and another key to Miss Helen W. Cleveland, Toronto, Canada, president of the Zonta International.

A key to the city should be carried always in one's automobile so that if one becomes entangled in traffic regulations et cetera, the police can be directed to the proper place for the key to be found. Mrs Watson, president, was able to maintain with crystallized, intelligent public support.

Mayors Approves Retirement of Lieut David F. Sheehan

The retirement of Lieut David F. Sheehan of Enosine, 7, B. F. D., was yesterday approved by Mayor Curley. He has been a member since April 1, 1909, and a lieutenant since February, 1924. He lives on Draper at Dorchester. He formerly was attached to a Jamaica Plain fire company.

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DINNER AND RECEPTION

TO JAMES T. PURCELL

Former City Councilor James T. Purcell was honored last night at a Hotel reception including more than 35 officials and clerks connected with the office of Mayor Curley on the occasion of Mr Purcell's 56th birthday anniversary. Dennis J. Mcgillibuddy, lifelong friend of Mr Purcell and his assistant who he acted for Mayor Curley as treasurer in his campaign, was hostmaster.

On behalf of the gathering Mr Mcgillicuddy presented Mr Purcell with a brass frame of friendship, the American Theatre Company Company of Buffalo, regional chairman; Mrs Grace Jayne of Syracuse, classification; Mrs H. Adel Hove of Boston, Miss Laura Liddle of Binghampton and Miss Gertrude Van Hoesen of Washington.

Banquet in Evening

Nearly 300 guests attended the banquet in the evening at the Statler, Mrs Minnie Watson, president of the Boston Zonta Club, presided. Among the guests were Lieut Gov and Mrs Russeit, William H. Macomber Company of Boston. It will seat 2100, and will occupy a space 100 feet wide on Washington st.

THEATRE TO BE BUILT
ON ADAMS HOUSE SITE

Building wrecking laborers, who will begin demolishing the old Adams House tomorrow morning, will have as their colleagues for a brief time none other than Mayor Curley, who, at 10 o'clock, will swing a pick.

Mayor Curley commented yesterday that, in his opinion, it was a shame to wreck the room in the old-time hotel which was occupied by Ex-President Coolidge while he was Governor of Massachusetts. Mayor Curley said he didn't know why it would not make good souvenirs.

It is planned to build a $2,000,000 Paramount motion picture house on the site.

The contract for the erection of this new theatre has been awarded to the George H. H. Macomber Company of Boston. It will seat 2100, and will occupy a space 100 feet wide on Washington st.

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Her Memory Perpetuated

Marble bust of late Mrs. Mary E. Curley was presented by Mayor James M. Curley to new Jamaica Plain intermediate school to be named in her honor. Bust is work of Sculptor Paoli and was admired by visitors at Curley home.
CURLEY ROAD BILL OPPOSED BY SELECTMEN

Association of Town Officials Unanimously Against Plan of Boston Mayor

Informed that present state aid on cities and towns on highway construction would cease if Mayor Curley's highway bill is passed, members of the State Association of Selectmen in Gardner Auditorium yesterday went on record unanimously against it.

Frank E. Lyman, commissioner of public works, said that not only would all co-operative work be wiped out, under the Curley bill, but the state would also have to build cheaper roads.

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TAX REDUCTION OF $3

Fred J. Dillon, assistant secretary to Governor Ely, told the selectmen that he estimated the benefits accruing to towns under the new highway bill represent a reduction of $3 in tax rates.

He also urged the members to support the governor's $5,000,000 building program bill, now before the Senate, asking that each get in touch with their representatives and senators.

The meeting was presided over by Axel B. Betterman of Aarland, president of the association, and about 85 attended.

Mayor Curley, when informed of the selectmen's opposition to the bill, said:

"It was most unfortunate that the selectmen representing the towns of the Commonwealth could not see their way clear to support Senate bill 47, which provides for a distribution of one cent of the two-cent gasoline tax.

PROVIDES RELIEF

"The distribution of this money was favored as a means of providing relief for the cities and towns for the increased cost of public work. In 1911, which gives every indication of being 200 per cent greater than in a normal year, and, in addition, provides the revenue necessary in succeeding years to cover the cost of the Old Age Assistance Act.

"The bill, as drafted, made compulsory the expenditure by cities and towns for highway construction and reconstruction, the funds received from the gas tax, thereby permitting the appropriation of public welfare and Old Age Assistance, the fund that made the relief possible.

"It is most unfortunate that this prolific source of great revenue, more than 55 per cent of which is derived from Boston alone, is considered sacrosanct."

MISS CURLEY TO VISIT MISS BREMNER

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The girls were classmates at the College of the Sacred Heart in New York.

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Mayor Curley yesterday suggested that the building wrecker who is to begin razing the historic old Adams House in Washington St. tomorrow, since the woodwork of the room occupied there by Calvin Coolidge while he was governor of Massachusetts and sold small pieces of it to souvenir hunters.

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Mayor Curley outlined his plans for developing the institution to the rank of greatest in the world.

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Other speakers were Dr. George Bigelow, state commissioner of health, and Dr. Frederick J. Cotton, Dr. Ralph C. Larrabee, retiring president of the alumni organization, acted as toastmaster.

Officers elected for the ensuing year were Dr. Halsey B. Loder, president; Dr. Cade, vice-president; Dr. Daniel J. Ryan, secretary; and Dr. John W. Trumpey, treasurer.

LONG ROUND OF FETES DURING FOUR-DAY STAY

Banquets, Receptions, Sightseeing Tours Included in the Plans for Entertainment

WILL LOOK OVER COLLEGES

Dinner of Japan Society Will Be Most Important Event of Their Visit Here

Royal honeymooners, Prince and Princess Takamatsu of Japan will arrive in Boston April 23, on their bridal tour of the world to face a busy four-day stay. They arrived in America yesterday, bewildered by the reception accorded them in New York.

Standish Willcox, social secretary to Mayor Curley, Courtenay Guild, honorary Japanese consul and president of the Japan Society; Police Commissioner Eugene C. Hultman, and Capt. Michael H. Crowley were there to receive the royal pair.

Adequate police protection and escort are being outlined by the police heads.

Fitting receptions and entertainments are the work of Willcox and Guild.

ARRIVE IN EVENING

The royal honeymooners will arrive in the South Station at 7 o'clock on the night of the 23d.

With Mayor Curley, other city officials and members of the Japan Society they will be taken to the Copley-Plaza hotel.

The round of official activities will start the next day, with a reception in City Hall. A visit to the State House will follow and the afternoon will be devoted to sightseeing.

That night, 300 notables will break bread with the couple in the Copley-Plaza at a banquet tendered them by Mayor Curley, an affair that will consume the entire evening.

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CURLEY ROAD BILL OPPOSED BY SELECTMEN

Association of Town Officials Unanimously Against Plan of Boston Mayor

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CORNERSTONE
OF BATHHOUSE
LAID BY MAYOR

L Street Structure Expected
to Be Ready for Occupancy
by May 15

Mayor Curley laid the corner-
stone of the nearly-completed new
L st. bathhouse yesterday in the
presence of 700 South Boston resi-
dents.

A few minutes later while the
mayor was on a tour of inspection
of the building boys started a
bonfire that was not on the pro-
gram of ceremonies.

They ignited straw outside one
end of the building and added
canvas and boxes. Smoke filled
the bathhouse and the district fire-
men were summoned to extinguish
the blaze.

The cornerstone ceremonies
postponed from several weeks ago
began with a band concert and
ended with the bonfire.

BOX IN CORNERSTONE

In a niche reserved for the pur-
pose, Mayor Curley placed the
stone in which was cemented a
copper box containing a picture of
himself, newspaper clippings of
the project, some coins and a short
history of the Strandway develop-
ment.

“This institution is an invest-
ment in the most important thing
in life,” the mayor told the crowd.

“The most important thing in life
is the health of men, women
and children of a community.”

He said that if the quartz-roofed
solarium in the men’s section
proved a success it would be in-
stalled in that portion of the new
building reserved for women.

The building is the first munici-
pal bathhouse in the world to be
equipped with the quartz glass
feature, he said.

SUPPLANTS “FIRE TRAP”

Within 10 days, he stated, he will
advertise for bids for construc-
tion of the proposed new roadway
which will run from the Strand-
way around Pleasure bay to Castle
Island, where, eventually, seashit
accommodations for 20,000 person
and parking space for 1000 cars
will be provided.

“The old bathhouse was a fire
trap. This place will be absolutely
fire-proof,” he said. It will be
ready for occupancy about May 15.

City Treasurer Edmund L. Do-
lan was the first speaker. He in-
trduced Park Commissioner Wil-
liam P. Long who declared the new
bathhouse to be the result of
“Mayor Curley’s fertile mind” and
the finest municipal bathhouse in
the country, with accommodation
for 2000.

Prayer was offered by Rev
John Lambert of Gate of Heave-
Church, South Boston.
Boy Finds Mayor Right, L Street Bath Fireproof

Testing Mayor Curley's cornerstone. The harmony of "Jimmy" Coughlin's oration, a little uncaptured, unrain carpet, Infantry Band was jarred by the a match into a pile of straw and prov

LAVING L STREET BATH CORNERSTONE
Photo shows Mayor Curley laying the cornerstone of the new bath house at L street, South Boston, yesterday.

Before wielding the trowel, the Mayor said the old building was a firetrap. The new building, he said, was fireproof.

MISS CURLEY LEAVES
Miss Mary Curley yesterday left the Back Bay station for Chicago, where she will spend a week with her college classmates, Miss Loretta Brennan, sister of the late James M. Curley, Jr. The Mayor went to the station to see her off.

V.F.W. WELCOME TO COMMANDER

The tremendous success of the nationwide membership drive of the Veterans of Foreign Wars, which ended March 31, has prompted national headquarters to continue the recruiting campaign for three months, beginning April 15, according to a communiqué from Kansas City, received yesterday at headquarters of the Department of Massachusetts at the State House.

Upon receipt of the information, Dr. Julian D. Lucas, department commander, immediately conferred with Senior Vice-Commander George Cronin of Somerville, chairman of the Massachusetts drive committee, and plans were formulated for local participation.

Cronin stated yesterday that he did not believe that the Department of Massachusetts would offer additional prizes, maintaining that the plan of national headquarters to award a round trip to Paris as the first prize during the new campaign would offer sufficient incentive to gold strippers in Massachusetts to attract them to further action.

"The mere mention of Paris is enough to launch any A. E. F. veteran off on a recital of reminiscences that recall "the good old days,"" Cronin said. "The offer of a trip to the famous centre of continental life during the recent war, together with the enthusiasm that has been aroused here in recent months, should again carry the Department of Massachusetts over the top," he added.

Definite statistics on the gain made between Jan. 15 and March 31 will not be available until per capita returns for the quarters arrive at the State House, according to Cronin, who stated that the State quota of 400 was well exceeded.

A few of the tentative events planned for the reception to the commander-in-chief were definitely added to the programme during a meeting of the general committee during the past week. Mayor Curley will tender a luncheon to its officials of the organization and friends Saturday afternoon at the Bradford Hotel. A most unusual programme is being arranged for this event.

The committee has already received enough reservations for the banquet and reception next Saturday evening to convince them that this year's affair will eclipse corresponding ones of any previous year. It is now believed that the main dining room of the Bradford will be taxed beyond its capacity.

The Department of Massachusetts, Ladies' Auxiliary, plan to give Boston a most unusual patriotic touch on Friday, May 1, when they will stage a monster pageant and rally on Boston Common. A permit has already been granted for the use of the Parkman bandstand between the hours of 11 a.m. and 3 p.m.

The pageant will be staged near the Frog Pond, with comedians from all parts of the State and representatives of other patriotic organizations taking part. A band concert, entertainment and patriotic exhortations by prominent speakers will make up the rally programme.

Mayor James M. Curley has accepted an invitation to speak and the committee expects a favorable reply from Congressman Hamilton Fish of New York and others before the final programme is announced. Past President Ida Cohen is chairman of the committee in charge, assisted by Past National President Mrs. Isabelle Baken and of- ficers of the department.
DONAHUE SORE OVER LAND CASE

Curley Charges Campaign Attack Because He Turned Down Chairman's Demand

Reviving the feud of the last gubernatorial primary campaign, Mayor Curley yesterday alleged that he was attacked last fall by Chairman Frank J. Donahue of the Democratic State committee because of the latter's interest in a land damage case against the city.

The Mayor's sharp comment came in the course of commendation of Assistant Corporation Counsel Joseph P. Lyons, for winning a favorable decision for the city through a jury award in the course of the commendation of the latter's primary campaign. Mr. Lyons was elected by the previous administration as a site for a playground and in taking it the Street Commission voted to award $2,000 as against $2,250 at which it was assessed by the city.

Upon the refusal of the city to grant more, Mr. Pay sued for $2,000 and the jury awarded $2,250 in the second session of the Superior Civil Court, late Friday, with Judge Alonso Weed presiding.

The Mayor yesterday called Assistant Corporation Counsel Lyons to City Hall and publicly commended him for his "notable victory," expressing the hope that the tide had turned in favor of the city in the matter of land damage suits.

Chairman Donahue, late last night, stated that he would reserve comment until later.

DONAHUE RESERVES COMMENT

The property, situated at Winthrop Moreland and Fairland streets, Roxbury, was selected by the previous administration as a site for a playground and in taking it the Street Commission voted to award $2,000 as against $2,250 at which it was assessed by the city.

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READY TO RAZE ADAMS HOUSE

Demolition Will Start Tomorrow Morning

Demolition of the old Adams House, famous Boston hotel and the home of former President Coolidge when he was Governor of Massachusetts, will start tomorrow morning, and as soon as the old building is torn down construction will start on the Paramount Theatre, which is to rise on the site.

Mayor Curley will keep down the first brick after appropriate ceremonies have been held in the suit which Mr. Coolidge occupied. The contract for the new Public Theatre has been awarded to a Boston company, the George P. R. Wooden Company, and all men to be employed on the construction job must be Bostonians.

Donahue Charges Campaign Attack Because He Turned Down Chairman's Demand

the Mayor expressed the belief that Chairman Donahue was the owner of the property, testimony in the case was given to the effect that the Democratic State chairman was a lawyer and friend of the owner.

Appearing as owner on the witness stand, former Representative Thomas J. Pay, of Roxbury, declared that with his own $2,000 more which he borrowed from his counsel, Chairman Donahue, he bought the $2,000 square feet of land for $2,000, giving back a mortgage of $1,000.

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REFUSED DONAHUE

The Mayor declared that Chairman Donahue, before the campaign, asked him to approve an award of $2,000 for the property, but he refused to approve an order for more than $5 per cent of the assessed valuation, which was $21,000.

He contended that the Democratic chairman got "disturbed and offended" and then went out on the stump and attacked him for supporting former Mayor Fitzgerald for Democratic nomination for Governor.

While the Mayor expressed the belief that Chairman Donahue was the owner of the property, testimony in the case was given to the effect that the Democratic State chairman was a lawyer and friend of the owner.

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Row Goes On As Cars Jam Ways

Mayor Curley looked through his City Hall window yesterday at twin lines of cars parked on each side of Province Street, while Traffic Commissioner Joseph A. Conry and Police Commissioner Eugene C. Hultman hesitated to reach an agreement to end the congestion.

Mayoral Demands Action

The Mayor declined to enter the controversy between the two members of his traffic commission, but he insisted that swift action would have to be taken by the officials to permit the easy passage of fire apparatus in the street.

The trouble between the two commissioners started a few days ago when Conry protested that they were delayed in getting at a fire opposite the Mayor's office because of the parked cars in Province Street.

The Mayor called the matter immediately to the attention of Commissioners Conry and the latter wrote about it to Commissioner Hultman. Yet "double parking" was the vagueness yesterday. Not only was there a line at each curb, but those drivers who had not arrived in time to reach the curb formed a double line on each side of the street.

Under existing regulations, motorists may park on either side of Province street for six hours. To relieve the situation the police commissioner would permit parking on but one side. But Conry announced that there was no need for added restrictions, the present need being merely the enforcement of the existing rule.

[keys to city no help in traffic]

Keys to the city presented to distinguished visitors are really not worth much in traffic, Mayor Curley admitted yesterday in bestowing an unusually large one upon Miss Helen Cleveland of Toronto, international president of the Zonta Clubs, in convention at the Hotel Statler.

"With this key," said the Mayor, "one can drive a car to the left, knock down a few telephone poles and exceed the speed limit. When stopped by an officer, just show him the key. He allows you to pass on.
SELECTMEN TURN DOWN “GAS” PLAN
Misled, They State—Curley Idea Is Opposed

At a meeting in the Gardner Auditorium at the State House yesterday more than 60 members of the Selectmen's Association of Massachusetts repudiated their previous endorsement of Mayor Curley's bill, providing that half of the present two-cent gasoline tax be returned to the cities and towns of the Commonwealth for road construction.

Mayor Curley had been led to expect that the Selectmen would be cut off from this aid. Yesterday he never anticipated that they would be cut off from this aid.

Although Corporation Counsel Samuel Silverman at the endorsement meeting had assured them that the Selectmen would be cut off from this aid if they lost the State aid, Mayor Curley was disappointed. He had been led to expect that they would be cut off from this aid.

As a result of the statement of Commission Lyman, the association unanimously voted to go on record as opposed to the Curley bill, known as Senate Bill 6, now pending before the Legislature.

At a meeting of the Boston Commission for Marking Historical Sites have insisted that the plaques be removed from the Old State House Row.

Mayor Leaves Old State House Row to Historians

Mayor Curley yesterday ordered two memorial tablets carved from the Old State House, leaving the local historians to settle their row to where the plaques shall be placed.

OUTSIDE OR INSIDE

The subscription on the tablet commemorating the First Towne House will read, "The first townes house of Boston stood here in 1635. Burned in 1711 by the liberty of Captain John Kenway. Here in 1735 was erected the second Towne House whose walls enduring to this day as do the floors and roof constructed in 1679. After a fire had devastated its interior, the local assembly ordered the rebuilding. Here the loyal assemblies debated the crown—here the spirit of liberty was aroused by the eloquent appeals and sagacious council of Otis, Adams, Quincy, Cushing, Warren and Hancock. Here the child Independence was born."

The other tablet will bear the inscription "Washington's Triumphal Arch. During his visit to Boston, October 1789, here he received the tribute of an eloquent speech of theифrinced people, here was installed the government of a new State. Here 100 years our civil rulers assembled. By the vote of the City Council of 1818, have been erected in their original form the Council Chamber and Representatives' Hall. Hallowed by the memories of the revolution our children forever cherish this sacred trust."

TABLETS ORDERED, OUT OR IN
TO CREDIT OF BOSTON

To the credit of Boston be it said that in the management of temporary loans the city stands almost alone among our municipalities. For 1928 the tabulation of the outstanding indebtedness of the 39 cities of the commonwealth shows Boston to be one of three cities which ended the year without any temporary loans unpaid. The other two were Gardner and Newburyport. In 1920 Boston shared that distinction with Fall River, Waltham, Beverly and Peabody. In 1915 Boston, along with Worcester, Springfield and North Adams, had no such loans outstanding. Back in 1910 there were six cities on this honor list, Boston, Worcester, Fall River, Cambridge, New Bedford and Springfield. Boston has seldom failed in these twenty years to maintain this position.

There is no mystery about these temporary loans. Boston and the other cities begin the year with a cash balance in the treasury. Boston usually is able to finance itself without borrowing until about the middle of March. Not until Oct. 2 are the annual tax payments due. During that interval the city is financed from "temporary loans in anticipation of revenue." But within a week of the time the tax payments fall due, the city pays off all the temporary loans.

This is good business. It is a record to boast of, yet only two other cities in 1928 could show blanxes in that column. The other 36 cities were down for temporary loans ranging in amount from $20,000 for North Adams to $3,000,000 for Fall River. The other cities with a million or more against them were Worcester with $2,400,000, New Bedford with $2,250,000, Quincy with $1,300,000, Chelsea with $1,450,000, Lowell with $1,600,000, Revere with $1,285,000, and Springfield with a million even.

We may well notice also that the total annual expenditures of Boston classed as interest payments include a large sum over which it has no control. These are the metropolitan district assessments, the water district which now includes 20 cities and towns, the park and boulevard district with 38 municipalities, the sewer district with 32, and the Charles river basin district with 37. The state treasurer apportions these annual charges among the towns and cities. The payments cover all the moneys for debt requirements, that is for interest, serial loans and sinking fund, and the annual upkeep or maintenance costs besides.

Now let us notice Boston's share. It will be seen that Boston pays much more than half the total charges for these purposes, excepting for sewers and in 1930 for parks, and also pays much more than half the grand total. Here are the simple tables:

<table>
<thead>
<tr>
<th></th>
<th>1920</th>
<th>1930</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>$1,343,000</td>
<td>$1,592,000</td>
</tr>
<tr>
<td>Parks</td>
<td>885,000</td>
<td>1,523,000</td>
</tr>
<tr>
<td>Sewer</td>
<td>421,000</td>
<td>1,312,000</td>
</tr>
<tr>
<td>Basin</td>
<td>232,000</td>
<td>578,000</td>
</tr>
<tr>
<td>Total</td>
<td>$2,424,000</td>
<td>$5,791,000</td>
</tr>
</tbody>
</table>

There is one huge item also in the funded debt of Boston which should not be overlooked in studying the financing of the city. The net funded debt on the last day of February of this year was $110,674,000, but this includes $43,103,000 on which there is no taxation. This is the rapid transit debt. The city built our subways. They were paid for by bond issues. The Elevated leases these subways and the carrying charges on the bonds are met from the rentals paid by the Elevated company, and not from taxation. We are justified, therefore, in subtracting this transit debt from the total debt if we compare conditions here with those elsewhere. The subtraction leaves a debt of $67,571,000 to be charged against taxation. When this is done the net debt of the city becomes two-fifths smaller than it is shown to be in the usually cited figures. The net total is large, however, by any method of computation.

**FISH TO ADDRESS MAY DAY RALLY**

**Congressman to Attend Anti-Communist Meeting on Common with Curley**

A counter move to a projected communist demonstration on Boston Common on May 1, will be staged by the women's auxiliary of the Veterans of Foreign Wars, with Representative Fish of New York, chair-man of the House committee investigating communist activities, as the chief speaker. He will talk against communism.

Mayor Curley has definitely promised to speak, and Senator Walsh and Gov. Ely have also been invited. Mrs. Grace Hill Brooxee, former president of the National Daughters of the American Revolution, is also to make an address. The program, which is to be broadcast, will be preceded by a pageant presented by Community Service of Boston, and will concluded with a luncheon of the guests and speakers. Officers of every patriotic organization in Greater Boston have been invited.

The "patriotic rally," as it is termed by Mrs. Ida Cohen, its chairman, and past department commander of the V. F. W. women's auxiliary, is a frank attempt to turn the spotlight of public attention from the communist demonstrations and speeches, which are scheduled for exactly the same hour and place on May day.

**CURLEY TO START WORK ON OLD ADAMS HOUSE**

Will Tear Away First Brick—Structure Gives Way to New Theatre

Mayor Curley will tear out the first brick from the old Adams House tomorrow at 10 A. M., marking the beginning of the erection of the Paramount Theatre which will replace the present vacant hotel building. Construction of the theatre, seating 2200 persons, will immediately follow the razing of the Adams House.

The contract for the building has been awarded the George B. H. Ma-comber Company of Boston. The structure, built expressly for sound pictures, will occupy a 100-foot-wide space on Washington street. Public Theatre Corporation has taken a long
without this revenue it would be necessary to provide out of a tax levy.

It is most unfortunate that this prolific source of greater revenue, more than 5 per cent. of which is derived from Boston alone, is considered sacrosanct.

STREET AND SEWER WORKS AWARDED

Contracts and orders for nearly $6,000 were approved by Mayor Curley yesterday.

A new $29,100 sanitary sewer was ordered for Summár st.; a $14,110 contract for bitulithic paving in Corinne rd. and Melvin ave., Brighton, was awarded to the John F. Beatty Co. A G. Tomasello and Son were awarded a $13,005 contract for bitulithic paving in South Waverley st., Brighton.

The mayor approved extension of Corey rd., Brighton, from Washington st., to Warren st. and an order for laying out, construction and extension of Gladstone st., East Boston.

MAYOR CITES POST'S SUPPORT OF AIR WAR

Tells Sec. Hurley Crosscup-Pishon Stand Shows Feeling Of Veterans

In co-operation with Crosscup-Pishon post, American Legion, Mayor Curley yesterday forwarded to Secretary of War Hurley the post's indorsement of the war programme scheduled to be held over Boston next month.

"This action taken by the Crosscup-Pishon post," wrote the mayor, "is an indication of the manner in which the men who served during the war regarded the program as originally outlined by the war department."

Personally I have received no protests against the holding of the manoeuvres and you may rest assured that such as have been received from persons living in Boston or vicinity, have emanated from pacifists and internationalists who are more greatly interested in some other country than they are in America and to accept of their judgment would be to leave America defenceless in a hour of crisis."

APPRECIATE NAMING PARK AFTER PRIEST

Mayor Curley yesterday received from the Rev. M. A. Gearin, rector of the Mission Church, Roxbury, a letter of appreciation of the parish in regard to naming the Mission Hill playground after the late Father John J. Frawley who devoted his life work to the people of the district.

Before a gathering of business and professional women of Greater Boston, at the annual regional convention of the Zonta Club held yesterday at the Hotel Statler, Mayor James M. Curley said that society, and not the individual worker was responsible for the present industrial depression.

Mayor Curley urged the members of the organization to wage a personal fight for the creation of a Federal Industrial Planning Commission, which he said could be best accomplished by writing directly to the Massachusetts congressmen. The commission, functioning along proper lines, could prevent cyclic depression, he declared.

The mayor said that, contrary to the general impression, jobs had not vanished, but that employment had suffered a marked slump, as a result of the inventive genius of those connected with American industrial production. He felt that society had it within its power to find a solution for the problems of the machine age.

$3,000,000 FOR CITY HOSPITAL

Would Make It Best Possible, Says Curley

With $3,000,000 more to spend on the Boston City Hospital that institution could be brought to its highest possible state of efficiency. The shops and other allied but non-medical departments that occupy the grounds of the present institution should be moved across Albany street to get them out of the way of the doctors, and the hospital on Long Island should be abandoned, and the patients brought to the mainland.

Such a tentative programme was outlined last night at the Algonquin Club by Mayor Curley before nearly 200 members of the Boston City Hospital Doctors' Alumni Association at their annual banquet.

In considering the future of this wonderful institution," Mayor Curley said, "we should treat it with the broadest possible viewpoint. It is one of the finest of its kind in this country, but there is much that can be done to improve it. Some sort of system would be needed just as the city has its planning board, and there must be a more highly developed system of co-ordination if the hospital is to reach its highest stage of development."

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"Personally I have received no protest," wrote the mayor, "is an indication of the manner in which the men who served during the war regarded the program as originally outlined by the war department."

Contracts and orders for nearly $60,000 were approved by Mayor Curley yesterday.

Wax Hurley the post's indorsement of the programme included an expression of appreciation of the parish in regard to naming the Mission Hill playground after the late Father John J. Frawley who devoted his life work to the people of the district.

HULTMAN RAPS 'FAVORED' CARS IN REPLY

Signs on automobiles "evidently intended to secure special privileges" were scored today by Police Commissioner Eugene C. Hultman in his controversy with Traffic Commissioner Joseph A. Corry about Boston's parking rules that started over conditions on Providence st., opposite City Hall.

Commissioner Hultman said:

"It is the duty of the traffic commission to establish rules in regard to traffic.

"It is the duty of the police department to enforce those rules."

"The measure of efficiency in the enforcement of the traffic rules is not in the number of convictions obtained and court cases brought. It is as to whether traffic is moving reasonably well under the rules and regulations established."

"I am glad to receive at all times the suggestions of the traffic commission and the public and to see they are carried out insofar as legally possible."

"One matter confusing to police is the number of signs carried on automobiles, placed there with the evident intent of securing special privileges in regard to parking to which they are not entitled."

"There certainly is no advantage to the public in having a newspaper controversy over the traffic situation at present."

"When the situation becomes serious or important enough, it will be properly met."

DOWD ATTACKS JOBLESS LEVY

An attack on the collection of a day's pay a month from employees of the public works department for aid of the poor and unemployed was launched at today's City Council meeting by Councillor John F. Dowd of Roxbury.

Dowd introduced an order under which an effort would be made by the council to reduce these donations to the same level as those being taken in the police and fire departments, $1 a month.

The council postponed action for two weeks and adopted an order requesting Public Works Commissioner Joseph A. Rourke to halt the collection in the meantime.
ASSOCIATION HEAD DENIES SUPPORT GIVEN

Zetterman Indignant Over Circular Letter Bearing His Signature

LYMAN PLEADS FOR DEFEAT OF MEASURE

Declares Passage Would Interfere with Public Works Program

Mayor Curley's bill providing for a direct cash return to the cities and towns of the commonwealth of 1 cent of the permanent 2-cent gasoline tax was unanimously condemned by the members of the Massachusetts State Association of Selectmen yesterday afternoon at a meeting conducted in Gardner auditorium at the State House.

The action came as a surprise in view of the fact that it had been commonly accepted that the selectmen had joined forces with the Massachusetts Mayors Club in support of the measure. Alleging that they had been the victims of considerable misrepresentation by the original sponsors of the bill they voted to urge the legislators from their home districts to defeat the pending legislation.

Informed of the action of the selectmen last night, Mayor Curley said that their decision meant that he would abandon any further endeavor to have the bill translated into statute.

CURLEY DISAPPOINTED

"The selectmen," he said, "have the privilege of changing their minds. It is apparent that they have become convinced that the gasoline tax revenue is a sacrosanct fund to be retained by the state department of public works. It would be useless in return to press the bill in the face of such opposition. In our sessions with the selectmen they were given every opportunity to discuss every phase of the bill from every conceivable angle. With the single exception of the town of Franklin it was given universal approval by them, even by the head of their association.

Axel Zetterman of Ashland, president of the Massachusetts Association of Selectmen, charged that a communication giving the bill his approval had been circulated among the selectmen of the state without his authorization. The circular was printed over the names of Zetterman and Mayor George J. Bates of Salem, president of the Mayors' Club.

Zetterman told his associate selectmen that he not only had not authorized the use of his name, but that he never had seen a copy of the letter. The letter was dated April 1. According to his story, as told yesterday, he wrote to Mayor Bates seeking an explanation of the letter, and has not yet received a reply.

The unanimous vote to repudiate the Curley bill was registered after Frank E. Lyman, state commissioner of public works, had told the selectmen that passage of the pending legislation would seriously interfere with the operation of his department, and that it would compel him to deprive the cities and towns of approximately $6,000,000, which is annually expended on co-operative work on the roadways of smaller communities.

He declared that the circular letter repudiated by Zetterman completely misrepresented the benefits and effects of the Curley bill as it would relate to the towns. The statement made by Samuel Silverman, corporation counsel for the city of Boston, at the Parker House assembly of mayors and selectmen on March 30, to the effect that the enactment of the legislation would not interfere with the operation of the general laws relating to financial arrangements between the state and the towns, Lyman said, was inaccurate.

Lyman went the full distance in condemning the Curley bill. It not only would seriously interfere with the operation of the existing laws, he said, but its enactment would "break the backbone of the highway law under which the state highways of the commonwealth have been constructed.

The motion to place the association on record in opposition to the Curley bill was offered by A. L. Bordeau, chairman of the board of selectmen of Hinsdale. The amendment directing the secretary to notify all the members of the Legislature and Mayor Curley of the action was unanimously approved.

Zetterman was indignant in his discussion of the letter of approval bearing his name. He said that Mayor Bates was not responsible for any misrepresentation contained in the circular.
Mayor Dedicates $400,000 Bath House
At L Street as a ‘Monument to Health’

"This building is absolutely fire-proof and foolproof," Mayor Curley declared in an address at the dedication exercises of the new L Street bath house yesterday afternoon.

Within 30 seconds, a shrieking tire siren startled several hundred persons attending the ceremony. The fire engine raced closer, roared into full view, and stopped beside the partly finished structure. Firemen quickly attacked a blaze which had broken out in straw used for packing bricks for the building.

Mayor Curley declared the building to be the finest of its kind in the United States, and urged that all Boston take advantage of its facilities. He dedicated it as a "monument to health." In addition to the inscriptions of all-year bathing for men, similar bathing may be enjoyed by women and children as the result of projected improvements of the next two years, he said.

The bath house is a part of a plan to make South Boston the beauty spot of the city, he declared. He revealed that a roadway, on which 5000 cars may park, is planned around Castle Island, and that seats for 20,000 persons are planned at the waterfront.

The exercises, which were climaxed by the astonishingly quick fulfillment of Mayor Curley's prophetic words, included the laying of the cornerstone, with the mayor wielding the trowel, an address by Park Commissioner William P. Long, and a two-hour concert by Coughlin's Yankee Division band.

Sealed in the cornerstone were newspaper clippings telling of the activities of the bath house, coins and a picture of Mayor Curley. The bath house, to be completed at a cost of $400,000, will accommodate 3200 persons at once, is equipped with a solarium of quartz glass, and is specially constructed to permit winter bathing.

The tablet marking Washington's visit, which is to be commemorated with exercises on the 200th anniversary of his birth next year, will read: "Washington's Triumphal Arch. During his visit to Boston, October, 1789, he received the tribute of an enfranchised people, here was installed the government of a New State, here for 10 years our civil rulers assembled. "By the vote of the city council of 1861, have been reconstructed in their original form the council chamber and representative hall. Hallowed by the memories of the revolution may our children preserve the sacred trust. This tablet placed by the city of Boston, 1931." The other tablet will read: "The first Towne House of Boston stood here until its burning October 3, 1711. Founded in 1631 by the liberality of Captain John Keayne. Here in 1713 was erected the second Towne House whose walls endure to this day as do the floors and roof constructed in 1747. After a fire had devastated its interior, "Here the loyal assemblies obeyed the crown. Here the spirit of liberty was aroused and guided by the eloquent appeals and sagacious councils of Otis, Adams, Gushing, Warren and Hancock. Here the child Independence was born. This tablet placed by the city of Boston, 1931."
Hopes Old Age Assistance Act Will Provide Means

Curley Outlines Improvements to City Hospital Alumni

"When the Old Age Assistance Act goes into effect in July it is to be hoped that the old people now confined at the institution on Long Island will be taken home by their children and the institution will become a thing of the past," said Mayor James M. Curley last night at the annual meeting of the Boston City Hospital Alumni Association. More than 20 doctors and the trustees attended the meeting in the Algiers Club.

The Mayor expressed the wish that larger sums could be made available for the City Hospital grounds and that present objectionable shops might be moved to the opposite side of Harrison Ave.

Would Change Supervision

He declared there should be more trustees because of the greater amount of work done at the hospital than in former years. He also felt that the work at the hospital and the system of supervision should not be placed in the hands of one person, but should be changed. For example, he said that a man without surgical or medical training should not be placed in charge of the hospital, or medical departments, but should perhaps be assigned to handle the building enterprises of the institution.

"I am as interested in the work being done at the hospital as any living man," said the Mayor. The confounded appreciation of what the hospital means to the city. We are all concerned about the fate of the institution and we are concerned about such building projects as should be undertaken.

Need of Funds for Expansion

"In favor of economy, but do not believe in that character of economy which is represented by an efficiency which destroys initiative. If we are to go ahead, if we are to make progress, we must spend money. I believe that it is highly desirable that greater funds should be placed at the disposal of the hospital for expansion.

"During the past year and a half we have been in a most interesting situation. All who have read history know what has happened. We were entering a critical period and a single definite step was taken to stop that depression, many features of which were preventable.

"People have now learned to enlist the aid of other agencies than elected ones. During the past seven months there have been weekly conferences attended by experts from the universities about Boston. They have been working on measures to prevent the return of industrial depression. Unanimously they came to the conclusion that a Federal Industrial Planning Board should be appointed to make recommendations to Congress."

PARAMARMO GETS TABLET CONTRACTS

One to Mark Site of Washington's Arch

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This contract for $1000, with another in the sum of $1000 for the making and placing of a tablet on the site of New York's First House, was awarded to John F. Paramono, sculptor.

There is some criticism of the marking of historic sites. People opposing the erection of the tablets said it would be better to have the tablets inside where those visiting the building could read their inscriptions more conveniently. Mayor Curley is said to be of the opinion that the plaques should be kept, but it is understood he will abide by the decision of the committee.

Arch Table!

The inscription commemorating Washington's Triumphal Arch will read:

"MAYOR WOULD CLOSE LONG ISLAND HOME

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Another step in the preparations for impressing the minds of the children of the city of Boston was made for celebrating the next year the 150th anniversary of the birth of George Washington. Mayor Curley approved a contract for work and material in connection with the making and placing of a tablet commemorating Washington's triumphal arch.
SELECTMEN HIT CURLEY'S BILL
Ask Legislators to Kill “Gas” Tax Distribution
Letter Misrepresented Them
Say State Association Men
Measure Would Ruin Road Policy, Asserts Lyman

That the Selectmen of the State were not only hoodwinked into in-
ducing the bill of Mayor Curley of Boston providing that cities and
towns give one cent of the present
two-cent gasoline tax for road
construction, but that in addi-
tion a letter was sent them from
some unknown source supposed
to have been signed by Mayor George J
Bates of Salem and Axel Zetterman,
representing the Association of Mas-
sachusetts Mayors and Selectmen,
which, it is claimed, misrepresented
the effects of the legislation upon
the finances of the towns—these were
charges made at a meeting of the
State Selectmen’s Association in the
Gardner Auditorium of the State
House yesterday afternoon.

“Would Break Law’s Backbone”
At a meeting of the Association of
Massachusetts Mayors and Selectmen
held at the Parker House on March
30, the measure of Mayor Curley was
presented to the association for en-
dorsement and, according to Mr Zett-
erman, speaking at yesterday’s meet-
ing, the Selectmen were told by Sam-
uel Silverman, corporation counsel of
Boston, that the legislation if enacted
“would not interfere with the operation
of the present law and that in the
Curley legislation is enacted it will
break the backbone of the high-
way law” under which the State high-
ways have been constructed.

Ask Legislators to Kill Bill
On motion of A. L. Bordeau, chair-
man of the Selectmen of Hinsdale, the
association then formally went on
record as opposed to the Curley bill
and it was further voted that the
members of the Legislature through-
out the State be notified of the action
taken by the Selectmen, with a view
to bringing about the defeat of the

Chairman Lyman, characterizing the
communication received by the Select-
men as an April fool’s letter,” said that
the purpose availing those
back of it was a desire not only to
get the 1 cent return per gallon from
the gas tax under the emergency high-
way construction law recently signed
by Gov Ely, but another cent as well
under the “pretense” that the State “will
have $22,500,000 to spend”.

“The measure is enacted,” the commis-
ioner warned, the policy which
the State for years has maintained, of
cooperating with the cities and towns
in the building and maintenance of
State roads will have to be abandoned
and that in additions the State high-
ways constructed in the future will
have to be of cheaper materials.

Chairman Lyman said that the cities and
towns would benefit greatly through
the legislation just signed by the Gov-
ernor, as they will receive millions
through the return of the cent per gal-
lon on the “gas” tax, and he estimated
that this, together with other items,
should bring about a substantial reduc-
tion in local taxation.

Boston also would benefit greatly, he
going on, as for the two years under
which the provisions of the act would
be effective the city would be relieved
from the tax, on one hand, and the
State highway construction and
metropolitan district highway im-
provements would benefit.

In the same way the cities and towns
will be relieved, he said, as, for in-
stance, the communities through which
the Inter-State route is to run will be
exempt from State assessments. Com-
missioner Lyman told of the need of
starting work as quickly as pos-
sible on State highway construction
and suggested that if the Curley bill
is enacted the Selectmen, in his opin-
ion, should be declared, asking for the

Dillon Explains Eli Bonds
Frederick J. Dillon, representing
Gov Ely, asked the Selectmen to urge
their legislators to support the Gover-
nor in the matter of bond issues. In
this connection he said:

“Gov Ely recommended in his
budget message an increase of one
cent in the gasoline tax, and recom-
manded further that the cities and
towns of the Commonwealth be given
additional assistance in maintenance
of their highways.

The city and towns will benefit greatly
through the legislation just
signed by the Governor, as they will
receive millions through the return of
the cent per gallon on the “gas” tax,
and he estimated that this, together
with other items, should bring about
a substantial reduction in local tax-
ation. Boston also would benefit
greatly, he went on, as for the two
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as possible on State highway construc-
tion and suggested that if the Curley
bill is enacted the Selectmen, in his
opinion, should be declared, asking
for the

ACTION OF SELECTMEN MOST
UNFORTUNATE, SAYS MAYOR

Mayor Curley said last night:

“It was most unfortunate that the
Selectmen representing the towns of the
Commonwealth could not see their
way clear to support Senate bill 47,
which provides for a distribution of
one cent from the increased gasoline
tax. The distribution of this money
was favored as a means of providing relief
for the increased cost of public welfare
work in 1931, which gives every indication of
being 200 percent greater than in
any normal year, and in addition provides
necessary in succeeding years to cover the cost of the Old Age
Assistance Act.

“The bill as drafted made compulsory
the expenditure by cities and towns
for highway construction and recon-
struction; the funds received from
the gasoline tax thereby permitting
the appropriation of public welfare
and old age assistance from the
funds that without this revenue it
would have been necessary to provide out of the
tax levy.

“It is most unfortunate that this
provides source of great revenue, more
than 35 percent of which is derived
from Boston alone, is considered sacrile-
gious.”

No assessments will be made
Mayor Curley Declares Building Fireproof at Exercises

Then Flames Scorch the Bricks of L-St Structure

Mayor Curley speaks

Mayor Curley, spoke of the new building as one of the greatest institutions anywhere in the world. He admitted that it was an experiment but an important experiment for the good health of the citizens of Boston and South Boston. Upwards of 400,000 is represented, he said, in the cost of construction.

He explained that hot and cold water showers will be available all year round and that there will be a lounging place where persons may enjoy violet rays through a special glass roof. This feature was much admired and appreciated by all of us here, and we are very grateful for it. It is a handsome testimonial to a noble priest—to whom we all respect and love—to one whose life and activities were so intimately associated with this section of Boston. The name will help to keep his memory alive and should serve as an inspiration to this and future generations.
Mayor May Act

in Traffic Row

Curley to Take Hand if
Conry and Hultman
Fail to Agree

Both Police Commissioner Hultman and Traffic Commissioner Conry may be "on the mat" before Mayor Curley, unless they settle their row over traffic conditions, it was indicated today.

The mayor believes it is time that both commissioners, got down to business and called a halt to their squabbling, it was learned today by some in close touch with the situation.

The mayor regards both as capable officials, and believes that they will be able to settle the traffic problem without any interference on his part.

If necessary, however, he will take a hand in bringing the matter to a climax.

Police Commissioner Hultman made the following statement replying to the attack on the police department by Traffic Commissioner Conry:

"It is the duty of the traffic commission to establish rules and regulations in regard to traffic. It is the duty of the police department to enforce these rules and regulations. The enforcement of the traffic rules and regulations is not in the number of convictions obtained and court cases brought. It is important to know whether traffic is moving in the city reasonably well under the rules and regulations established.

"I am glad to receive, at all times, the suggestions and complaints of the traffic commissioners and the public and to see that they are carried out or remedied in so far as reasonably possible by the police.

"One reason for the falling off in the number of court prosecutions for traffic violations is that the public as a whole has cooperated with the police in observing traffic rules and regulations, as it is confiding that everybody is receiving a square deal and that special privileges are not being granted to the favored few.

"One matter which is confounding the police officers in enforcing the traffic rules and regulations is the number of signs carried upon automobiles, public and private, placed there with the evident intention of securing special privileges in regard to parking to which they are not entitled.

"There is no advantage to the public in having a newspaper controversy over the traffic situation at the present time. When the situation becomes serious or important enough it will be properly met.

"Two new officers in uniform were busy today patrolling School and Province streets. It was noticeable that there were many vacant spots on Province street, whereas cars have been parked there in large numbers in the past.

"The traffic problem remained unsettled today, with both the police commissioner and traffic commissioner at loggerheads.

"The break between the two commissioners is a result of the criticism by Conry to which the mayor has paid no attention.

"Dane, Pinckney and Mt. Vernon and other streets in the vicinity of the State House where many State House officials and employees have parked their cars in the past, were ordered today, and there was no evidence as to whether the lifting of the night parking ban had been misunderstood.

"The court records produced by the traffic commission showed that from Jan. 1 to April 1, 1931, some 3,500 complaints were entered in municipal court for traffic rule violations, while in the same period last year, 3,739 complaints were entered.

"This traffic commissioner's statement was further that the police commissioner has filed with the police department showing illegal parking on the busiest streets of the city and all such complaints have been ignored.

"The statement says further that the police commissioner had said the traffic commissioner's order to enforce the traffic regulations by his letter of March 26 to the traffic commissioner in answer to a complaint regarding violations on Bridge street, Conry says in conclusion: "The inadequate action of the police department may not be an offence, but it must not be pleaded as a privilege of precedence."

Police Commissioner Hultman, at his Beacon street home last night, said he was not interested in reading Traffic Commissioner Conry's attack on his department and that he wished to make no reply to it.

"I refuse to become engaged in any newspaper controversy whatever with Mr. Conry," he said.

Down-Town Parking

Seeking impartial light on the parking controversy, what better source can one find than the committee on traffic control of the Boston Chamber of Commerce? Not long ago this committee issued a statement summing up recent developments:

"The new rule for parking on alternate sides of certain streets at different hours of the day, said the committee, has given general satisfaction. Business firms endorse it as a sound regulatory plan. Also the committee found that the revised `no-parking rule in the office-financial section has improved the flow of traffic, and it has met with majority approval of business firms situated in the section." But regarding the enforcement of parking rules in general, no such commendation prevailed.

"In fact," this impartial committee said, "we believe that in certain parts of the central business district conditions are far from satisfactory." Here the Chamber makes a statement which squares with the common knowledge, the common opinion, of the whole community.

"The police during the night are doing their best, with the added personnel available, to enforce the new rules. But the public is not appreciating their efforts. The lack of adequate parking space for the business houses and for the public is the basic cause of the present confusion.

"It is the duty of the traffic commissioner to establish rules and regulations and of the police department to enforce them. But the enforcement must be done with consideration and fairness. The violation of the rules should be dealt with without favor.

"Our recommendation is for the establishment of a traffic police, appointed and paid by the Chamber of Commerce, with authority to enforce the rules and regulations and to provide adequate parking space for all classes of motorists. Such a force would be more effective in bringing about a steady, efficient enforcement of the rules, and it would be more acceptable to the public than the present arrangement of parking enforcement.

"In conclusion, we believe that the traffic situation in Boston is far from satisfactory, and we urge the Chamber of Commerce to take prompt action to improve conditions.
Historic Room Goes First

A group of officials of the Paramount-Publix Corporation and of the Adams House Realty Corporation attended the ceremony and joined with Mayor Curley in posing for photographs. These included Martin A. Mullen, divisional director for New England of Paramount-Publix; Herman A. Mintz, attorney for Paramount-Publix; Ralph O. Carpenter, treasurer and director of the Adams House Realty Corporation, and Wilfred A. Smart, its president.

The razing of the hotel and the erection of the theatre will furnish employment to 300 men and assist in ameliorating unemployment conditions in the city.

The Adams House, now being torn down, was erected in 1883 on the site of a previous Adams House built in 1848. The first hotel on the site was the Lamb Tavern, a famous guest house in revolutionary days.

The destruction of the present Adams House marks the passing of a building which has sheltered many notables in addition to former President Coolidge. Familiar figures there included Theodore Roosevelt, John L. Sullivan, Demar Thompson and DeWolfe Hopper. Famous lawyers, widely known horsemen, diplomats, athletic heroes and men and women in many other walks of life were patrons.

Mayor Curley, in Room 179 of suite that was used by Calvin Coolidge, starts the wrecking of the Adams House, on site of which will rise the new Paramount-Publix theatre. Left to right: Mayor Curley, Robert T. McNutt, of the wrecking company; G. Ralph Branton, division manager for New England of the Paramount-Publix corporation, and Ralph G. Carpenter, treasurer and director of the Adams House Realty Corporation.

Curley Starts Razing of Old Adams House in Coolidge Room

Mayor, Striking First Blow in Historic 179 to Clear Way for $2,500,000 Theatre, Asks Fireplace Be Sent to Ex-President

In the suite which was occupied by Calvin Coolidge when he was a member of the Legislature and Governor of Massachusetts, Mayor James M. Curley today struck the first blow in the razing mayor of the historic Adams House, on the site of which a $2,500,000 theatre will be erected by the Paramount-Publix Corporation.

SAVES FIREPLACE

Before he drove an adze into a wall of room 179, the mayor inspected the suite of two rooms and a bathroom and secured the promise of Robert R. McNutt, head of the wrecking concern which is tearing down the building, that he would preserve the fireplace in the room intact and send it to former President Coolidge with the compliments of the mayor.

"Do you want to start the job here?" asked the mayor, as he swung the adze.

"Yes," replied McNutt.

"It seems criminal to do this in the Coolidge room," the mayor remarked.

Then he drove the tool into the wall while news cameras took a visible record of the historic event. Later the mayor was photographed driving the adze into a wall of Room 4 on the second floor and outside of the hotel he stepped over the pickets of an iron fence, but gave it up as too tough and dirty a job, and, calling it a day, departed for City Hall.

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Starts Ruin of Coolidge’s Room in Adams House

Curley Swings Pick and Asks That Fireplace Be Shipped to Former President

First displaying his union labor button and then removing his coat, Mayor Curley swung an adze wall paper and the same fireplace. The mayor, walking over the mantel, paused for a moment and asked: “I wonder if the President ever stood on this slab when receiving his guests?” Then turning to Mr. McNutt, he remarked: “I wish you would have his entire fireplace taken apart carefully with the adze and swung it at the wall in one corner. The first stroke made a dent; the second and third strokes tore off plastering and revealed the lathing and the small timbers. With his adze at rest, the pictures were snapped. “What political history was made here,” the mayor mused. Mr. McNutt then told him of a characteristic Coolidge story centered in the room when guests were being entertained. It was an old, old story illustrating the President’s frugality. The mayor had heard it time and again, but he accepted it new.

Then down the stairway the party retraced their steps and into the long deserted and somber darkness of the old dining room with its heavy mirrors extending to the ceiling and its fluted columns. The old circular clock was still poised high above the orchestra platform, but it had long ceased to function. It had stopped at quarter of three—perhaps on the day the old house was vacated and the rate invited to have tree play. The ladies’ waiting room, the tray-serving place of many thousands of Bostonians, the room where the old adze, was but a dismal memory. Wrecking implements were piled here and there; water stood two inches deep on the floor. Old cornices, final knockout down one of the metal signs which had proclaimed to the public the ladies doorway. The mayor had heard it time and again, but he accepted it as news.

When the mayor had concluded all the official duty that had originally appealed to him—his visit to the Coolidge room—he was asked to repeat his work of demolition on the outside of the grime building. Here there was perfect light for the photographers. A crowd of several hundred quickly gathered and traffic along Washington street was impeded. Mounting the doorway steps, the mayor used the adze again on the granite cornices, finally knocking down one of the metal signs which had proclaimed to the public the ladies doorway. When the official party had departed the wreckers began their work on the roof. By early summer every vestige except the building will have been removed and the George B. H. Macomber Company of Boston will begin the foundation for the new theater which will seat 2100 persons.

Suspended Sentence in City Relief Fraud Case

A sentence of three months in the House of Correction, which the court suspended, was imposed this morning on Peter Iococca of North Margin street, when he was found guilty of twelve counts of larceny amounting to $221 from the city welfare department, in connection with alleged false claims for relief. According to authorities, Iococca, who has four children, requested financial aid from the city last December. He was subsequently awarded $15 per week. An investigation of his case, however, revealed that he had balance of more than $3000 on deposit in a local bank.

Gov Ely, Mayor Curley and Ex-Gov Allen to Aid in Opening N. L. Season Here

Gov Ely, Mayor Curley and Ex-Gov Allen will take part in the exercises at Braves Field tomorrow afternoon when the National League season will be opened here with the Braves playing the Brooklyn club.

The exercises will begin at 2:45 with a march to the flagpole, after which the three guests of honor will form a battery and gather with the positions to be selected by them. Then the first ball will be thrown out and the 1931 season will be on. The 101st Regiment Band will furnish music.
Much Political History Centered Here

Mayor Curley Starts Ruin of Coolidge's Room

Scene in No. 178, Adams House, Today as Building Wreckers Began Work on Demolition of the Old Hotel Where Calvin Coolidge Lived While Member of the General Court and Governor. Mayor Curley Found the Walls as Firm as a Rock. With Him Are Robert R. McNutt and Ralph J. Carpenter

G. G. A. Asks Probe of Supply Dept.

A demand that the finance commission investigate the city's supply department and the allegation that no annual report of the department has been issued since 1923-24 was the dispatch made by the Good Government Association today to the press that the commission is investigating the city's purchase of traffic lights.

The association, through its executive secretary, S. S. Sheppard, was as follows:

We note with pleasure that the Finance Commission has taken up our suggestion of a month ago that the award of contracts for traffic signals be looked into. Such contracts have been awarded in the past regardless of whether bids were low or not—not a healthy situation in a purchasing field where open competition should exist. In most of the traffic signal awards in 1923-24, how much does the department spend? What is the competition? Was any competition? Are city purchases made with full knowledge of the taxpayers? These are vital questions that the finance commission and the taxpayers have the right to answer.

G. G. A.

Here Is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today:

"Time was when two swallows meant that spring was due; today it may mean death."

For the sake of economy and open administration, we urge that the report be published this year and numerous classes of supplies and materials be made subject to open competition in the future.
CURLEY SORRY
AS HE RAINS DOWN BLOWS

Historic Hotel to Give Way to Magnificent Theater; Notables See Razing Start

A lusty blow by Mayor Curley aimed at the wall of the Governor Calvin Coolidge suite in the Adams House on Washington St., started removal of the famous landmark today.

"I hate to do it," said the mayor as he swung the adz.

"This was a noble structure, but—well, watch out!"

He removed a brick, and then workmen took up the task of razing the building, in whose place a beautiful Paramount sound picture palace to seat 2200 persons will be built.

As a mark of respect to ex-President Coolidge, the work started with Rooms 178-179, which he occupied when Governor, and the big fireplace in the suite will be sent to him with the compliments of the mayor.

DANCING IS "OUT"

From this suite on the fourth floor Mayor Curley led the way to the front of the building. Before a large crowd he removed a sign, "Adams House," signaling the end of an epoch, for this hotel had been woven into the life of Boston for two generations, and for two centuries and more the traveler had been welcomed on that site.

"This seems sacrilegious," said the mayor as he removed the sign. He also removed a sign, "Dancing," which hung on the front of the hotel for years.

The Adams House was closed as a hotel three years ago and has stood as a memorial to the past since then. It was only a question of time before it would be replaced and fate has decreed that entertainment and pleasure shall still hold sway on the historic spot.

THEATER TO BE BEAUTY.

Paramount-Publix officials who took part in the ceremonies announced that the new theater would surpass anything in Boston, both for interior and exterior beauty.

Among those present were G. Ralph Branton, New England division manager for Paramount-Publix; Robert McNutt of the wrecking company; W. A. Smart, president of the Adams House Realty Corp.; Ralph J. Carpenter, one of the owners of the Adams House; Martin Mullen and Thomas Bailey, officials of the motion picture company, and Herman Mints, attorney.

DANCING TAKES A DROP IN ADAMS HOUSE FALL

Work of razing the old Adams House, one of Boston's famous hotels of a by-gone day, and for many years a rendezvous for politicians, began today. Photo shows Mayor Curley wielding an adz in the first blow to wreck the hostelry. A magnificent Paramount theater will be erected on the site.

Mayor to Welcome Leo Reisman Here Tomorrow

Leo Reisman, Boston's famous orchestra leader, who in the last year has captured Broadway, will be welcomed to Boston by Mayor James M. Curley when he returns here tomorrow as a guest of Jordan Marsh Company. Mayor Curley will welcome Reisman at 12:15 P. M. at the City Hall.

The former Hotel Brunswick orchestra leader is scheduled to make two personal appearances at Jordan's, the first at eleven o'clock when he will dedicate Jordan's new Victor Record Section and the other at 2:30 P. M., when he will present his Hotel Brunswick Orchestra in the Jordan Auditorium on the ninth floor of the Annex Building in a half-hour musical program.

TWO SWALLOWS MAY MEAN
- Death, Says Curley,
  in Spring Thought

Mayor Curley's aphorism for today:

"Time was when two swallows meant that Spring was due; today it may mean death."
In this room Calvin Coolidge lived while he was governor of Massachusetts. It was the first laid in ruins. Messrs. Branton, Mullen, Bailey and Mintz are Paramount executives.

Mr. McNutt is the wrecker, Mr. Carpenter was one of the owners of the Adams House, and Mr. Smart is head of the Adams House Realty Co. (Staff photos.)

Mayor Curley Says:
"Time was when two swallows meant that Spring was due; today it may mean death."

City Charter Openly Violated Says G. G. A.
Charges that the city charter has been "openly violated in respect to publicity in the City Record concerning awards, bids and names of bidders," were made today in a statement by the Good Government Association.

"We note with pleasure," said the statement, signed by S. S. Sheppard, secretary, "that the Finance Commission has taken up our suggestion of a month ago that the award of contracts for traffic signals be looked into. "Such contracts have been awarded one firm regardless of whether its bids were low or not—not a healthy situation in a purchasing field where open competition should exist."

Contract to Lay Waterpipe Awarded
A contract for the laying and relaying of water pipe in Northern ave., and Sleeper st., South Boston, and in Cushing Hill rd., Dorchester, was awarded to the Roxbury Concrete Construction Co., Inc., at a cost of $3660 by Mayor Curley today.

AN IRON HAT GONE
Mayor Curley ruined one brand new derby Saturday while inspecting the new L st. bathhouse following the dedication exercises there. While strolling about the unfinished building the mayor came to a place where he had to stoop to pass. Unfortunately he raised his head too soon and the derby came down over his ears.