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James Michael Curley

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Volume 56
PAUL G. CURLEY RECEIVING FLOWERS AFTER READING THE DECLARATION

THE MAYOR'S SON (IN COLONIAL COSTUME) GIVEN BASKET BY CHIEF OF STAFF CHARLES J. McCARTHY. FOLLOWING FOURTH OF JULY EXERCISES ON OLD STATE HOUSE BALCONY.
Comm. Adopts 12-Hr. Parking Plan of Mayor

Mayor Curley yesterday won his plan for 12-hour unlimited parking in all downtown streets at a stormy session of the Boston Traffic Commission in City Hall.

"The hell with study! Let's get the facts and do something," the mayor cried when his own lieutenant, Chairman Joseph A. Conry of the traffic board, suggested he study the plan.

As a result of Mayor Curley's aggressive attitude it was decided to draft rules in accordance with his suggestion after the meeting ended.

The mayor proposed that on all downtown streets, unrestricted parking be allowed on one side for 12 hours, and on the opposite side for the next 12. He said parking on Tremont st., on the Common side, should be banned because it hurts business and slows up traffic.

He repeated his charges made Thursday when he said that the present system opens up a source of graft. This drew the ire of Police Commissioner Hultman who asked the chief executive to leave the meeting.

Mayor Curley denied he said there was any graft, but charged that traffic officers were "playing favorites." He said that a person friendly with a traffic officer could leave his car parked as long as he liked even though the one hour rule was in force.

The meeting was heightened by the animosity which cropped out between Hultman and Chairman Conry. The atmosphere was tense but the fireworks display did not break out to the extent that had been expected.

The only verbal tilt between the two occurred when Hultman asserted the "no parking" spots were not properly designated. Conry asked him if he had noticed the signs on Beacon st., and the police chief said he hadn't.

"If I take it you don't travel much on Beacon st," Conry dryly remarked.

"No, I only live there," Hultman sarcastically replied.

Opposition to Worthington St. for Girls' High

A big surprise developed in school circles recently when it was learned that Commissioner Richard J. Lane and the School Buildings Department disapprove of the school committee erecting any new girls' high school on Worthington street, Back Bay.

THOUGHT PLAN SETTLED

Until last week it was considered a virtual certainty that once the legislative bond issue of $2,000,000 passed the muster of Mayor Curley and the City Council some $1,500,000 would be appropriated for the immediate construction of a new girls' high school on Worthington street. The school committee were agreed that the Worthington street site was the best available location in the city.

The school committee in regular order forwarded to the school buildings department for approval the tentative decision of the board to erect a new central high school out of the $2,000,000 bond issue on Worthington street. Land was bought on this street years ago by the city for this purpose.

Opposition Develops

It was learned, however, that the commissioners of school buildings decided to oppose the construction of the new central high school for girls on Worthington street and want it to be located on West Newton street.

The recent decision of the school building commissioners was construed by many to mean that a plan is being pushed to erect a new public high school out of the Worthington street site. The Latin school celebrates its 300th anniversary in 1935, and a new structure erected before that time.

Considerable opposition is slated to arise, however, to the construction of a new girls' high school on West Newton street. Scores of parents have already voiced their objection to this district, claiming that the Back Bay site is far more preferable.

MAYOR SENDS GREETING TO BRAZILIAN CITY

In recognition of the dedication today in Rio de Janeiro of a statue symbolizing friendship and the gift of Americans, Mayor Curley yesterday sent a cablegram to Dr. Adolphe Bergamini, mayor of the Brazilian city, which read:

"Boston, home of the first free public school in America, capital of New England, United States of America, whose constitution furnished model for your republic, sends on this, our independence day, warmest greetings to you and your people on occasion of dedication of statue of friendship symbolizing the brotherhood between you and us. May this feeling continue forever.

Flag raising, a parade, and patriotic exercises in which notables headed by Mayor James M. Curley participated, yesterday featured the City of Boston's 148th municipal observance of Independence Day.

The program, the highlight of which was oration exercises at Faneuil Hall, included sports, district programs, a pageant on the Common for children, and concluded with band concerts and fireworks.

The main observance started at 9:15 with the official raising of national and city flags in front of city hall by Mayor Curley and President Joseph McGrath of the city council.

Then following a parade to the Common, Charles J. Corkery, national aide, U. S. W. V., as chief marshal; Charles J. McCarthy, commander of Suffolk Council, A. L., as chief of staff; Major Vincent Breen, O. R. C., adjutant, and Charles F. Bogan, national aide, U. S. W. V., aide to chief marshal.

Participating in the parade was a detachment of sailors from the U. S. S. Concord, United Spanish War Veterans, Suffolk County Council, A. L., and three Civil War veterans.

At the flagpole on the Common, a naval detail raised the national colors, and Mayor Curley made a brief patriotic address in the course of which he introduced the Civil War veterans. George Williams and David King, Overseas Naval Veterans, and Frank A. Waterman, G. A. R.

From the Common the parade passed to the Old State House, where James H. Phelan, vice-president of the celebrations committee, introduced the mayor, who spoke briefly.

Then his son, Paul G. Curley, dressed in Colonial costume, read the Declaration of Independence from the balcony, and the parade moved to Faneuil Hall where
WARNS BIG BUSINESS OF NEED FOR JUSTICE OF '76

Senator Walsh Bitterly Flays Financiers as Cause for Present Economic Situation--Indifferent to 'Immoral Methods,' He Tells Faneuil Hall Audience

"Reign of Selfishness"

"Trusts, mergers, consolidations and other financial exploitations of industry, without check, hindrance or restraint," protested Senator Walsh, "led to a reign of selfishness responsible for most of our economic ills."

"Over-speculation and over-capitalisation were the chief factors causing the depression. One of their schemes was investment trusts in which they held the people's money without being subject to stringent banking laws," he said.

"The Senator protested that 'industry and commerce should not be the puppets of banking,' pointing out that 20 per cent of the capitalisation of all the banks in the country is in the hands of 11 financial concerns, which had 'virtual control of the other 90 per cent.'"

"System on Trial"

Owen D. Young, Dean Wallace Donham of Harvard Business School, Governor Ritchie of Maryland and other prominent leaders were agreed, Senator Walsh said, that the capitalistic system was on trial.

"This depression is due in large part to the malign inheritance resulting from the creation of aggregations of
capitall would want thought of social responsibility required of those at the helm," he contended, insisting that business must consider its duty to the public.

Senator Walsh's views were received with loud applause by the largest crowd to attend the July 4 exercises in many years. After the meeting, his oration was the subject of animated conversation on the part of a large number of groups who remained in the hall.

To "Frighten Leaders"

The Senator warned, "Attempts to check existing abuses are denounced as an attack upon the principle of private ownership; the spectre of Socialism, Communism, and Bolshevism is presented to "frighten off" public-spirited leaders.

The Independence Day oration was the feature of the city celebration which started in the morning with the official flag raising at City Hall and filled every hour of the Fourth with parades, pageants, band concerts, fireworks and public meetings.

Under the provisions of the charter, the Mayor opened the all-day programme by raising the national banner on the masthead in School street and in the vanguard of a representative military parade, marched to the Common for the flag-raising on Monument Hill.

The parade escort of a white-garbed naval attachment from the Charlestown Yard, and units of the Spanish War Veterans, Suffolk County Council, American Legion, and Keatinge Naval Veterans, started on the march towards the Old State House.

Fun at P. O. Hole

Diverging the parade down Milk street, the Mayor drew up at the site of the delayed post office, where the John Drum Camp Band, U. S. W. V. played, "The Pretty Maid Milking Her Cow," as a serenade to the municipal body that the Mayor sought to capture on the site as a joke on the delay of the federal government.

Passing through Congress and State streets, the procession formed beneath the balcony of the Old State House, where Paul G. Curley, son of the Mayor, read "The Declaration of Independence" in a manner that made his father gleam with pride.

Following the conclusion of reading the parade continued through Washington street, Dock square and Faneuil Hall square to the entrance of Faneuil Hall, where it disbanded.

Honor G. A. R. Veterans

The official patriotic programme at Faneuil Hall opened with the procession of guests to the platform, where the Mayor provided front row seats for two G. A. R. veterans who participated in the parade. This distinction went to David King and George Williams, veteran members of Keatinge Post, G. A. R.

Presentation of the Mayor as presiding officer was made by Judge Frank Levercool, chairman of the Independence Day committee, and invocation was pronounced opening the Faneuil Hall exercises by the Rev. Francis J. Phelan, S. T. L., assistant in the chancellor's office. Benediction was offered by the Rev. Robert LaBlanc, following a number of soprano solos from Madame Rose Zulalian.
The Captain John Drum Camp Band, U. S. W. V., is shown playing "A Pretty Maid Milking Her Cow," at the site of the long delayed postoffice, where the Mayor asked permission to pasture the municipal cow while waiting for action from the federal authorities. The Mayor is shown singing directly behind the band.

PARADERS SERENADE "POSTOFFICE COW"

LOVE FEAST
BY CURLEY
AND WALSH

Senator Calls His Host
Hub's "Mayor of the Poor"

Harmony in the front lines of the Bay State Democracy was broadly displayed yesterday, when U. S. Senator Walsh and Mayor Curley, breaking bread side by side at the Independence Day banquet at the Parker House, publicly engaged in a mutual admiration debate.

"MAYOR OF THE POOR"

Mayor Curley was extolled as "a patriot, educator and master of municipal government" by the Senator. "His heart and mind have been devoted to helping the poor and I like to think of him as 'Mayor of the poor,'" he said.

Replying, the Mayor added, "Let us congratulate ourselves that we have as our senior Senator a man of vision, experience and human sympathies; a man free from the dogma of party ties, representing us in this, one of the most important periods in the life of the world."

More than 200 guests attending the city's official banquet to Senator Walsh, as orator of the day, greeted with wild enthusiasm the fulsome praise of the two party leaders.

It was while expressing his appreciation of the Mayor's invitation to him to deliver the historical oration that Senator Walsh first voiced his tribute to the city's chief executive.

"Mayor Curley," he said, "has done many remarkable things. I doubt that any Mayor in the entire history of the city has developed the machinery of government so efficiently and so effectually as he, with his vision and marvelous outlook for the future of this great, metropolitan community."

"Teacher of Patriotism"

After pointing to the Mayor's work in expanding the hospital, promoting education and advancing the fire and other city departments to a remarkable degree of efficiency, the Senator said: "I like to think of him as the Mayor of the poor. His heart in a particular degree and his mind are constantly turned to helping the poor. I am sure that when he lays down the reins of this exciting and annoying public office, we will truly appreciate his great work."

"More than any other man in the State he devoted himself to the development of patriotism, with his remarkable knowledge of the history of his State and his city. He has educated the people to a very high degree through his knowledge of and his interest in the historical background of the life of the State."

"I am impressed," said the Senator, "by the Mayor's patriotic fervor and spirit, which are due to a deep, sincere and abiding sense of patriotic devotion to the cultivation of patriotism. He has been a teacher here and a source of inspiration to his people."

"Master of Statecraft"

The Mayor voiced his appreciation of the tribute, particularly, he said "because it came from a master in the field of statecraft." As a special feature of the Independence Day ceremonies, the Mayor said that he had invited the French fleet to come to Boston on Oct. 31, this year, before proceeding to the Yorktown celebration.

Among those at the head table with the Mayor and Senator Walsh were Colonel Wilson D. Burt, representing the army; Captain Jesse B. Gay, representing the navy; the Rev. Robert LeBlanc Lynch, chaplain of the day; Colonel Henry L. Spencer, commanding the First Corps of Cadets; Judge Thomas H. Connolly; Judge Frank Leveroni, chairman of the Independence Day committee; Charles J. Corkery, parade marshal; Charles J. McCarty, chief of staff, and other members of the celebration committee and the City Council.
FEATURES OF CITY'S OBSERVANCE OF THE FOURTH

An unexpected incident of the exercises on the Common was Mayor Curley's invitation to three Grand Army men, two of whom served aboard the Kearsarge, to join him on the platform. Left to right—Judge Frank Leveroni, chairman; George Williams and Dave King, Kearsarge veterans; Frank A. Waterman, member of an old military family, and Mayor Curley.

At left—Paul G. Curley, the mayor's son, is seen reading the Declaration of Independence from the balcony of the old State House. At right—Scene attending the reading.
FULLER IS URGED TO DECLARE HIS INTENTIONS FOR NEXT YEAR; YOUNGMAN SCENTS OPPOSITION

By W. E. MULLINS

Since the prologue of the Legislative three weeks ago former Gov. Fuller has been urged by several prominent Republicans to commit himself definitely one way or the other on his plans for the 1932 election. They want some tangible assurance from him that he will seek the Republican nomination for Governor, or else positive information that he will remain out of the contest.

Armed with the information that they have been seeking, they then would be in position to assemble their forces behind him in a primary contest against Lt.-Gov. Youngman or be prepared to turn to some other prospective candidate with assurance that he would have no interference from Fuller in a contest against the Lieutenant-Governor.

The former Governor, however, repeatedly has demonstrated his political dexterity by parrying every thrust in these private conferences, and his position today is comparable to what it was more than a year ago this time when he just stopped short on several occasions of announcing his candidacy for the nomination for United States senator against William M. Butler and Eben S. Draper.

Youngman is fully aware of the antagonism to him in many sections of the party, but he apparently is on terms of intimacy once again with the organization forces. That was clearly demonstrated last Thursday when he was a guest of the executive section of the state committee with other party leaders at a conference in which the course the party will follow for the next few months was outlined.

Ways and means of raising campaign funds was one of the subjects discussed by his presence in spite of the warning he issued to members of the party six weeks ago against contributing to a fund which would be handled by Chairman Amos L. Taylor and National Committeeman Louis K. Liggett, whose resignations he demanded at that time.

STANDISH STATEMENTS

That Youngman suspects Fuller of some activity in the background was indicated the other day by his direct accusation that the statements being released under the name of Representative Lemuel W. Standish of Stoneham attacking him had been prepared by someone else and without the legislator's knowledge.

During the legislative session Standish frequently was referred to as Fuller's spokesman and he generally was accepted as such. Undoubtedly Youngman is convinced that the blasts directed at his activities in the executive council have been written on one of Fuller's typewriters.

Standish's bitter animosity toward Youngman and his great admiration for Fuller have been matters of public record. They are important from the standpoint that, like the Lieutenant-Governor, he is an ardent dry. Youngman naturally expects little support in a primary fight from the Republican wets, but he hardly can afford to have any widespread opposition to him from the dry wing of the party.

It is rather unfair to tax Youngman with the full responsibility for the activities of the executive council in the support it has given Gov. Ely in practically all his appointments. There are eight Republican votes against one Democrat. The fact is that strongest man in the council is Chester T. Campbell. That was demonstrated last week on the confirmation of Morgan T. Ryan as registrar of motor vehicles.

Both Youngman and Councillor Walter E. Schuster were absent from the session. That made the count sixty Republicans and one Democrat. The meeting was delayed for 15 minutes while the Governor discussed the Ryan nomination privately with Campbell. Just as he did the previous afternoon. When Campbell was won over, the nomination was unanimously confirmed. Campbell is the Republican counterpart in a movement that has been begun by John Doherty, Boston lawyer, in the interest of Newton D. Baker. Added to that is the mayor's association as honorary president with a new Roosevelt-for-President league which will file papers this week with the secretary of state. The papers already contain hundreds of signatures, most of them obtained by Whitfield Tuck. The message contained on the first sheet is "first, last and all the time for Roosevelt for President."

If Smith decides to seek delegates in this state he must make his campaign without the support of those Roosevelt boosters.

That the mayor is unusually active is indicated by his willingness to appear nightly at assemblies of all description. Last Wednesday night he made a tremendous impression at the 77th birthday party for Dr. Walter E. Schuster at the B. A. A. More than 200 diners refused to permit him to cease speaking when he indicated that he was ready to leave. He eventually spoke for 45 minutes.

INTRODUCED BY GARCELON

On that occasion he was introduced by William F. Garcelon as "the man who has made more temporary Democrats out of good Republicans than any other Democrat in our memory." That was most unusual coming from Garcelon because he is a hard-boiled Republican of the old school who never before was convicted of giving a Democrat a compliment of any description.

Curley's boom for Roosevelt has a counterpart in a movement that has been begun by John Doherty, Boston lawyer, in the interest of Newton D. Baker, secretary of war under Woodrow Wilson. The first Baker-for-President club will be officially organized within a few days.

In spite of the political activity on many fronts, Gov. Ely remains pretty much in the background, save in the normal transaction of executive business affairs. During the week he made no reference to the request of State Treasurer Charles P. Hurley that a conference be called by the Governor for a discussion of the proposal advanced for a voluntary two-year moratorium in
French Fleet Invited
To Visit City Oct. 12

The French fleet, which will visit
Yorks, Va., in October, has
been invited to visit Boston, Oct.
12, it was revealed by Mayor Curley
yesterday at the official lunch-
noon, on the Common in the afternoon, a
swimming meet on the Charles river
bath and band concerts in all parts of the
city.

In raising the United States flag at
City Hall to the strains of the national
 anthem, Mayor Curley commented on the
unity of the country in conformity with a provision which has
been in the city charter since the
 incorporation of Boston in 1822.

MAYOR INTRODUCES SON:

Later, his son, Paul Gerard Curley,
followed an ancient tradition for the
148th year, when he read the declaration of independence
in Carver.

Introducing his son, Mayor Curley re-
ferrd to him as "the Public Latin
school boy who will read the declara-
tion of independence" to the
City Hall.

A touching incident occurred at the
Boston Common flag-raising, when Mayor Curley,
introduced by John Archibald of
the Boston Public Latin school, where the troops
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David I. Walsh of Clinton was the
orator of the occasion. Judge Frank
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In hospitalization and education, and
promotion of patriotism. He said the
Mayor's knowledge of the historical
background of the city, State and
country was remarkable.

The closing speaker was Joseph A.
O'Neil, Boston schoolmaster and
a member of the Independence Day
committee.

Others at the luncheon included:
Miss Mary Curley, Col. Wilson, D. Burt,
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BOSTON OBSERVES FOURTH WITH HISTORIC CEREMONIES

Flag Raising and Colorful Parade Precede
Reading of Declaration by Mayor's Son
And Oration by Senator Walsh

As the glare of the giant bonfires faded away with dawn yesterday, Boston prepared for more formal celebration of Independence Day with display and oratory that John Adams, signer of the charter of liberty, predicted, 155 years ago, would mark anniversary days of the immortal document.

An assemblage that filled every seat in Faneuil Hall heard United States Senator David I. Walsh, as orator for the time-honored exercises, recount the patriotic spirit of the colonists and declare that the Faneuil Hall throngs heard Mayor James M. Curley praise the principles of the instrument of independence on which America was founded and the true American spirit. The pay tribute to the faith and courage of the statesmen and warriors who made of '76 to the current depression possible the birth of the Nation.

Earlier, those assembled outside the Old State House heard from the lips of 18-year-old Paul G. Curley, son of the Mayor, the exalted words of the great document read once again, in uniformity with custom, while he stood in the fire-draped balcony at City Hall.

Flag Raising at City Hall

SCENE AT CITY HALL FLAG RAISING, OPENING MUNICIPAL PROGRAM OF INDEPENDENCE DAY
MAYOR CALLS UP VETERANS

At the flag pole on the Common, while the band played the "Stars and Stripes Forever" and "The Star Spangled Banner," the ceremony of raising the National colors was carried out by a detail from the Navy. Mayor Curley was about to speak when he noticed two Grand Army men and a veteran of the Kearsarge association in the crowd. He invited them to join the official party. They were David King and Frank A. Waterman of the G. A. R. and George Williams, who served with the veterans of the steam frigate Kearsarge. The Mayor made a brief patriotic speech.

The paraders then moved across the Common to Boylston st., to Tremont st., to Temple pl., to Washington st., to Water st., to Congress st., to State st., to the Old State House. As one of the bands passed the site of the Postoffice Building it struck up "Pretty Maid Milking Her Cow." The tune was promptly recognized and it gave everybody a good laugh because of the recent good-natured controversy between Mayor Curley and the Postal Department in Washington.

EXERCISES AT STATE HOUSE

At the Old State House the troops formed in the street below the balcony. Mr. Curley spoke briefly, after which his boy read the Declaration. The parade was reformed and marched to Faneuil Hall. An orchestra played while the guests and participants made their way to the platform. The gathering sang one verse of "O Canada," and Mr. Harkins, chairman of the day, presented Mayor Curley as presiding officer. The invocation was by Rev. Francis L. Phelan, S. T. L. Of the Chancellor's office of the Catholic Archdiocese, Mme Rose Zullalian, the "Hymn to America." Judge Frank Leveroni, chairman of the day, presented Mayor Curley with a detail from the Navy. As Mayor Curley saw duty with the veterans of the steam frigate Kearsarge, the Mayor made a brief patriotic speech.

The parade then moved across the Common to Boylston st. to Tremont st., to Temple pl., to Washington st., to Water st., to Congress st., to State st., to the Old State House. As one of the bands passed the site of the Postoffice Building it struck up "Pretty Maid Milking Her Cow." The tune was promptly recognized and it gave everybody a good laugh because of the recent good-natured controversy between Mayor Curley and the Postal Department in Washington.

HIGH TAX BETTER THAN REDS

The orator of the occasion, Senator Walsh, was presented by Mayor Curley after he had told the throng that Boston and the Declaration of Independence were inseparably associated. The Mayor said that our suffering today is not comparable with that of the forefathers in America. He declared it was far better to have a high tax rate in every city and town of the country than to have them the nesting places for Communism. Senator Walsh discussed in a vigorous speech lasting an hour and a half the social and economic problems of the present.

Benediction was pronounced by Rev. Robert LeBlanc Lynch, Episcopal clergyman. The program closed with a few words from George Williams of the Kearsarge and the singing of the "Star Spangled Banner," led by Mme Zullalian, while the colors of the National, State, and city were massed on the platform.

ROOSEVELT'S VISIT TO FRANKLIN PARK

Late President Amazed at Variety of Birds There—Mayor Curley as a Naturalist

One day last Summer a delegation of Boston College students came to see Mayor Curley and he led them through Franklin Park on a walk and study expedition. His Honor showed himself to the students as an astonishingly well-informed naturalist.

Mayor Curley could name all the birds as he saw them and he was exceedingly familiar with their habits.

"I have had the ornithological bug for many years," the Mayor explained, when asked how he happened to get interested in this side line. "When I was a little shaver, I got hold of the full set of the seven-volume octavo edition of Audubon's Birds of America.

"It was only 8 then, but I remember distinctly the time when, turning the pages of these books, I was fired with an impulse to go out and see for myself, alive in the wilds, every bird in the seven volumes."

The naturalists have discovered many rare species at Franklin Park and it is said that the park can furnish a catalog which, starting with the first blue bird of Spring, contains the names of more than 100 different varieties before the year is over. Some are all the year round birds like the chickadees, blue jays and woodpeckers.

When Roosevelt Visited Park

The most memorable of all the expeditions that have been made to Franklin Park, perhaps, was that of the Summer of 1918, when the late Theodore Roosevelt headed a party which included his former Secretary of State, Robert S. Bacon, and United States Senator Henry Cabot Lodge.

Many will recall that it was Roosevelt who, as President, signed an edict prohibiting the slaughtering of the hawks and egrets of the South and the warblers, vireos and many fine northern species of birds. Many of these birds were near extinction owing to the thoughtless greed and hunting of plume hunters.

During the years that had elapsed between Roosevelt's signing the edict and the date of his visit, many of these birds had increased amazingly. That day, when he was looking through his binoculars, he exclaimed jubilantly: "By Jove, that certainly is a sight well worth coming to see!"

He was observing the birds by the hundreds flitting about under the fine old trees that looked down when the wilderness held possession.

Curator Harkins made a little joke about the Colonel not being in favor of race suicide, anyhow.

"Dan," he exclaimed, "you tell me those birds have increased that way since I signed that edict! By crony, I've glad I did it!"

"They're mostly your children," the colonel observed.

"And I'm proud of that family," laughed Col. Roosevelt. "Every one's fired with an impulse to go out and see for myself, alive in the wilds, every bird in the seven volumes."

Mayor Wires to Coolidge and Cohen

Mayor Curley yesterday sent a congratulatory telegram to former President Calvin Coolidge, guest of Frank W. Stearns at Swampscott, as follows:

"My hearty congratulations. Go forth upon your 50th milestone. May this anniversary bring to Mrs. Coolidge and yourself every happiness and blessing."

The mayor also wired to "Boston's own" George M. Cohen in New York. "My congratulations and hearty good wishes at the 83rd milestone. You have brought more happiness in the world than any actor of the American stage. May this day prove the happiest of all the anniversaries."
MAYOR SITS FOR PORTRAIT
BEFORE EX-COURT PAINTER

ERNEST DE NAGY, FORMER PORTRAIT PAINTER TO THE AUSTRIAN COURT, AT WORK IN THE MAYOR'S OFFICE
Vast Mechanism of Oppression Threatens, Senator Says in July 4th Address

At the Independence Day exercises of the City of Boston yesterday in Fanelli Hall warning was sounded by Sen. David I. Walsh, that the United States was threatened by a vast mechanism of oppression and a great subversion of its liberties and the disappearance of its priceless heritage of freedom.

This prophecy following close on the utterances of Mayor James M. Curley, who declared that it would be better for every city in America to be burdened with high taxes, for the relief of the toilers, than that they become the nesting places of Communism and Bolshevism.

**ASKS DIVINE GUIDANCE**

The Invocation by Rev. Francis L. Phelan, S. T. L., touched upon the necessity of imploring Divine aid in steering the country through the crisis in which it now finds itself.

Senator Walsh declared that in the establishment of justice lay the solution of the economic and social problems now besetting the nation.

Senator Walsh said:

"A decade has passed since we emerged from the World War, triumphant, but a transformed nation with new and unforeseen problems fraught with grave consequences.

**SERIOUS DISTRESS**

"At this very hour that we are meeting in Fanelli Hall to celebrate the 150th anniversary of the Declaration of Independence, our country is immersed in a most serious distress ever experienced during any period of peace in the history of the Republic.

"It is my opinion that the depression is in a large part due to the malign inheritances, resulting from the monopolization of capital, some of them of huge proportions, without any thought of the superhuman capacity and social responsibility that such aggregations required of those at the helm.

"That we went too fast is now recognized. That we proceeded without regulation is regretfully obvious.

**ECONOMIC SELFISHNESS**

"The movement toward formation of trusts, mergers, consolidations and other financial exploitations of industry and commerce without check, hindrance or restraint, led to a range of intensified and aggressive economic selfishness and self-sufficiency that is responsible for most of our economic ills.

"In a word we became the victims of the spirit of greed and the abandonment of the binding obligations of social justice.

"We must not now become the victims of the spirit of fear, but we must face the facts and resolutely seek a way out of the shadow of the present crisis.

"There may be many contributing causes to the economic conditions through which we are passing, but the fact that the economic distress was world-wide must satisfy. We consume more than 30 per cent of all we produce.

**MORE MONEY THAN EVER**

"Thus, the mere fact that there has been a falling off in a relatively small percentage of our foreign trade is not an acceptable explanation. Neither is the cause lack of money. We have more money than ever before in our history.

"Two questions present themselves. Was the decade following the World War pseudo-prosperity? If it was real prosperity, why did it not continue? In my judgment, the same factors which were the cause of our prosperity were the cause of its collapse.

"Over-speculation and over-capitalization since the World War stand forth as the chief factors that have caused this debacle. A more modest name would be gambling.

"Every conceivable kind of financial scheme was devised, placed on the market and sold to the public. Notable among these law-making schemes that appropriately illustrate the means resorted to corral the money of the people were investment trusts which in the last analysis are financial institutions holding the savings of the public without being subject to the stringent banking laws which protect the depositors in savings and other Government-supervised banks.

"The working class received a large proportion of the increase. Wherever increased profits the captains of industry did not take to themselves, was transferred into increased capitalization or enormous untaxed surpluses.

**STRAIN UPON CREDIT**

"The money in the hands of the public which constitutes the purchasing power was rapidly diminished by the sales of unsound and over-capitalized securities. The pocketbook of the public thus became empty and their purchasing power rapidly and materially diminished.

"This placed an unbearable strain upon credit, both here and abroad. This inflation gave an ephemeral purchasing power, caused production to be intensified to an unprecedented degree. "To the consequences resulting from the immoral methods of the business community must be added the indifference and neglect of the Federal and State government who created corporation immunity and abandoned all responsibility concerning the methods of corporation capitalization."

**TRIUMPH OF GREED**

"Because of the wild cheering that greeted his remarks, Senator Walsh was forced to pause. Continuing, he said: "It is a black page in our history, this era of complete subservience to materialism—this epoch of the triumph of selfishness. The extent to which this orgy of inflation and pyramiding of wealth and over-speculation and over-capitalization of industry have brought personal hardships, property losses, mental anguish, cannot be adequately measured. "Smokeless chimneys in every city and town, deserted villages, empty tenements, vacant stores and valued securities are mute evidences of an economic system that was criminal in its consequences.

"We are saddened when we consider that throughout the length of our fair land there may still be heard the ceaseless tread of the march of millions of jobless men and women.

**DIRE RESULTS**

"In the midst of plenty, many of our neighbors, through no fault of their own, are forced to eat the bread of poverty.

"Without mining of words, the Massachusetts senator pointed out the dire results of America's orgy of speculation. He observed: "It is not over-production but under-consumption that ails the country. Under-consumption results from the lower incomes of the millions of investors, who discovered that they had invested not in stable securities but in inflated securities. The result has been the loss of wage to the millions of unemployed and the millions partially employed at reduced wages.

**BY HUMAN ACTS**

"Rational people cannot accept the doctrine that society is helpless with respect to economic wrongs; that depressions, after some cannot be cured or at least mitigated. Depressions do not cause themselves.

"No less a depression is a series of human acts and human acts presume responsibility. A man or group of men can be called to account and compelled to do differently in the future. Who is to say that the State must do that calling to account and plan against recurrences?"

"Human agencies, not fate, must restore prosperity. The safeguarding of capital, not speculation should be the function of banking. The inequality in the distribution of wealth in America too glaringly challenges attention. In
Sen. Walsh Warns U. S. Industry Of Dangers of Present Course

Says Demand for Renunciation of Private Property May Follow Neglect of Social Responsibility

Refusal of industry to accept social responsibility with the government may result in a "demand for renunciation of private property rights to the state," was the warning given yesterday by United States Senator David L. Walsh.

Senator Walsh said in part: "The money in the hands of the nation was well on its way to solving its perplexing problems when the world war broke out. Many economists assign the cause of the depression to the "malign inheritance of the world war," he said, adding:

DISTRIBUTION OF WEALTH

"It is my opinion that the depression is in a large part due to the "malign inheritance" resulting from the creation of aggregations of capital, some of them of huge proportions, without any regard for the superhuman capacity and social responsibility that such aggregations require of those at the helm." The inequality of the distribution of wealth in this nation, glaring challenges attention, he said. According to a recent study the 200 largest corporations own 45 per cent of all assets and collect 40 per cent of the national corporate income. It is estimated, he added, that by rate of progress now continues, 200 or fewer corporations will own 80 per cent of the assets by 1930.

In 1929, he continued, 36 persons reported incomes of more than $1,000,000; 500 between $20,000,000 and $100,000,000, and 20,000 had a net income of $1,000,000, while 80 per cent of the capitalization is said to be in the hands of 12 concerns, and these 12 firms have control of the other 28 per cent, except for negligible institutions.

Over-spiritualization that he termed "gambling," and over-capitalization, stand forth as the chief factors that caused the debacle, he asserted. Every conceivable kind of financial scheme was devised and sold to the public, including the so-called trust, a law-breaking scheme which in the last analysis is a financial institution holding the savings of millions but not subject to the stringent banking laws which protect depositors in government-supervised institutions.

Lured into spending money foolishly, the people bought valueless securities and when the crash came their buying power was gone, he declared. Corporations which had cut expenses down without reducing profits, held huge non-taxable surpluses and discharged workers to protect their money. Credit wasstacked high and abroad. The depression does not stop here.

SUBSTANCE OF ADDRESS

Senator Walsh said in part: "The movement toward formation of trusts, mergers, consolidations and other financial exploitations of industry and commerce without check, hindrance or restraint, led to a reign of intensified and aggressive economic selfishness and self-sufficiency which constitutes the purport of the present course." The perpetuation of the depression, he declared, means that if industry does not cooperate, Washington must prevent renunciation of private property rights.

TOILERS ARE VICTIMS

Mayor Curley said that the industrial depression was not responsible for the failure of the government to provide a program, which would tend to relieve the present economic stress. He declared that the toiler was the victim of the depression, being ground beneath the wheels of the capitalist system. It now becomes the purpose of the government, he said, "to look after the social and economic welfare of the toilers in much the same manner as the government safeguards the capitalist."
preceded a degree. That the reck- over would come was a matter of absolute certainty. To the conse- quences resulting from the im- moral methods of the business com- munity must be added the dif- ference and negligence of the fed- eral and state governments who created corporation immunity and abandoned all responsibility concern- ing the methods of corporation capitalization.

PRIVATE OWNERSHIP
Rational people cannot accept the doctrine that society is helpless with respect to economic wrong; that depressions, after they come cannot be cured or at least miti- gated. Depressions do not cause themselves. Back of every depression is a series of human acts and human acts assume responsibility—a man or group of men who can be called to account and compelled to do differently in the future. Who but the state must do that calling to account and plan against recur- rences?

Attempt to check existing abuses which seem to interfere with present methods is denounced as an attack upon the principle of private ownership; the spectre of socialism, communism and bolshevism is present- ed to frighten off public spirited leaders from practically dealing with the subject. Among the strongest defenders of the right of private ownership are those who sincerely protest against, the evils that have been engendered into the capitalistic system. To uphold the indefensible rights of private ownership should not necessitate one to become a defender of the maladjust- ments in the capitalistic system.

One thing that the present de- pression has taught is that the capitalistic system must prevent such dislocations of human suffering and misery, caused by widespread unemployment, old age destitution, the obsolescence of middle aged men and women, and the general lowering of the standards of living of the work- ing class, developing and recurring in any such degree as at present. This means that it must take an account of its social responsibilities.

SOCIAL RESPONSIBILITY
To meet the social responsibility on the part of government and indus- try, there must be a mutual recognition of rights, based on mutual goodwill. If industry does not co-operate, stands aloof, and contents itself with supporting a “hands off” program, then the massed in their desperation for re- lief from threatened industrial slavery, may be expected to turn to the government for prompt and de- creative action which may even go so far as to demand the renunciation of private property rights, in favor of the state. Such an extreme may be worse than the present system, but if there is no other way open, may it not be accepted?

If it were not for the selfish motive of private profit, which actu- alizes so many engaged in commer- cial and industrial pursuits, espec- ially when this selfish motive is or- ganized and supported with enor- mous financial holdings, the govern- ment might legitimately stand apart. The profit motive is denied in capitalistic society as indispensable. Without it, they assert, in- itiative and ambition would be wanting. A clear distinction can be made between the government entering into business for purposes of production and distribution, and the government assuming its moral responsibility to curb the excesses and to control the ambitions of those whose combinations of large units make private profit their pre- dominating motive—and social responsibility inconsequential.

The perceptions and aspirations of the poor, of those who tell, of the multitude who are engaged in the life-long struggle to provide for themselves and their dependents a “reasonable frugal comfort,” must be recognized and dealt with ade- quately. We must think entirely of the strong and powerful; of our par- ticular social class; of our poli- tical party.

MARCHING TO EXERCISES ON COMMON
MAYOR SHOWN ACCEPTING GIFT
WELFARE CHAIRMAN SAYS
"JOB ADMITTED BEST"

Hecht Replies to Finance Commission's Report,
Saying It Will Be Used to Improve System

Chairman Simon E. Hecht of the
Board of Overseers of the Public Welfare,
after reading a copy of the
Finance Commission report, made a
statement in reply.

Regarding the Finance Commission's
report covering the criticism that there
are not enough workers on the
Welfare, Mr. Hecht said, "the board
now has a new building and the
new workers are finding it more
pleasing to work in.

Regarding the Finance Commission's
recommendations concerning people
in the city, Mr. Hecht said, "the board
now has a new building and the
new workers are finding it more
pleasing to work in.

The Finance Commission's report
tries to be fair in its recommendations
and some criticisms are undoubtedly
true, mostly due to the fact that we
lack the proper space to do our work.

"I think in due fairness, however,
that possibly the Finance Commission
may not have given enough credit for the
extra time and labor the board and
employees have given gratis and do as
well as they have under these most
trying times.

Admitting that the records are
months behind, Mr. Hecht said that the
books are audited yearly by the City
Auditing Department and are found
correct.

"Speaking for the board," he said,
"we realize the Finance Commission's
report is fair in its recommendations
and some criticisms are undoubtedly
true, mostly due to the fact that we
lack the proper space to do our work.

"I think in due fairness, however,
that possibly the Finance Commission
may not have given enough credit for the
extra time and labor the board and
employees have given gratis and do as
well as they have under these most
trying times.

"The board wishes to cooperate with
the commission and shall use the Fi-
nance Commission report in improving
our system where possible."

MUNICIPAL BUILDINGS
APPROVED BY MAYOR

Construction in Charlestown and
Dorchester Will Be Deferred

Approval by Mayor Curley yesterday
of the city council order of acceptance
of the legislative act authorizing the
construction of a municipal building in
Charlestown and a second in Dorchester
will not result in action this year in the
construction of any of the buildings.

Without action by the city the Legis-
lature authorized the spending of $250,-
000 for a building in Charlestown and
$200,000 for a building in the Fields
Corner district of Dorchester and at
Franklin Park.

The need of additional municipal
buildings has been questioned by the
mayor, but he decided yesterday to
approve the acceptance of the act and
to defer consideration of any building
projects until next year.

MAYOR REVEALS
$500,000 GIFT
Boston Woman’s Plan for
Children’s Museum

Curley Speaks at Luncheon to
Hungarian Artist De Nagey

At a luncheon tendered the Hun-
garian artist, Ernest de Nagey, by
Mayor Curley in the University Club
yesterday afternoon, the Mayor an-
nounced a proposed gift of $500,000
from a Boston woman, who desires to
make a memorial to her husband. He was
not at liberty to give the name of the
woman.

The Mayor said he hoped, with the
assistance of the donor, to be able to
build a museum which should not only
be used for the purpose indicated but
should also include a Horticultural sec-
on, in which the flowers owned by the
city could be exhibited in Winter for
the benefit of the public.

Also, he hoped to have sufficient gal-
lery space so it will be possible to
hold an annual exhibition of contem-
porary works of art, somewhat similar
to the Tercentenary Art Exhibition
held in Horticultural Hall during the
month of July, 1930. He thought the
proper location for such a museum
would be in the vicinity of Jamaica
Pond, near where the present Chil-
dren’s Museum is located.

There was gathered at the luncheon
a group of artists, and others inter-
ested in art, for the purpose of meet-
ing Mr. de Nagey and viewing an exhi-
bi tion of his paintings in one of the
club parlors. These pictures were
temporarily removed from the exhibi-
tion of Ernest de Nagey’s works in
the Fine Arts Theatre on Massachu-
setts av.

The Mayor said the luncheon was
given so that the Boston artists would
have an opportunity to meet the Hun-
garian painter, who was on his first
visit to America.

H. Dudley Murphy of the State
Art Commission said it was extremely
desirable that Boston should have an
annual exhibition of work by con-
temporary American artists. As the Mu-
seum of Fine Arts could not hold such
an exhibition, he felt it would be an
excellent idea if Mayor Curley’s idea
could be carried out.

Cyrus Dallin, the sculptor, welcomed
Mrs. de Nagey, and told something
about the art of the Indians of the
Far West which had influenced him-
sel f all his life. They were the only
people in America who had had an
original art culture—and have it yet.

Rev Dr. D. D. Addison, president of
the Boston Business Men’s Art Club,
told what that organization was do-
ing in the interests of art; congratul-
ated the Mayor on his suggestion of
building a museum where an annual art
exhibition could be held; and cordially
welcomed Mr. de Nagey to Boston.

A. J. Philpott told of the success of
the Horticultural Hall art exhibition
a year ago. Nearly 40,000 persons
attended the exhibition in three weeks
in mid-Summer, which seemed to prove
that the public appreciated exhibitions
of contemporary fine arts and arts
and crafts work.

Others present at the luncheon were
John H. Holman, A. S. Johnson, Arthur
G. McKeane, Sidney Woodward, Rob-
ert C. Vone, George Kraska, Albert
F. Cochran, Charles M. Cox, Jacob
Binder, L. Kubu, C. D. Magnini and
C. H. Tunecke.
BOSTON'S FOURTH PROGRAM
CENTERS AT HISTORIC SPOTS

Faneuil Hall, Old State House, the Common and City Hall
Will Be the Scenes of Celebration Today

Similar to 4th of July celebrations of other years, the official City of Boston observance of Independence Day will center about the City Hall, Boston Common, the Old State House and Faneuil Hall today.

The program will be opened this morning at 9:15 o'clock by Mayor Curley who will conduct flag-raising exercises at City Hall. From that time until 10 p.m. one event of a patriotic nature will succeed another on the lengthy program arranged by the Independence Day Committee.

The principal address at the Faneuil Hall exercises which are to be broadcast over Station WNAC, will be delivered by Senator David I. Walsh. At the Old State House, Paul G. Curley, son of the Mayor, will read the Declaration of Independence.

Another big feature of the observance will be the presentation of the pageant "Hansel and Gretel" on Boston Common at the Frog Pond.

Special athletic events include a municipal athletic meet to be conducted on the Common at 10 a.m. Children from each ward in the city will participate.

A municipal swimming meet will be held on the Charles River Basin, foot of Chestnut st., at 2 p.m.

Programs Given

The programs of the city and individual wards and districts follow:

10 A M—Faneuil Hall exercises, national and city flags, National flag by Mayor Curley, star-spangled banner by Mayor McCarthy, national anthem, Mayor Utley. Remarks by Mayor Curley. Parade proceeding from Common, leaving at 9:50 a.m. by way of Boylston st., Tremont st. and Temple place, Washington st., Water st., Congress st., State st., to Old State House.


11 A M—Orchard exercises in Faneuil Hall, Marching exercises, buglers, figures, angle, German fairy tale, Boston Common at Frog Pond.

10 A M—Municipal Athletic Meet, Boston Common.

P M—Local District programs in various parks and playgrounds, in each ward of the city. (Arranged by members of City Council.

P M—Municipal Swimmers Races, Charles River Basin, foot Chestnut st., at 1:15 p.m.


4:40 P M—Band Concert at Parkman Bandstand.

CURLEY TO MAKE
SURVEY OF AIRPORT

Mayor on Monday Will Determine Just What Improvements Will Be Started First

By C. JOSEPH HARVEY

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

Mayor James M. Curley and Chairman William P. Long of the Park Department will make a survey of the Boston Airport Monday for the purpose of determining what contemplated improvements will be started. The survey will be made in connection with the airport extension program for which the City Council early in the week voted $1,250,000.

Chairman Long has several important changes that he desires to point out to the Mayor around the present field, such as new hangars, changes in the seaplane ramp, making available for flying the newly filled land aggregating 60 odd acres and other features which will be required to win the coveted AIA rating of the Department of Commerce. These changes and improvements, Mr. Long says, are highly essential because of the growing demand for additional hangar space by commercial operators. Several applications for such space are in the hands of Chairman Long but he is unable to act favorably on them because of the already crowded condition of the field.

Mayor Curley has shown a lively interest in airport development, and he has gone on record in favor of making the airport the best in the country, if not the world. Prompt action is expected following the Mayor's visit.

AMONG THE FLYERS

Some interesting action is expected in the way of further airport development following the anticipated visit of Mayor Curley and Chairman William P. Long of the Park Department Monday. Operators at the field heartily welcome the generous cooperation of the Mayor and Mr. Long.
THURSDAY

TRAFFIC MEETING PEACEFUL

Mayor Puts Through Alternate Parking Plan

Mayor Curley yesterday had his proposal for alternate parking on city streets put through by the Traffic Commission and also, in the words of Traffic Commissioner Joseph A. Conry, gave Police Commissioner Hultman a "spanking fore and aft."

"FOR GRAFT' NOT 'OF"

Commissioner Conry, jubilant upon his return to police headquarters following the special meeting of the traffic commission, chuckled lustily. The meeting itself, which was public for the first time, was a quiet, pleasant affair, although 24 hours previously it threatened to be the stormiest in all history. The Mayor's proposals to allow machines to park on one side of the street for 12 hours, then on the opposite side the other 12, was adopted without equivocation.

During the meeting Commissioner Conry made a thrust here and there at Commissioner Hultman, in connection with their long controversy, but Hultman made no answer.

Talk of graft among traffic officers did not occupy much time at the meeting. It had been expected that Commissioner Hultman and Mayor Curley would come to hectic words, but the Mayor remarked: "I said the conditions offer a prolific source for graft—not of graft." Commissioner Hultman let it go at that.

Remove Ban on Trucks

At least 15 streets on which trucks cannot now operate will be thrown open to this type of vehicle as a result of the conference.

Included in these streets will be Newbury and Marlboro streets in the Back Bay. It is expected that large delegations of residents and property owners in these and other streets will voice their protest against the change.

Just what streets will be taken from the list on which trucks are banned will not be known until after the traffic commission meeting next Thursday.

NEW SYSTEM IN POOR RELIEF

Will Be Installed at Once in City Department

A new system in the distribution of $7,000,000 in poor and unemployment relief will be installed at the charity department over a period of public welfare to replace the old method which the Finance Commission yesterday reported to be "wide open to fraud and collusion."

Although Chairman Frank A. Goodwin, in his report, frankly stated that his investigations in six months had found "any dishonesty on the part of the welfare employees," his commission demanded that a modern system of accountability be adopted without delay.

Since the opening of his new administration, Mayor Curley has had three of his staff engaged in a survey of the welfare department, who have already made detailed plans for the reorganization of the charity bureau. The Mayor two days ago laid the cornerstone of a new $300,000 building addition, which will give the department adequate space, and provisions are being made to increase the force of visitors, clerks and accountants.

The introduction of a modern system will be carried out by the overseers in conference with the Mayor's staff, comprising City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox and Frank B. Howland, who have been making a survey of the department for the past 18 months.

$500,000 GIFT OFFERED CITY

Donor Desires It Used for New Children's Museum

Offer of a gift of $500,000 to the city for the erection of a children's museum was announced yesterday afternoon by Mayor Curley at the luncheon given by him in honor of the Hungarian artist, Ernest de Nagy, at the University Club.

The name of the woman who has offered the gift, the Mayor said, is being kept secret, at present, but, he added, her plan is to have the museum erected as a memorial to her husband. The Mayor hoped, he said, with the assistance of the donor, to erect a museum which might be used not only for the purpose suggested, but also as a place where the flowers grown by the city might be exhibited in winter. If the gallery space is sufficient, he said, it may be possible to have located there an annual exhibition of contemporary art.

The Mayor believed the best location for such a museum would be in the vicinity of Jamaica Pond, where the present Children's Museum is located.

URGES MUSIC AT P. O. SITE

"Dead March" Is Among Those Suggested to Curley

"Dead March from Saul" and "I Dreamt I Dwelt in Marble Halls," are among the musical selections recommended to Mayor Curley as appropriate numbers for the parade band to play this morning as the Independence Day procession stops at the site for the delayed postoffice building at Water street.

An entire programme of music for the Postoffice square ceremony was suggested to the Mayor last night in a letter from Ernest O. Nichols, of 31 Bedford street. Mr. Nichols recommended:

"Dead March" ... From the opera "Saul" ... Old popular song ... "Work for the Night Is Coming" ... Old hymn ... "I Want What I Want When I Want It" ... Last opera ... "In the Sweet Bye and Bye" ... Old hymn ... "God Moves in a Mysterious Way His Wonders to Perform" ... Old hymn ... "An African Melody" ... Old popular song ... "Rally"

CITY HALL NOTES

Mayor Curley yesterday approved the City Council orders for adoption of Legislative acts authorizing the city to spend $24,000 for the erection of two municipal buildings at Dorchester and a third at Charlestown.

Laws necessary to obtain funds for the buildings will not be issued this year. The Mayor will make a survey to determine the reported needs for such buildings before approving the loans.

Trades of the $20,000 George Robert White fund, in conferences yesterday with Mayor Curley, decided to build the seventh municipal health unit at a cost of $600,000 upon a site to be selected in Roxbury within a radius of three quarters of a mile of Madison Park.
HOUR PARKING RULE ABOLISHED

Alternative Plan Will Be Tried—Sponsored by Curley

ALLOW 12-HOUR STOPS IN CERTAIN AREA

The one hour parking regulation was abolished in the area between Massachusetts avenue, the North and South stations and the Charles river basin by the traffic commission yesterday in order to allow trial of Mayor Curley’s alternative parking plan.

Unlimited parking for a period of 12 hours will be allowed on one side of the streets in this district under the new regulation and then it will be shifted for the same period to the other side.

Rigid police enforcement of the new plan was assured by Mayor Curley and the commissioner by Commissioner Hultman in order that it may be given a fair trial.

By his aggressive attitude during the stormy session of the traffic commission, the mayor literally pushed through his plan. After the meeting closed it was voted to draft the necessary rules and regulations in accordance with the mayor’s suggestion.

HARMONIOUS MEETING

The inharmonious conference which was anticipated as a result of an exchange between Commissioner Hultman and the mayor was converted by the commissioner into a discussion of the advantages of the alternative parking plan by his frank admission of the inability of the police department to enforce the existing one hour parking limit. Toward the close of the two-hour conference, Mayor Curley reiterated his declaration of Thursday that adoption of the alternative plan would “remove the most prolific source of graft.” This had been answered by Hultman with a challenge for production of specific evidence.

He assured Commissioner Hultman that he had made no specific accusations of graft-taking by policemen, a statement which evoked from Hultman an expression of his satisfaction but the mayor did not recede from his declaration about the advantages of “removing the most prolific source of graft.”

In brief amplification of his reference, he declared that existing parking rules provide the opportunity for motorists to “have an understanding with the traffic officers,” whereby they are allowed to park all day in areas where one hour is the limit.

NEGLECT ILLEGAL PARKING

The mayor impressed on Hultman that he desired policemen assigned to some more important service than making chalk marks on wheels of automobiles and fastening tags to windshield wipers and he also emphasized that his observation of conditions along Massachusetts avenue had convinced him that the police were devoting no attention to illegal parking.

In defence of his claim that the police neglected illegal parking, his advice will be speedily followed, the necessity of permitting the operation of motor trucks on all streets except Beacon and Marlboro streets. His elimination of Beacon street found basis in the knowledge that damage is liable to result if ponderous trucks are permitted to use the street.

Throughout the conference Commissioner Conry was shooting verbal shafts at Commissioner Hultman. Some the latter parried, but most of them either “shot over his head” or were purposely ignored.

His answers to specific instances of flagrant violation of parking rules, ignored by the police—and he cited Pemberton square, Somerset street, Beacon street, Washington street, School street and Massachusetts avenue—inevitably evoked an answering question from Hultman to explain the failure of the traffic department to call the attention of the police officials to conditions upon their discovery.

HULTMAN CHALLENGED

Hultman complained that Conry has been waiting days and weeks before dictating letters about the shortcomings of the police. Hultman was disposed to challenge some of the charges of Conry but the traffic commissioner met the initial challenge by informing Hultman how long square cars were parked outside the courthouse every afternoon without any attempt by the police to enforce the rule prohibiting such parking.

In defence of his claim that the police neglected illegal parking, Hultman was disposed to challenge some of the charges of Conry but the traffic commissioner met the initial challenge by informing Hultman how long square cars were parked outside the courthouse every afternoon without any attempt by the police to enforce the rule prohibiting such parking.
HALF OF THE ENTIRE FORCE OF THE DEPARTMENT CAN BE ATTRIBUTED TO THE HULTMAN CLAIM THAT THE POLICE ARE ON THE JOB. HE MAINTAINED THAT WHILE THEY MAY BE ON DUTY, THEY IGNORE FLAGRANT VIOLATIONS OF THE RULES.

HULTMAN FREQUENTLY CALLED THE MAYOR'S ATTENTION TO THE FACT THAT HE WAS OBBLIGED TO POINT OUT TO THE TRAFFIC COMMISSION THE INACCURACY OF THE RECENTLY ENACTED RULE PERMITTING UNRESTRICTED NIGHT PARKING IN THE DOWNTOWN AREA. BUT THE MAYOR TRIED WITHOUT SUCCESS, TO OBTAIN AN EXPLANATION OF THE POLICE FAILURE TO ENFORCE THE ALTERNATIVE PARKING RULE ADOPTED LAST JULY.

"LOOK AT PROVINCE STREET, WHICH YOU CITED IN YOUR STATEMENTS YESTERDAY," SAID HULTMAN. THE MAYOR LAUGHED AS COMMISSIONER CONRY INTERRUPTED WITH "HOLD RIGHT THERE; YOU HAVE THREE OFFICERS ON PROVINCE STREET THIS MORNING.

COMMISSIONER HULTMAN REPEATEDLY DECLARED THAT HE BELIEVED THAT THE ALTERNATIVE PARKING PLAN COULD BE ENFORCED. HE STATED STRONG FAVOR FOR A TRIAL, THEREBY AGREEING WITH THE MAYOR.

CORPORATION COUNSEL SILVERMAN WANTED TO KNOW HOW THE TAXICAB SITUATION WOULD BE HANDLED. HE SAID HULTMAN TOLD HIM THERE WERE TOO MANY CAB STANDS THROUGHOUT THE CITY, BUT THE POLICE COMMISSIONER REFUSED TO AGREE.

COMMISSIONER CONRY SARCASOMATICALLY COMMENTED ON HULTMAN'S DECISION TO ABOLISH THE 15-MINUTE TAXICAB STANDS NEAR THE TRENCHES ON THE SOUTH SIDE OF THE COMMISSION'S PRECINCT. HULTMAN'S ONLY CONCERN WAS TO ABOLISH STANDS OUTSIDE OF HOTELS. "I ABOLISH THEM," SAID SILVERMAN, "OR HAVE THE CABS SHIFT WITH THE PLAN.

"THE POLICE COMMISSIONER ASKED THE MAYOR'S VIEW ON THIS ISSUE WITH THE RESTOREMENT THE HULTMAN SUGGESTED SHOULD BE INCLUDED IN THE PROPOSED PLAN.

Atmosphere Charged

At Traffic Meeting

There were two perfect illustrations of the tense atmosphere at yesterday's traffic conference meeting.

One was near the opening of the session when Chairman Joseph A. Conry suggested time to study Mayor Curley's alternative parking plan.

"SILENCE! WITH STUDY," THE MAYOR CRIED. "LET'S GET DOWN TO BRASS TACKS!"

The second was during the discussion of parking conditions on Beacon street.

Chairman Conry dryly remarked to Commissioner Hultman, "I TAKE IT YOU DON'T TRAVEL MUCH ON BEACON STREET.

"NO," REPLIED THE COMMISSIONER IN A SACRISTAN TONE, "I ONLY LIVE THERE."

The alternative parking system for automobiles throughout the city will soon become effective as the result of an agreement reached yesterday by the members of the Boston Traffic Commission during a conference with Mayor Curley.

By this system, which will not go into effect for 15 days or more, cars will be permitted to park on one side of a street until a certain hour and then shift to the other side of the street. Mayor Curley and Police Commissioner Hultman, who is a member of the commission, were both of the opinion that the plan will give the police an opportunity to clear one side of the street of any traffic violators, leaving half the street open for through traffic. He told the number of police now attempting to enforce traffic rules and regulations.

In adopting the alternative system, the commissioners and the mayor made provisions for stops of from five minutes to 20 minutes. In other districts, the provision is made to allow passengers to alight from cars and also for unloading merchandise.

Pedestrian Must Obey Lights

At the conference it was agreed that the police require both motorists and pedestrians to observe the traffic signals so that traffic moves freely. The shorter streets having two-way traffic and the main streets will not defeat the purpose of the signal lights.

Upon the question of trucks, Chairman Joseph A. Conry said there were 15 streets in the list in which he could see no substantial reason for barring trucks. Mayor Curley said he would leave it to the commissioners to iron out that phase of the traffic situation.

Early in the session Mayor Curley said he thought there were so many rules governing traffic that nobody but those who adopted them knew anything about how they should be observed. Mr Conry contended that through the experience of the traffic force and the regulations and rules were all right but that they were not being enforced.

Police Commissioner Hultman said the traffic rules had not been in force long enough for the police to get acquainted with them and added that the rules had been changed three times in recent months.

CANNOT ENFORCE THEORY

Chairman Conry interrupted to say that Mayor Curley's suggestion that the rules had not been changed in theory, although, they may have been changed in practice, was not true. Mayor Curley maintained that the police cannot enforce theory. Mayor Curley's car was tagged recently, then occupied the attention of the conference. The one-hour parking rule is in force there, but the Police Commissioner said if the rules can not be enforced on Province st, Mr Hultman said that, if the traffic rules can not be made simple and the police educated, there is some possibility of enforcing the rules.

Mayor Curley told the commissioners that the city wanted persons to come into it and do business, but this was not possible with cars parked on both sides of the street. Both the mayor and Police Commissioner Hultman believed that the one-hour parking rule was not practical because it kept the police and business going all day.

A discussion ensued between Corporation Counsel Samuel Silverman and one commissioner to discuss the question of installing signal lights on a proposed one-way system through Southampton st to Beacon st. The mayor also asked whether he thought there would be any consideration of installing signal lights at the crossing of the wider streets, instead of at either side, because of the closeness of the cross streets.

Pedestrian Must Obey Lights

Alexander Whitley, attorney for the Beacon Street Association, sent a letter to the Boston Traffic Commission yesterday in which he opposed Mayor Curley's suggestion that the market values of property on Beacon st. He asserted that the evidence also proved that, owing to heavy trucking, pilings and foundations under the buildings on Beacon st. He asserted that there would inevitably be a loss to the buildings and to the building owners, these assessments could not be kept permanently at a figure in excess of market values.

He asserted that, if the property was being ruined by heavy trucking, there would be a loss to the city, as assessments could not be kept permanently at a figure in excess of market values.

OPPOSES LIFTING ON BAN ON HEAVY TRUCKING

A discussion ensued between Corporation Counsel Samuel Silverman and one commissioner to discuss the question of installing signal lights on a proposed one-way system through Southampton st to Beacon st. The mayor also asked whether he thought there would be any consideration of installing signal lights at the crossing of the wider streets, instead of at either side, because of the closeness of the cross streets.
WELFARE BOARD
SYSTEM ARCHAIC
Fin Com So Says in Urging
ACCOUNTING REFORM
suggestion of the advisability of re-
department to eradicate conditions re-
Mayor Curley, which contained, among
placing the unpaid board of 12 overseers
the abolition of the overseers and the
creation of a commission of pub-
most serious indictments of the man-
requirements will be necessary.
report a demonstration of fairness by
during the regime of Frank A. Good-
the department which were outlined in
win as chairman of the finance com-
seers has established a standard of
ings of the welfare department, which
he characterized as due to inadequate
and as air force of $200,7.
Major Curley declined to comment
in prevention that while proof of dis-
department, this commission cited discovery of,
use of the coal and the
the work system was established for
and while conceding the inadequacy of
system in force never contained the
the demands of park purposes. Most of the speak-
provision has been made in the
building to improve the system. A final
recommendation advised the overseers
inadequacy of the office and the
of the same families collecting weekly
money received, not paid, out
bookkeepers or accountants was another
last as possible. Ac-
accounting for it is a secondary con-

“ARCHAIC” ACCOUNTING
The “archaic” accounting system pre-
charges as was also the fact that trust
funds are not used in accord with the
specific directions of donors, but income
is allowed to accumulate, thereby in-
creasing the financial burden upon the

to give no consideration to the requests
of private agencies for space in the new
building until the municipal department
needs are entirely satisfied.

7TH WHITE HEALTH UNIT
TO BE STARTED SOON
Will Be Constructed Near Madison
Park, Roxbury—Cost $350,000

Construction of the seventh George
Robert White health unit, on a site to
be selected within a radius of three-
quarters of a mile of Madison park,
Roxbury, will be begun within the next
six weeks. The estimated cost of the
land and building is between $350,000 and
$400,000.
Roxbury already has a health unit
on Blue Hill avenue but the need of an
additional unit to meet the demands of
the other end of the district has been
recognized and at yesterday’s meeting of
the trustees of the White fund definite
action to provide the building was
taken.
A group of Negro physicians urged
the establishment of the unit but de-
clined to specify a particular loca-
tion. Mayor Curley strongly favored
Madison park but search of old records
showed that unless legislative sanc-
tion is obtained, a legal restriction will
prevent the use of the park for other
than park purposes. Most of the speak-
ers at the meeting of the trustees fa-
vored the acquisition of a site in Elliot
school district although they were not im-
pressed with this location and intend to
select a site not far from Madison park.
Police Commissioner Eugene C. Hultman last night "blew up" at the declaration of Mayor Curley yesterday that traffic policemen have a "prolific source of graft," and, in a public statement, called the Mayor's statement "loose charges." Moreover, the police head in his statement declared that the Mayor's charges of graft "affects the good name and reputation of Boston so seriously that it cannot be a party to further circulating them." He added that he stands ready to receive proof that traffic policemen are being paid graft by persons for the privilege of parking their cars downtown and said if he gets it he will act.

The police commissioner, thoroughly aroused by the Mayor's statement yesterday afternoon, made his public reply last night, just before leaving police headquarters to go home.

Mayor Curley yesterday turned a $100 of poll taxes next week near home and save a trip downtown to City Hall, City Collector William M. McMorrow last night completed arrangements to open branch offices in the residential districts every afternoon from Monday to Friday, inclusive.


demands curley
back 'loose' claims
show-down likely at board's session today
MAYOR'S SON IS CITY WORKMAN

Employed at $18 a Week as Rodman on Subway Extension---
Intends to Work All Summer

While many boys are merrily making merry during the summer months and are making the most of their vacation from school, Paul Curley, 18-year-old son of Mayor Curley, is working with a construction gang at a salary of $18 per week. Young Curley is employed as a rodman with the city engineering branch at Governor square, where the new subway extension is now being built.

USES TROLLEY CAR

The Mayor's son, who, incidentally enters Boston College next fall, began work Tuesday. He plans to continue working until the opening of college next fall.

He took the civil service engineering examination last winter and passed it. Then when school closed last month and he began to look around for something to do, he decided to apply for work with the city construction crew. He applied, got the job and went to work.

When asked if his father drove him to work each morning, Paul grinned. He said he either rides in with one of the other workmen, or rides to work on the street car. The Mayor likes the idea of his son working.

In addition to the fact that he finds the work interesting, Paul hopes that it will get him in fine shape. When the freshman football squad reports at Boston College next September, one of the candidates will be Paul Curley; and, barring mishap, he'll be hard as nails. He now weighs 110 pounds.

OFFERS NEW PARADE ROUTE

Will Not Interfere With Commercial Traffic

At the request of the Retail Trade Board of the Chamber of Commerce, Mayor Curley and the Board of Street Commissioners will adopt a new parade route which will not interfere with the free passage of commercial traffic in and out of the downtown business section.

At a conference yesterday at City Hall the Mayor and the retail business representatives agreed upon an uptown route, which will be subject to the approval of the Elevated. El officials will study the new route to determine whether it will hamper service schedules seriously.

Under the proposed route all parades would start at Roxbury Crossing and proceed through Columbus avenue, Park square and Boylston, Arlington and Newbury streets to whatever disbarking point in Newbury street acceptable to the individual parade directors.
MAYOR CURLEY TO QUIZ TRAFFIC COMMISSION

Thinks Staggered Parking System Would Stop Motorists’ Tipping and Police Graft

To do away with what he terms a prolific system of tipping and graft on the part of favored motorists and police, Mayor Curley, at a meeting of the Traffic Commission at 9:30 tomorrow morning, will attempt to find out why the Traffic Commission has never attempted to enforce the staggered parking system.

The Mayor a year ago recommended a system whereby one side of every street could be parked on without limit from 1 a.m. to 1 p.m., and the other side from 1 p.m. to 1 a.m., thereby leaving one side of every street free from parking. It is said that the Traffic Commission took the attitude that the plan could not be enforced.

Another angle of the meeting scheduled for tomorrow, which is of great importance to residents of Boston, relates to what the Mayor today termed “favoritism to certain residents by exclusion of trucks on their streets,” thereby putting the entire load on certain other ones.

Mayor Curley said that the present exclusion rules compel truck drivers to use a certain few thoroughfares, which take all the noise and vibration. He believes that it would be fairer to throw open all streets.

The suggestion is bound to meet with opposition particularly from residents of sections where considerable trucking originates, for it is admitted those trucks will always travel the shortest and most direct route from loading points and hence the shortest and most direct route streets from loading points will get all the trucking, whereas in many cases there are residential streets now barred to trucks of more than two-ton capacity.

Mayor Curley today said that he wants the view of the board on the adoption of a system making for better regulations and do away with what he terms “favoritism.”

The installation of his staggered system for downtown parking, the Mayor believes, will also reduce court cases from residents of sections where considerable trucking originates, for it is admitted these trucks will always travel the shortest and most direct route from the loading points and hence the shortest and most direct route streets from loading points will get all the trucking, whereas in many cases there are residential streets now barred to trucks of more than two-ton capacity.

Mayor Curley today said that he wants the view of the board on the adoption of a system making for better regulations and do away with what he terms “favoritism.”

In a flare of bonfires tonight another Fourth of July will be ushered in for the celebration of the 155th anniversary of American independence.

From midnight until the last boom of fireworks tomorrow night a busy round of observances are scheduled for the city. Events include those at Columbus Park, South Boston, and Garvey playground, Nuponset, and Galow’s Hill, Salem.

The South Boston event will be preceded by a parade from the clubhouse of Michael J. Perkins Post, American Legion, to the park. Between the parade and the bonfire a band concert and display of fireworks are planned.

Other “night before the Fourth” events in the city include nine band concerts to be given at the parks and playgrounds in the residential sections. They have been arranged by various City Councils.

City exercises tomorrow will consist of programs in every council or district including ice cream reading to the children, sports, band concerts, doll carriage parades and other activities.

MAYOR OFFICIALS

Mayor Curley and Joseph McElrath, president of the city council, will officiate at flag raising at a front of City Hall and on Boston Common in the morning.

The group will then parade to the Old State House where the Declaration of Independence will be read by Paul Curley, son of the Mayor.

The annual athletic games on Boston Common, swimming races in the Charles river, the Frog pond pageant, fireworks and band concerts are included in the city program.

The Faneuil Hall exercises will be held at 11 a.m., with Mayor Curley, President and United States Senator David J. Walsh principal speaker.
PRIZE FOR CURLEY BOY
IN MODEL YACHT RACE

Mayor's Son, George, 11, Places Fourth With 50 Entries in Junior Event on Jamaica Pond

Sir Thomas Lipton may have more competition in yachting to contend with in his future invasions of America in the person of George Curley, 11-year-old son of Mayor Curley, who was one of the winners of the Boston junior model yacht race at Jamaica Pond last night.

George entered his 36-inch model yacht Maiacaway Jr against more than 50 other finely built models, and qualified in the first heat of a 400-foot sail across the Perkins-st inlet of Jamaica Pond. In the finals, wind conditions were poor for the smaller built Maiacaway Jr, with the result that the boat brought him a fourth place and scoring a total of 15 points.

Jose Fernandez of Boston, who helped young Curley in constructing the boat, was the winner of the race, scoring 23 points. Other winners were Seraphino Tisi of the South End, who finished second with 22 points, and Chester Wolowicz of South Boston, third, with 16 points.

AIRPORT LOAN DECISION
APPROVED BY CURLEY

Mayor Curley formally approved yesterday the decision of the city council authorizing the borrowing of $1,250,000 for extension of the East Boston airport. He expressed pleasure at the action of the council and declared that as soon as the necessary formalities are complied with, contracts would be awarded for enlarging the airport.

COPS RESENT
MAYOR'S AUTO
GRAFT CHARGE

Replying bitterly to Mayor Curley's charges of petty grafting by policemen in parking places, Police Commissioner Eugene C. Hultman last night branded the mayor's statement as "ridiculous and injurious to the good name and reputation of the city."

The whole bitter controversy between city hall officials and the police will be aired at a conference between the mayor and the traffic board in his office at 9:30 this morning.

The mayor said: "I will advocate enforcement of the rule allowing unlimited parking on one side of a street for 12 hours and on the other side of the same street during the next 12 hours. That is the only fair way to meet the problem."

"If the rule was enforced rigidly it would settle the parking problem definitely. It would stop petty graft among the police, some of whom are paid by owners of autos for permitting cars to remain in prohibited places."

In a bristling statement, Hultman defended the department. He declared there were no outstanding cases of graft remaining uninvestigated.

"In regard to enforcement of the alternate parking rules," he said, "the traffic commission, acting on the mayor's suggestion, passed one rule which was so faulty that it allowed parking on crosswalks in safety zones and in front of fire hydrants. At the insistence of the police commission this rule has been rescinded recently and a new rule passed."

"Wherever any facts are presented that can be substantiated in regard to graft or malfeasance of the police department I am prepared to act."

Mayor's Son Wins Place
Sailing Model Yacht

George Curley, 11-year-old son of Mayor Curley, won second place in the open class of the first of a series of model yacht races conducted last night on Jamaica Pond. George sailed a 36-inch craft, presented to Mayor Curley Wednesday by two pupils of the Abraham Lincoln School. The winner of the race, which was across the pond and back again, was Jose Fernandez, 254 Melrose street, Boston, who was sailing a 72-inch home made yacht. The races were under the direction of Frank X. McLaughlin, director of boys' activities for the community service of Boston.
City Celebrates as John Adams Long Ago Hoped

Boston will celebrate Independence Day much as John Adams expressed the hope 150 years ago when he wrote a letter to his wife: "Its ought to be solemnized with pomp and parade, with shows, sports, games, bonfires, and illuminations from one end of this continent to another, from this time forward for evermore."

Boston will have a parade in the morning, composed of representatives of patriotic societies and marines from the Navy Yard; it will have a pageant on the Common in the afternoon, bonfires in various parts of the city, and plenty of sports in the playgrounds. But it will be the same type of "safe and sane celebration" imposed by law and public sentiment in the last twenty years.

Fortunate, also, for Boston is the possession of Faneuil Hall, where the most fiery of revolutionary remarks were uttered previous to the great conflict which followed the reading of the Declaration of Independence by the representatives of the thirteen colonies in its first reading to the citizens in 1776. Year after year that impressive ceremony is repeated in the very same spot where the reader of the Revolutionary days stood in his three-cornered hat, his knee breeches and long-tailed coat. The reader of this year will be Paul G. Cronin, son of the mayor, and he will be attired in a costume similar to that of his original predecessor.

Parade After Flag-Raising

The first official event of historical character will be the raising of the national and city flags at City Hall at 9:15 o'clock Saturday morning. The mayor is scheduled to hoist the Stars and Stripes in person, and the president of the City Council, Joseph McGrath, is to raise the municipal flag at the same time, while the band plays and the assembled organizations that will later parade will form the picturesque background in front of City Hall and on School and Province streets.

The parade is to be representative rather than with any endeavor to recreate with their colors of various patriotic and historical organizations, including the war veteran groups and a battalion of the United States Navy will lead the parade, which will proceed from City Hall immediately after the flag-raising there under Marshal Charles J. Corderly, aide to the official commissary, United States Spanish War Veterans, with Charles McCarty of the American Legion as chief of staff. At Boston Common at 9:45 a.m. the national flag will be raised, also by the mayor, with the formal ceremonies.

The parade escort to the officials and the committee will be preceded by way of Boylston street, Temple place, Washington street, Water street, Congress street, State street, to the Old State House, where, at ten o'clock, will occur the picturesque and historic annual ceremony. From the Old State House the parade escort will march to Faneuil Hall, where, at eleven o'clock, the annual exercises will be conducted with the mayor presiding. There will be the singing of "America" and the "Star-Spangled Banner." Invocation by Rev. Francis L. Phelan, S. T. L., and benediction by Rev. Robert Le Blanc Lynch.

District Programs

While these formal ceremonies are going on there will be local district programs, the principal exercise being games and sports for children in the various parts of the city as arranged by members of the City Council. In some instances these programs will be continued in the afternoon and the evening; in several parts of the city there will be band concerts. Displays of fireworks will take place in several sections of the city, including Columbus Park, Franklin Field and Boston Common at night.

The municipal athletic meet will start on Boston Common at ten o'clock with events for men and women. In the afternoon at two o'clock the customary swimming races, also with events for men and women, will take place at Charles River Basin at the foot of Chestnut street.

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CITY'S JULY 4 PROGRAM
TO TAKE IN EVERYBODY

Exercises at City Hall and Common Among the Features Planned in All Districts of Boston

HULTMAN HANDS
MAYOR HOT SHOT

"Loose Charges" He Says to Traffic Comments

Showdown Forecast Today
at Special Meeting

The city of Boston Independence Day program this year will be similar to those of other years, with the principal activities on Boston Common, at the Old State House and in Faneuil Hall. Programs also have been arranged in practically all wards throughout the city so that the youngsters and grownups alike may enjoy the day in fitting manner.

The city program will open tomorrow at City Hall at 8:15 with the flag-raising exercises by Mayor Curley. A short parade then will form opposite City Hall and march up Tremont St. to the flagpole on Boston Common, Charles J. Coughlin will be marshal and Charles J. McCarty chief of staff.

Patrotic exercises will be held on Boston Common at 9:30 with the Mayor and others making short addresses. At 9:30 the marchers will parade by way of Boylston St. to Tremont St. to Temple Pl. Washington St. Water St. Congress St. State St. to the Old State House.

From the balcony of the Old State House facing State St. trumpets will be sounded, Mayor Curley will speak and Paul G. Cuddy, son of the Mayor, will read the Declaration of Independence. After the exercises the parade will go to City Hall.

Senator Walsh will deliver the principal address at the exercises there, and the program will be broadcast over station W N A C.

At Boston Common at 10 a.m. a municipal athletic meet will be held with William H. Cuddy as chairman. Children from each ward in the city will participate.

A municipal swimming meet will be held on the Charles River Basin, foot of Chestnut St., at 2 p.m. with Mr. Cuddy in charge.

The big feature of the Boston celebration will come at 7:30 with the pageant "Hansel and Gretel" on Boston Common at the Frog Pond.

Other common events are a band concert at 7:45, sunset ceremony at 1 and fireworks at 10 p.m.

The celebration by wards and districts follows:

Favoritism to certain residents by exclusion of trucks on their streets, thereby putting the entire load on certain other ones. Mayor Curley said the exclusion rule compels truck drivers to use a certain few thoroughfares, which take all the noise and vibration. He believes that it would be fairer to throw open all streets.

The suggestion is bound to meet with opposition, especially from residents of sections where considerable trucking originates, for it is admitted those trucks will always travel the shortest and most direct route from loading points and hence to the most direct route streets from loading points will get all the trucking, whereas in practice the cases the residential streets now barred to trucks of more than two-ton capacity.

The installation of his stagger system for downtown parking, the Mayor believes, will also reduce court cases to a minimum and promote business. He believes in permitting one side of the street parking for indefinite periods as long as they are not within 20 feet of the sidewalk, and that the system would throw open 500 miles of parking to the public.

The half-hour after the Mayor believes to be absolutely fair to all. Business concerns on one side of a street will get an even break with concerns on the other side of the same street.

Police Commissioner Hultman's statement said:

"I am glad that the Mayor at last is taking an interest in downtown parking regulations, particularly in regard to Province St., as the Police Commissioner, has been trying for many years to interest the Traffic Commission in passing proper rules and regulations in regard to traffic on Province St., as the present rule which has been in force since the traffic commission was created is the same on Province St. as in Hyde Park, West Roxbury, and other suburban parts of the city.

"I find that last April, to be specific, the Police Commissioner offered a vote in the Traffic Commission that Province St. be added to the list of streets carrying restrictive traffic rules and regulations. However, he may have been for rejecting this vote, the Police Commissioner was the only member of the commission who voted for it.

"In regard to enforcement of the alternate parking rules downtown, the Traffic Commission downtown have not been in conformity with its own rules. One of the main reasons for the traffic commission downtown not being issued in any way intelligible or enforceable.

"During all of this period, most of the signs maintained by the Traffic Commission downtown have not been in conformity with its own rules. One of the signs which the police are required to enforce is obedience to the signs of the Traffic Commission. The failure of the Traffic Commission to have its signs properly painted and placed is surely not the fault of the Police Department.

"The other loose charges attributed to the Mayor affect the good name and reputation of Boston," Commissioner Hultman declared his intention of discussing fully at today's traffic meeting the matters concerning traffic and the police that Mayor Curley mentioned at length yesterday. During all of this period, most of the signs maintained by the Traffic Commission downtown have not been in conformity with its own rules. One of the main reasons for the failure of the Traffic Commission is that the signs are not in any way intelligible or enforceable.

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"Another angle of the coming meeting relates to what the Mayor termed a "favoritism to certain residents by exclusion of trucks on their streets, thereby putting the entire load on certain other ones. Mayor Curley said the exclusion rule compels truck drivers to use a certain few thoroughfares, which take all the noise and vibration. He believes that it would be fairer to throw open all streets. The suggestion is bound to meet with opposition, especially from residents of sections where considerable trucking originates, for it is admitted those trucks will always travel the shortest and most direct route from loading points and hence to the most direct route streets from loading points will get all the trucking, whereas in practice the cases the residential streets now barred to trucks of more than two-ton capacity.

The installation of his stagger system for downtown parking, the Mayor believes, will also reduce court cases to a minimum and promote business. He believes in permitting one side of the street parking for indefinite periods as long as they are not within 20 feet of the sidewalk, and that the system would throw open 500 miles of parking to the public.

The half-hour after the Mayor believes to be absolutely fair to all. Business concerns on one side of a street will get an even break with concerns on the other side of the same street.

Police Commissioner Hultman's statement said:

"I am glad that the Mayor at last is taking an interest in downtown parking regulations, particularly in regard to Province St., as the Police Commissioner, has been trying for many years to interest the Traffic Commission in passing proper rules and regulations in regard to traffic on Province St., as the present rule which has been in force since the traffic commission was created is the same on Province St. as in Hyde Park, West Roxbury, and other suburban parts of the city.

"I find that last April, to be specific, the Police Commissioner offered a vote in the Traffic Commission that Province St. be added to the list of streets carrying restrictive traffic rules and regulations. However, he may have been for rejecting this vote, the Police Commissioner was the only member of the commission who voted for it.

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No Danger of Trucks Again on Beacon St.

Marlboro Is Also Safe, but Newbury St. Will Be No Longer Quiet

Curley Takes a Hand

Forces Alternative Parking on Downtown Area with Twelve-Hour Shifts

Beacon and Marlboro streets, Back Bay, are safe from unlimited trucking, as the result of today’s traffic conference called by Mayor Curley, but Newbury street, since it has become largely devoted to business, may have trucking restored in a few weeks. There are at least fifteen of the thirty exempted streets, such as Moraine, Jamaica Plain, on which the mayor’s residence is located, and Perkins, a through highway to Brookline, that will be opened to heavy commercial business.

This question was only briefly discussed by the mayor and the traffic commission today. The real question at issue was alternate parking, a plan advanced by the mayor several months ago, originally for the arterial highways leading into the heart of the city and now embracing all streets, within the area bounded by Massachusetts avenue and the waterfront. An order for this radical change in parking was actually promulgated, but has never been enforced, according to the mayor.

Today Police Commissioner Hultman, who realizes that limited parking cannot be enforced, as did the street commissioners for years, explained the difficulty with the taxicab locations, admitting that he could act freely with regard to public stands but not with private stands, such as those in front of hotels. Conditions at the Parker House and the Statler were cited as examples of hindrance to moving traffic as well as to patrons if shifts from one side of the street every twelve hours are demanded.

Promises Police Aid

But Mayor Curley and Corporation Counsel Samuel Silverman argued that the difficulties were not insurmountable. The alternate system might work better in some parts of the downtown district than in others, but it was scientific and should be worthy of the best possible trial by the police. The police commissioner promised to give his hearty cooperation but admitted that the twelve-hour shifting of taxi stands would prove the most drastic thing ever attempted in any city in the country. He was in favor to hear a suggestion from Chairman Joseph A. Conry that the Parker House light would be shifted from School street to the Tremont street door of the hotel.

After much discussion it was agreed that the traffic commission should make further study of the alternate parking problem and be ready to put it into effect in fifteen days.

Mayor Curley also advanced as another decided detriment to the easy flow of traffic the disregard of signal lights by motorists who try to “beat” them. He wondered if the automatic system should be extended on Massachusetts avenue to Southampton street, or whether Boston should consider a less expensive system of overhead lights such as that installed in Atlantic City. This was another question for the traffic commission’s study.

An outsider strolling into the mayor’s office and gazing upon the spectacle of the traffic-ridden traffic commission in session would have seen or heard little to verify the impressions he had received from press accounts. For weeks the careful reader has heard that Chairman Conry and Police Commissioner Hultman were at swords points: that Police Commissioner Joseph A. Rourke and Park Commissioner William P. Long did not speak; that Chairman Thomas J. Conry and Mr. Hultman merely gazed at each other scornfully; that the only real friend Mr. Conry has on the board is Mr. Rourke.

Today, however, with a few exceptions when sarcasm and ironic thrusts were exchanged, the meeting was held in a manner to indicate that the difficulties were not insurmountable. The mayor flared, and the meeting broke up, It was decided to draft rules in accordance with the mayor’s plan.

The plan affects the whole downtown area between Massachusetts ave. and the waterfront. Parking will be permitted on one side of the street for 12 hours and on the other side for the remaining 12 each day.

REPEATS “GRAFT” CHARGE

The plan as soon as drawn will be submitted to Corp. Counsel Silberman and be made effective. The mayor repeated his statement of yesterday that the present parking system opens up a prolific source of graft and into the teeth of Police Commissioner Hultman, who sat opposite him at the “round table” he hurled the charge that traffic officers are “playing favorites.”

Commissioner Hultman asked that “graft” be left out of the discussion and the mayor denied he said there was any graft, but whether there was or not, the system opened up a source for it, he maintained.

There was a tense atmosphere at the meeting, which was attended, also, by Commissioners Thomas J. Conry, Joseph A. Rourke and William P. Long. The Fourth of July pyrotechnical display had been predicted when Commissioner Hultman took exception yesterday to Mayor Curley’s implication about parking graft.

Planes Up at Conry

The mayor proposed that on all downtown streets unlimited parking...
22 hours and on the opposite side for the next 12.

"Well, we'll study it," said Commissioner Conry.

It was then the mayor flared up.

"Let's try it. anyway," he said.

"Under present conditions the few hour parking is the rule. You permitted a system which develops a prolific source of graft."

"Well, leaving the graft out, let's talk about your plan," Hultman commented.

"It seems to me that the only solution of the parking problem is to allow cars to be parked as I have suggested," the mayor went on.

HURT'S BUSINESS

"What's the use of having rules if we don't enforce them? There's even double parking on some streets. Look out of my window now and you'll see it in Providence st. Tell me one street in the downtown area where cars aren't parked on both sides."

He said parking on the Common side of Tremont st. should be stopped at once that it slowed up traffic and hurt business.

Throughout the meeting the strained relations between Hultman and Conry were apparent. Hultman charged that the "no parking" spots were not properly designated by signs and, when the traffic chairman asked if he had noticed the signs in Beacon st., Hultman replied that he had not.

"I take if you don't travel much along Beacon st. Conry commented.

"No," said the police commissioner, "l only live there."

Health Unit for

Roxbury Decided On

Roxbury will be provided with another city health unit to be erected this year out of the income of the $6,000,000 George Robert White fund. Mayor Curley will confer today at City Hall with Manager Edward L. Logan and the trustees of the fund to determine a site for the new building.

As there is already a health unit at Blue Hill avenue, Roxbury, the Mayor voiced his preference for Madison square as the site of the next Roxbury unit.

REFORMS IN HUB WELFARE DEPT. URGED

Methods Archaic and Open to Fraud, Says Fin Com

A complete reorganization of the public welfare department, including the replacement of the present board of 12 unpaid overseers by a salaried commissioner and two deputy commissioners and the substitution of modern methods of management and financial accounting for the archaic and unsatisfactory existing system, was recommended to Mayor Curley today by the finance commission.

CHANCES FOR COLLUSION

Although specifically stating that no evidence of dishonesty has been uncovered during the investigation of the department by the commission, emphasis is laid, in a voluminous report, on the numerous opportunities for "collusion and fraud" which the obsolete system lays, in a voluminous report, upon the management of the department. The urge of the system is to pay out aid, within which category is unemployment relief, as unemployment than they had ever earned. Cases of two or three generations of the same families collecting aid were also discovered and the commission attributed this condition to the failure of the overseers to make essentially needed changes in the management of the department to cope with rapidly changing conditions.

Despite the failure of the overseers to set up a modern and scientific system for handling applications for aid, the commission investigators failed to find any considerable number of unjustified grants of money, and in each instance the department's investigators found dishonesty on the part of the employees but have found a system wide open for fraud and dishonesty.

MONEY EASY TO OBTAIN

Cases of beneficiaries were discovered who were receiving more money weekly as unemployment relief than they had ever earned. Cases of two or three persons collecting aid were also discovered and the commission attributed this condition to the ease with which money could be obtained.

The commission finds fault because of the virtual impossibility of checking any branch of the department. Diffusion of responsibility, issuance of conflicting orders and other detrimental conditions have created a situation in which money could be obtained and with the limited finances for it, the commission's investigators have not found dishonesty on the part of the employees but have found a system wide open for fraud and dishonesty.

In amplification of the looseness of management, the commission cited one coal dealer with 142 orders issued without written work. The condition of the financial statements is no mere reassuring," the commission reports. "In the first place, records of all kinds, of money received, money paid out and securities of money on hand, are months behind. There is evidence of an attempt at some convenient time to make accounts balance, but they seldom do. The urge of the system is to pay out as fast as possible. Accounting for it is a secondary consideration."

Discrepancies were found in the accounts receivable from other cities and towns and no effort has been made for years to adjust disputed settlements.

Though disbursing millions yearly, the department lacks trained bookkeepers or accountants and the overseers are assailed because of a persistent refusal to adopt recommendations of public accountants annually engaged by the city auditor to check up the books. Trust funds, the commission finds, are not used as the donors intended, but the income has been permitted to accumulate.

NO CHECK ON RENTS

As far as payments for rents figure, there is absolutely no check and applicants for money for such a purpose are not obliged to deliver a receipt.

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Hultman Admits 1-Hour Parking Unenforceable

"Fireworks" Fail to Go off at Traffic Hearing—Curley and Commission to Adopt Alternate System—Conry, Police Head Spar Verbally

An admission by Police Commissioner Hultman that the one-hour parking regulation cannot be enforced and the exchange of mild verbal thrusts between Hultman and Traffic Commissioner Conry preceded today the decision of Mayor Curley and the traffic commission to adopt the alternating parking rule for the district between Beacon street and the Charles river and extending to the South station.

NO FIREWORKS
There were no verbal fireworks because of the quick declaration of Hultman that the one hour rule is unenforceable. He made no denial of the charges that police officers are blind to deliberate violations of the rules, but countered such criticism with a policy of the Traffic department for failure to report promptly to the executive of the police department such violations.

The only reference to graft in connection with the discussion of police failure to enforce regulations was the statement of Mayor Curley that he had been misquoted. He declared that the statement which he made and which was correctly quoted in the Traveler concerned his determination to secure a radical change in the parking regulations "to prevent one of the most prolific sources of graft."

HULTMAN SATISFIED
Commissioner Hultman expressed his satisfaction that the mayor had not assailed policemen for collecting graft.

Hultman was in complete accord with the mayor's idea of the alternating parking rule. Under such a scheme, motorists will be permitted unrestricted parking on one side of downtown streets during a period of 12 hours, and at the expiration of this time the parking regulation will shift to the other side of the street.

Commissioner Conry repeatedly called to the attention of the traffic commission that the traffic commission passed such a rule last July and that the police have failed to make any effort to enforce the rule. Conry contended with the assertion that so many changes have been made in the rules that neither the police nor the public can be expected to keep familiar with the revisions.

Commissioner Conry took a direct shot at Hultman's department with the accusation that cars were parked throughout yesterday afternoon in a restricted area about the courthouse; that there is no enforcement of the regulations on Beacon street or School street, and that conditions on Massachusetts avenue are difficult for the police to make any effort to enforce the rules.

EXPLANATION SOUGHT
Hultman's response was a request for an explanation of the failure of the traffic commission to immediately report such violations. He claimed that

such instances have been the subject of letters from Conry three weeks after discovery and he stressed his inability to prosecute the motorists who were allowed to violate the parking rule about the courthouse yesterday.

Hultman made known his conviction that it is impossible to reduce the number of traffic officers; he expressed satisfaction with the improvements in the movement of traffic on Tremont and Washington streets, but challenged Conry's statement that illegal parking is winked at along Washington street.

The present of the parking rule was done by Conry and Hultman, but the mayor made known that he wants a parking rule, so simple that everybody can understand it, and so general that it will not be possible to "have an understanding" with the traffic officers.

Exclusion of trucks from streets was discussed by the mayor, who expressed the opinion that, with the exception of Beacon street, he perceived of no adequate reason for prohibiting the operation of trucks on the public highways. The character of the soil on Beacon street and the fact that buildings rest on piles were cited by the mayor as a satisfactory reason for the exclusion rule.

When Morair street was read on one of the streets from which trucks are excluded, the mayor remarked that there is no reason for such a rule. He claimed that he has expert knowledge, because his home is on the corner of Moraine street and Jamaicaway.

The commission will take speedy action upon the suggestion of the mayor for the rescheduling of orders excluding trucks from about 30 streets.

Boston Joins Nation in Parades, Fireworks, Oratory, Bonfires

Tomorrow is the 156th anniversary of that historic day in 1776 when a handful of grim-faced men gathered in a hall in Philadelphia to sign the document which made the group of colonies "free and independent states."

Through the years the Fourth of July has been celebrated as Independence Day.

GLORIES OF AMERICA

Throughout the country tomorrow bells will ring, fireworks will proclaim in noisy fashion the joy of patriots on this day, orators will retell the glories of America, and over all the folds of Old Glory will stream in benediction.

Flaming bonfires at midnight tonight will mark the opening of the celebration in many cities and towns.

On Boston, as usual, there will be a notable Fourth of July celebration.

The program has been prepared by Edward L. Dolan, director of public celebrations, assisted by John F. Travers of his department, and Frank Leveroni, chairman of the citizens' Independence day committee. The first event of the day will be the raising of the national and city flags at City Hall at 11 a.m. tomorrow. Mayor Curley is scheduled to hoist the stars and stripes and state the president of the city council, Joseph McGrath, the municipal flag.

The parade which will follow is to be representative in character, rather than as a central affair to arrange a large event. There will be representatives, with their colors, of various patriotic, military and historical organizations, including the war veteran groups and a battalion of the United States navy.

Boston will proceed from City Hall to the Common, where the flag will be raised by Mayor Curley at 9:30. The parade will then move to the old State House, where the o'clock will occur the reading of the Declaration of Independence by Paul G. Curley, son of the late mayor.

SENIOR WALSH ORATOR
From the old State House, the line will march to Faneuil Hall, where the annual oration exercises will be held. Mayor Curley will preside. The invocation will be given by the Rev. Francis L. Phelan, S. T. L. The orator of the day will be Senator David Walsh.

While the above formal and historic ceremonies are going on there will be local district programs with patriotic exercises, and games and sports for children in the various wards of the city as arranged by members of the city council. In some instances these programs will be continued in the afternoon and evening; in several parts of the city there will be band concerts. A night display of fireworks will take place in several sections of the city, including Colonnade and Franklin street, Boston Common and Jamaica pond.

The annual municipal athletic meet will start on Boston Common at 10 o'clock with a list of events for men and women. In the afternoon at 2 o'clock the customary swimming races and track events for men and women will take place at Charles river basin at the foot of Cranston street.

A central afternoon event will be a pageant given by children and young people on Boston Common at the pond, beginning at 2 o'clock. This will be a production of the German fairy tale, "Hansel and Gretel."

Included in the local program in some sections of the city will be a noisy display of fireworks on the athletic field at 9:30.

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CURLEY'S GRAFT CHARGE 'LOOSE,' HULTMAN SAYS

Police Head to Discuss Statement Today Before Traffic Board

MAYOR INDICATES PARKING PAID FOR Would Eliminate Source by Changing Rule—Allow 12-Hour Stops

An open break between Mayor Curley and Police Commissioner Hultman at this morning's meeting of the traffic commission was clearly in evidence last night, when the police commissioner issued a statement replying to the mayor's declaration expressing his dissatisfaction with police enforcement of traffic regulations.

Commissioner Hultman branded the mayor's charges of graft in the police department as "loose" and strongly intimated they were false. In the course of his statement he said:

Other loose charges attributed to his honor the mayor affect the good name and reputation of Boston so seriously that I cannot be a party to further circulating them, but I will fully discuss them at the traffic commission meeting tomorrow morning.

Whenever any facts are presented that can be substantiated in regard to graft or malfeasance in the police department I am prepared to act.

TO ELIMINATE GRAFT

The specific remark of the mayor to which he had reference was that the mayor was anxious to remove "one of the most prolific sources of graft" by bringing about the enforcement of a regulation which will allow motorists to park for a period of 12 hours on one side of the street.

"It would surely reduce the number of court cases arising from violations of parking rules and it would give persons who desire to shop in Boston a chance to do so. It would also eliminate the opportunity to buy parking privileges from policemen," the mayor said.

Mayor Curley's complaint against the police department, as he expressed it yesterday, was that the department has been lax in enforcing traffic regulations. He had helped to park his car.

He then pointed out the possibilities of graft through lax enforcement of the regulation allowing motorists to park for 12 hours on one side of the street.

WILL LIFT BAN ON TRUCKS

The throwing open of all streets to trucks was also suggested yesterday by the mayor and is based on the belief that most of the restrictions have been granted because of political influence of individuals. He admitted that compelling reasons for excluding trucks from a few streets might be advanced and cited the character of the soil along Beacon street as a possible argument, holding that ponderous trucks might disturb the paving on which many buildings rest.

"As a general proposition, however," said the mayor, "I believe that there should be no restrictions. It is not fair to exclude trucks from one street and throw them on other nearby streets. I believe in allowing everybody to bear whatever inconvenience is created by the operation of trucks. If I keep on with exclusion regulations there will be many streets open to trucks.

Appeals for the addition of many more streets to the number from which trucks are barred increased the mayor to reach the conclusion that the time is opportune to definitely settle trouble-some problem.

The list of streets now limited to trucks equipped with pneumatic tires and of a load capacity of 10 tons included: Montebello road from Belfort to Bay Bakersfield street from Willis to Stoughton, Bay State road from Beacon to Chilmark, Beacon from B. leach to Charles, Brimmer from Pinckney to Beacon, Brookside avenue from Germania to Green, Winnifred street from Ashman to Wyanoke, Carroll street from Ashmont to Codman, Centre street from Dorchester avenue to Washington, Centre street from Elliott to Delaware avenue, Corey street from Centre to Weld, Dexter street from East Cottage to Willis, Eustis street from Adams to Dearborn, Hemnway from Boylston to Huntington avenue, Holton from Franklin to Longworth avenue from Huntington to Brookline avenue, Maple from Centre to Weld, Marlboro from Arlington to Massachusetts avenue, Melville avenue from Dorchester avenue to Washington street, Montebello road from Washington on street to Brookside avenue, Mcreacie street from Centre to Jamaica, Newbury from Arlington to I.leford, Perkins from Centre to Jamaica, Pleasant street from East Cottage to Stoughton, South from Washington to Boylsey, Summer from Columbia to Phillips, Winthrop from Common to Warren streets.

POINTS OUT EXAMPLE

He said he is prepared to tell the police commissioner his opinion of the degree of efficiency of the police department in enforcing traffic regulations which he has measured during observations of conditions over a period of several months.

The mayor said he is convinced that no attempt has been made by police to enforce the 12-hour parking rule which the traffic commissioner adopted three months ago at his suggestion and which, in his opinion, will solve the parking problem.

To emphasize his contention he pointed out the window to Province street, where cars were parked in double lines on either side.

"That's a fair example of what I mean," he said.
BAND CONCERTS, FIREWORKS
ON CITY'S JULY 4 PROGRAM

Flag Raising Exercises Also Scheduled at City Hall and
Common, Followed by Parade to Faneuil Hall,
Where U. S. Senator Walsh Will Speak

The city of Boston through the Director of Public Celebrations has arranged in connection with the city-wide program for Independence Day a series of approximately 30 band concerts which will be given in various sections of the city, a few of them being the night before.

Fireworks displays this year the night of the holiday will be at Franklin Field, Jamaica Pond, Columbus Park, Savin Hill Playground, Smith Playground in Brighton, and at Boston Common at 10. There will also be fireworks at Connelly Playground in Roxbury on the 3d, the night before the local celebration there.

Arrangements are completed for the formal, historic ceremonies with the morning flag raising at City Hall at 9:15 a.m. Saturday, followed by flag-raising exercises at 9:30 on Boston Common, where the Mayor will speak briefly, and a parade to the Old State House at 10 o'clock, and then to Faneuil Hall for the customary oration exercises at 11 a.m. with Mayor Curley presiding. The arrangements are in charge of the citizens' committee of which Hon. Frank Leveroni is the chairman.

Senator David I. Walsh will be the orator at Faneuil Hall. The invocation will be by Rev. Francis L. Phelan, S. T. L., designated by Cardinal O'Connell, and the benediction by Rev. Robert LeBlanc Lynch, who has been designated by Bishop Sherrill of the Episcopal Church. Ushers will be from Boston High School Cadets. An orchestra will furnish music and the audience will sing "America" and "The Star-Spangled Banner." Madam Rose Zulalian will sing three patriotic selections. The program at Faneuil Hall will be broadcast from station WNAC from 11 a.m. till 12:30 p.m.

During the forenoon of the Fourth of July the customary district celebrations will take place in 22 wards of the city, some of them continuing through the afternoon as well as during the evening. The morning programs will include patriotic exercises, flag-raising exercises, and, in some places, local parades, together with games and sports and distribution of ice cream for the children.

Boston Common will be the scene of all-day events, beginning with the flag raising at 9:30 a.m., followed by athletic contests starting at 10 o'clock. In the afternoon at 3:30 a children's pageant, "Hansel and Gretel," based on a German fairy tale, will be presented at the Frog Pond amphitheatre. At 8 o'clock there will be a sunset ceremony, including the lowering of the national flag with military exercises, followed by a band concert followed by fireworks.
LIMIT OF AID TO MEN $15 WEEKLY

No Reduction in the Allotments to Widows---Many Men Getting Aid Refuse to Work

Limit to $15 Weekly

Mayor Curley declared, in denial of charges voiced by critics of the welfare department, that a number of the unemployed were receiving too much money for their own good and that unemployed men were willing to work 35 or 36 hours a week elsewhere and have to work for it. He explained that it had been brought to his attention that a number of men refused to accept jobs because they could not work enough from the city without working.

"There is a danger," he said, "that the payment of a weekly dole to men that you make it so large that the head of the household will be more willing to draw $15 or $20 a week here without working than to draw $15 or $20 a week elsewhere and have to work for it. Such a system offers no protection to the individual citizen; it fails to preserve his self-reliance and his individual independence."

Highest praise of the unpaid over- ers for their work was voiced by the Mayor. "In a city at its present stage of development," he said, "we have had the cheapest kind of politics played against the trustees ever played in the history of an American city."

They were condemned, he said, because they gave aid to a number of unworthy cases, but the Mayor said that it was the city's policy to aid first, and then investigate, rather than allow one worthy case to starve while waiting for investigation.

During the last six months Boston had been providing adequate aid for more needy people than the entire population of Chelsea, the Mayor stated, placing responsibility for the depression upon a lack of leadership at Washington. He also assailed industries which fired their employees in order to pay their regular dividends, thus sowing the "seeds of Communism and Bolshevism."
OLD IRONSIDES WILL SAIL TODAY

Rebuilt From Stem to Stern, Grand Old Ship Is Recommissioned at Navy Yard With Full Ceremonial

OLD IRONSIDES WEARS HER COLORS

Crowds watching the raising of her ensign as the sterling old fighter resumed active duty yesterday.

Old Ironsides, the living link between America young and America mighty, will go down today to the seas she glorified.

Re-built and re-born, she was reclaimed and recommissioned with all the solemn pomp and naval ceremonial due the ancient fighter, in the presence of high dignitaries and 3000 guests at the Charlestown Navy Yard yesterday afternoon.

SAILS AT NOON

At the moment black clouds raced over her mastsheads. Guns thundered and the drums throbbed. The Stars and Stripes rippled up the stiff halwart to gaff to break in a wind-swept riot of red, white and blue over her stern.

National anthem, the gallant old ship whose keel was laid when Washington was President, that saw service in 1812 and 1815, was proudly given back "to the god of storms, the lightning and the gales."

At noon today, without ceremony, the lines that have held her wharf-bound for 51 years will be cast off. Commander Louis J. Gulliver will shout his orders through the maze of rigging. The towing boat, the mine-sweeper Grebe, will tug gently and the ship will sail outward bound for Portsmouth, N. H., on a cruise that will take her as far South as Texas.

But as she starts "for the lonesome sea and sky," the guns that peer from her ports will be silent and the sails on her strange spars will remain furled.

Yet, Mayor Curley, who followed him on the programme of exercises that preceded the commissioning of the ship, took a different view when he said with a trace of a smile, "Those of us who have viewed with a little bit of apprehension the declination of the American army, the declination of the American navy and the declination of the marine corps, are rather cheered and comforted that once more the Constitution is back in commission, so that if the necessity arises in the future when we lack a navy of modern construction, the Constitution may once more serve a most useful purpose in the preservation of America."

3000 at Exercises

The exercises were held on the athletic field at the navy yard, opening at 1:30 p. m., with 3000 men, women and children, many of whom had contributed to the $60,000 reconstruction fund, gathered around the speaker's stand. The guns roared 15 times on the arrival of Assistant Secretary Ernest Lee Jahncke of the navy and 11 times for Governor Joseph B. Ely.

The yard was a beautiful scene. Every ship, from squat naval tugs to the trim destroyers, was in full dress, pennants snapping in wind and the crews in whites. Marine guards guided the visitors and at the entrance to the athletic field they were received by naval officers in full dress.

Sprinkled through the crowds were descendants of a number of men who served aboard the Constitution during her long career. Major-General Fox Connor, Congressman John W. McCormack, Congressman John J. Douglass, Governor's Councillor James H. Brennan and others were among the invited guests. Practically every patriotic organization, running from the Revolution to the World war, was represented by a delegation.

And one man who sought to be in the background and hit his lips nervously when signally not for due honor, was vociferously received. He was Lieutenant John A. Lord, the naval officer who directed the reconstruction of Old Ironsides. Every speaker paid tribute to his genius, because in restoring Old Ironsides he made her exactly as she was actually launched at Constitution Wharf in Boston Harbor in 1797.

Rear Admiral Louis M. Nulton, commandant of the First Naval District, presided, and Chaplain E. W. Scott, of U. S. S. Constitution, offered a stirring invocation. Rear Admiral Andrews compared the difficulty in raising the fund for restoring Nelson's flagship with the Constitution. He paid tribute to "sporting Englishmen" who contributed to the Constitution restoration fund and invited Congressman Charles H. Underhill...
Mayor Curley yesterday laid the corner stone of the annex to the building of the Board of Public Overseers before 300 people, including charity and religious figures. In his address the Mayor stressed the fact that during the depression Boston has taken better care of its poor than any other city in the United States.

The Mayor said that as long as wages are being reduced, dividends should be reduced also, that the burden may fall on all equally. If machines can now do the work of a year in seven months, it is high time to consider the five-day week, the Mayor declared.

Simon Hecht, chairman of the Board of Overseers, introduced the speakers. The exercises began with an invocation by Rev. Henry P. Wennerberg of St. Mary's Church. William H. Taylor of the board and Trees J. P. Maloney both praised the Mayor for his interest in their work.

Mr. Taylor said that the splendid work of Boston for its poor was shown by the fact that the city had no bread lines or soup kitchens.

Rev. Thomas R. Reynolds, head of the Catholic charities, said that Boston should appreciate the work of the board.

Mayor Curley attacked the price graft.

To end what he charged is "the most prolific source of graft among Boston policemen," Mayor James M. Curley today arranged a conference on parking with the traffic board in his office tomorrow morning at 9:30.

"I will advocate enforcement of the rule allowing unlimited parking on one side of a street for 12 hours and on the other side of the same street during the next 12 hours," said the mayor. "That is the only fair way to meet the problem.

"The rule has never been enforced by the police, and it is about time they made a real effort to enforce it. This is the most prolific source of graft among the police.

"If the rule was enforced rigidly it would settle the parking problem definitely. It would stop petty graft among the police, some of whom are paid by owners of autos for permitting cars to remain parked in prohibited places."

At tomorrow's meeting an attempt will be made to do away with alleged favoritism on the exclusion of trucks from certain streets. The mayor says he believes all streets should be thrown open to trucks, as favoritism has crept in through the influence of persons living on certain streets.

Extension of the traffic light system to Edward Everett sq. and on Tremont st. between Massachusetts ave. and Broadway, will also be discussed. The meeting is expected to reopen the whole parking controversy between City Hall officials and the police.

Mayor Curley sent the following telegraphic message of congratulation today to Post and Getty:

"Kindly accept my hearty congratulation. Your magnificent achievement is not only the greatest in the history of international aviation, but marks also the best advancement that has been known in the science of the air. You have also proved that you are the world's best masters as navigators and pilots. Our nation owes you a debt of honor. "JAMES M. CURLEY, Mayor."
of Somerville, who introduced the one in Congress for federal funds to complete the work at Charlestown.

Mayor Curley said in part:

"We are living in a more effeminate and degenerate age at present than the period in which the men who built the Constitution lived. They recognized that just so long as human nature remained as it was when the world was constituted, just so long would these evils that have afflicted mankind from the beginning, malice and hatred and envy, stir the souls of men."

"It is very well to discuss peace. It is a lovely ideal for which to strive. But I sometimes feel that the heritage that is ours, that heritage that represents the struggle and sacrifice and the pioneering, is worthy of preserving, and until such time as human nature changes, may God give to America men of that lofty courage of those who manned Old Ironsides."

**Here's One More for Frog Pond Navy**

Mayor James M. Curley, shown yesterday at City Hall as he was presented with a 3-foot model yacht made for him by Seraphino Tisi, 15, of 126 Shawmut Ave., left, and Stephen Wongski, 14, of 77 Village St. (center), both of the South End. His honor presented each of the boys with a crisp, new $5 bill, telling them he would use the craft in the Frog Pond Navy Yard on Boston Common.

**L Street Lockers**

People's Editor:

I agree that the policy of "first come first served" is an excellent one, but why compel a man to use a locker if he does not want one?

The rule that prohibits a man from stacking his clothes on the beach (near the fences) seems quite unfair to many men of South Boston.

These men carry no valuables, just old clothes, probably old trousers, shirt and shoes, hence, they do not require a locker. If they are willing to assume the risk of losing these old clothes, why should any one else worry?

By eliminating this rule, it not only would relieve a man from waiting in line, but more lockers would be available for men from other parts of the city who might require them.

The men of South Boston appreciate the new L street bath and are grateful to Mayor Curley for making it possible.

They also appreciate the fact that Mr. Long works untiringly to make this famous resort the best in the country. Many thanks to both gentlemen.

But—let us have the L street bath as we always have had it as far as the locker rule is concerned.

**WILLIAM J. BAILEY.**

South Boston.
Curley Urges Insurance Firms Use Capital to Wipe Out Slums in Cities

A suggestion that the resources of the insurance companies of the United States could profitably be invested to eradicate the slums of the large cities, and the expression of the need of modernization of the Volstead act, were features of a brief radio address yesterday by Mayor Curley in which he summarized his observations during his recent European trip.

"A program for the elimination of slum tenements in America," he said, "would provide work for hundreds of thousands, now out of employment, and it is the character of undertaking that should engage the thought, attention and money of the insurance companies of America whose wealth resources even today are far greater than is necessary to meet any emergency, if one should come. They have a duty, as well as a business house, in furthering a program of tenements.

"We have the wealth, we have the traditions, we have the pioneering courage in America. All we lack is leadership. If the public agencies require, then let those agencies that can, proceed with the work—insurance companies."

The mayor termed it education for an American to visit Europe. He denied the claim that Americans are superior to the Italians and the French. "Electricity, particularly in Italy, appealed strongly to him, as did the passing of the tenements in London and other cities."

The necessity for modification of the Volstead act, he continued. "Is admitted by every honest American who journeys through Europe. The system in operation in certain countries, notably in Ireland, represents a high order of intelligence in dealing with a problem that unless speedily checked may result in the transfer of law enforcement to the law violating agencies. Liquor is as plentiful as the air in Europe, and the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication. In Ireland the tax on liquor is rapidly making the nation temperate. The younger generation, they ever developed a taste for alcohol, has lost it and the elders, finding the price prohibitive, no longer desire it."

First Equipment to Arrive at Mayor's "Pasture"

Exhibit A in the mechanical equipment to be installed preliminary to commencement of the erection of the new Federal Building is now on public view in Postoffice sq. No admittance is required. It is just a plain, sturdy-looking donkey engine. It arrived on the prospective scene of operations early this forenoon, and in a couple of hours it had eased it on the low-slung motor van which brought it, and had put it in position alongside the back of the Great White Horse Post Office Building.

The engine is to be installed in the basement, along with the smaller units of the Watts Company that are to be installed eventually on all sides of the vast quadrangle. This one was kicked today only because it had no firewater, no steam.

The highest pieces of steel they'll have to lift will be 20-ton trusses. Like perhaps a dozen other trusses of lesser weights, these will be placed on the first tiers of underlining steel columns which rest upon the concrete slab which forms the base of the projected structure.

These dozen other trusses will range in weight from 20 tons to 24 tons. Since no bridges need be crossed in hauling these heavy weights from the North Station region's B. & M. Road yards, it will not be necessary for the Massachusetts Motor Trucking Company to get special permits for their local transportation.

Watts Company officials now expect that, 10 days from the laying of the steel slabs on the concrete floor, the steel frame of the planned structures will be up, and 100 third floor men will be put on the job. This kickless old donkey engine was the first of four such mechanical animals to be installed eventually on all sides of the vast quadrangle. This one was kickless today only because it had no firewater, no steam.
Curley Approves Limit of $15 Per Week on Relief Payments

Believes Plan Will Reduce Expenses and Force Men with Families to Seek Jobs—Public Welfare Overseers Praised

A maximum weekly unemployment relief payment of $15, which Mayor Curley indicated yesterday has been established by the overseers of the public welfare, will not only reduce the expenditures of the welfare department, but will compel men with dependent families to look for employment, he believes.

The conviction that higher payments of which relief have encouraged idleness and laziness, was the keynote of the address of the mayor at the laying of the cornerstone of the new $300,000 charities administration building at Hawkins and Charlestown streets yesterday.

There will be no reduction in the allotments to widows and to beneficiaries under the mothers’ aid law, the mayor declared, in denial of charges voiced by critics of the welfare department. That a number of the unemployed were receiving too much money for their own good was the expressed conviction of the mayor. He explained that it had been brought to his attention that a number of men refused to accept jobs because they were getting enough from the city without working.

"There is a danger," he said, "in the payment of a weekly dol of men that you make it so large that the head of the household will be more willing to draw $15 or $20 a week here without working than to draw $15 to $20 a week elsewhere and have to work for it. Such a system offers no protection to the individual citizen; it fails to preserve his self-reliance and his individual independence."

Highest praise of the unpaid overseers for their work was voiced by the mayor, in a dinging at their critics, he said, "We have had the cheapest kind of politics played against the trustees ever played in the history of an American city."

They were praised, because they gave aid to a number of unworthy cases, but the mayor said that it was the city’s policy to aid first, and then investigate, rather than do one worthy case to starve while waiting investigation.

City’s Aid Limit

to Jobless Men, $15

On the suggestion of the mayor, the city’s welfare department will limit jobless heads of families to a weekly dol of $15 a week. The announcement was made by Mayor Curley at the laying of the cornerstone of the new $300,000 charities administration building at Hawkins and Charlestown streets, yesterday.

Work Will Start on New Postoffice Building Next Week, Mayor Learns

Mayor Curley learned yesterday that construction of the new postoffice building will start within the next week.

He promptly decided to celebrate the event with music and issued orders to have the Fourth of July parade swing down that way to salute the start of building with "appropriate selections."

Today the first shipment of structural steel will start toward Boston from Bethlehem, Pa., and Charles Lund, engineer for the George F. Watts Equipment Company of Boston, subcontractors for the N. P. Severin Company of Chicago, promised that construction will begin within a week.

Supt. E. C. Moschel of the Severin Company will arrive in Boston today to prepare for receiving the first shipment of steel.

Transfer of the steel from the North station yards to Postoffice square will be undertaken by the Massachusetts Motor Trucking Company of Boston. Two of the pieces to be shipped here weigh 100 tons each. Franklin M. Howe, a federal construction engineer attached to the local federal engineering office, will protect the interests of the government during construction.
Mr. Coakley denies he is Ely vizier or had a row with Donahue

The Editor of the Transcript:

As an old newspaper man I read nearly all the Eastern papers. For style and accuracy the Transcript is not excelled anywhere.

Hence, it is really shocking to see such an absurd collection of misstatements as appears in the "bed-time story palmed off on your readers" the "Coakley-Donahue rift" article of Tuesday's edition. For more than a column your reporter runs on with details of an imaginary row between Chairman Donahue and myself, giving details of future "tests of strength, etc." between us in struggle for the vipership of the Ely administration.

I don't know your Mr. Grant who wrote the article, but I suspect he has been having his leg pulled by our mayor, who, he says, is my "bitter enemy." I am not in the habit of such replies and certainly don't bear enmity toward any man, not to speak of "bitter enmity." I'm too old and life's too short. I fear me, Grant is a victim of the Brown "bull."

I've attended no conference of any kind with Governor Ely or Donahue or anybody else on patronage, any since the governor was elected. I've never suggested a man for any position in his gift. If ever I knew a man who was more authority under his own hat than that man is the governor. I learned that in the primary campaign. If he wanted me as vizier (which he doesn't), he couldn't hire me for ten times his own salary. That certainly would be a job.

Frank Donahue and I have been friends for twenty years and more. We've never had a disagreement politically save when he supported Curley for mayor in '28. He is very close to a very old friend of mine named Guel. They were high on the old strong-arm method in which I ever knew Frank to engage. That was the "battle of the studio" where cork was used in true form, sought to avert defeat by resorting to the old strong-arm method. The next day he met his Waterloo and since that day I've devoted little time to politics.

Recently finding that our mayor was planning to defeat Governor Smith for Massachusetts support as he tried to defeat Governor Ely, I've taken hold again of the old New York on that mission when your reporter has me at the "row conference" with Donahue. Neither Smith nor Ely need my aid against Curley, except as I shall inform the voters the opinion of the various Curley "playes" and for that purpose the Sentinel may get into the battle with Tower again. Our mayor may be a candidate for Vice President or even for President, but let me assure you he will not be a candidate for governor in the primaries next year. He will not brave a lashing of five to one in a Democratic primary against Ely which would be his of a surety, if he made the run. When I was in the "little boy" heat, from the sticks, an "enemy of the Irish" and wholly "unfitted mentally" for the place, to quote the mayor, the "little boy" heat Curley right here in Boston. What Ely would do to him now is just "too bad."

The governor's administration to date has been superb. As to appointments, it is agreed on all sides that they've been of higher caliber than any since Governor Ely's time, despite the fact that I urged none of them. There may be a lot of hot weather discussions and silly season candidacies but Ely will be unanimously renominated and overwhelmingly elected unless he shall refuse to take the place of which he is the "Lord prevent." He's just where Governor Smith is for President. Neither of them can prevent Massachusetts voting for him unless he is in the field. They have any doubt about either question, ask Senator David I. Walsh, the Nestor of them all, the ablest senator in Washington, beleaguered by all and rightfully the greatest vote-getter Massachusetts has ever known—he knows.

Buzzards Bay, July 1.

P. S.—For your information, I may say that I expect to be governor before Mayor Curley attains that honor. D. H. C.

MAYOR INSISTS TRAFFIC RULES BE ENFORCED

Would Allow Trucks on All Boston Streets

Mayor Curley is primed to set off a Fourth of July oratorical bomb at a conference of the traffic commission at 8:30 tomorrow morning which will include a formal declaration for the benefit of Police Commissioner Hultman that there has not been satisfactory enforcement by the police department of the traffic regulations.

VIEWS AT VARIANCE

Commissioner Hultman has often been quoted as declaring his satisfaction with the manner in which his department has handled the traffic problems. Tomorrow the mayor, if he adheres to the course which he outlined today, will declare himself on the subject of traffic enforcement and will enumerate a conviction which is at direct variance with the opinion of Commissioner Hultman.

The mayor is determined that traffic control and parking regulations shall be improved. He aims to ask Hultman why the police department has constantly ignored the alternating traffic regulation which he suggested to the traffic commission and which was adopted several months ago.

In advance of his meeting with the traffic commission the mayor today caused the attention of newspapermen to conditions in Province street. Parking is restricted to one side of that thoroughfare during a 12-hour period, but when the mayor glanced from the window of his automobile he discovered that neither side was marked and in parts of the street there was double parking.

Province street conditions today were no different from any other day, and the mayor cited the street as an example of non-enforcement of the alternating rule throughout the city.

WOULD LET TRUCKS IN

The mayor proposes to advise the traffic commission immediately to rescind all orders barring trucks from certain streets during the alternating plan by giving them a full chance to try the operation of trucks on all streets.

"It is only fit," said the mayor, "that each has a chance of exclusion orders. There is no reason to exclude trucks from a certain street and throw all the nuisance on one street they surely don't use much upon other streets. If trucks are just as much of a nuisance on every street. It is only fair that the truck traffic should have the same chance on all streets and in parts of the streets they make a traffic upon other streets. There are others streets that will have no trucks on them.

"No sir," he replied with emphasis. "I believe that during the 12-hour period that parking is included on one side of a street, motorists should be permitted to park as long as they desire. There are 600 miles of street surface available to motor traffic. Let provision be made for use of it. Then maybe persons desiring to patronize Boston stores can have opportunity to so.

The mayor also announced that he will discuss with the traffic commission the installation of automatic signal lights along Massachusetts avenue to Edward Everett square and along Tremont street from Massachusetts avenue to Broadway.

Edward Everett square and along Tremont street from Massachusetts avenue to Broadway.

ATTRACTIVE SPORTS LIST FOR GAEIC FIELD DAY

Massachusetts Gaelic Athletic Association met last night at the Deacon Hall and arranged its program for the field day at Russell Field, North Cambridge, July 4.

The Galway Men's Benevolent Association is joining with the G. A. A. for the field day. There will be three football games and two hurling contests on the bill.

The big event of the afternoon will be the clash between Cork football team and the Galway men. These outfits are recognized as natural rivals, and, both are in the running for the Connacht championship. A beautiful cup will be given to the winner.

The program, which will start at 11:35 A.M., will be as follows: Kerry vs O'Connell's, junior football game; 2 p.m., Tipperary vs Shannocks, hurling; 3:15, Providence Shamrocks vs Galway hurling; and 5, Galway hurling; and then at 5:45 the main event of the day. The mayor James Curley, "is expected to throw the ball in to start the Cork-Galway game while Mayor Russell of Cambridge will do a similar act at the Kerry-Providence game. The mayor will start the game."

All games are to be played for a cash prize. The winner to get $150.
ON QUARTERDECK OF U. S. S. CONSTITUTION

Rear Admiral Louis M. Nulton, commandant of the Charlestown navy yard, reading the orders of recommission of the U. S. S. Constitution. Left to right: Mayor Curley, Rear Admiral Philip Andrews, retired; former Secretary of the Navy Curtis D. Wilbur; the Rev. Francis L. Phelan; Assistant Secretary of the Navy Ernest Lee Jahnke; Gov. Ely; Admiral Nulton, and Comdr. Louis J. Guillevic, who will command the ship on its cruise of eastern ports. Above the wheel may be seen a tablet to Capt. Isaac Hull, commander of the Constitution during the war of 1812, which was dedicated yesterday by residents of Derby and Shelton, Ct., where he lived his later years.

Others who paid tribute to the old sailors who manned the Constitution in its heyday of the war of 1812 and to the modern craftsman who have restored it as a symbol of patriotism for the present age, were Judge Curtis D. Wilbur, former secretary of the navy under whom the movement for restoration was begun; Senator Marcus Coolidge, Mayor Curley and Rear Admiral Philip Andrews, retired, commandant of the navy yard from 1925 to 1930.

An unexpected development of the recommissioning was an intimation by the assistant secretary of war that the historic frigate, which has rested in the Boston yard for more than 30 years, may be transferred to Annapolis and used as a training ship for the United States Naval Academy midshipmen.

MAY BE USED ON LINE

Still another highlight of the day was provided by Mayor Curley. While the blue-coated naval officers seated behind him on the speakers' platform evidenced their approval with laughter and applause, he remarked in mock seriousness that the policy of reducing the navy, army and marine corps may soon reach such a state that the Constitution may serve a useful purpose in the fighting line.

After the honorary guard of sailors and marines was reviewed by Admiral Nulton, the exercises were opened with prayer by Chaplain E. W. Scout, U. S. N., representing the Greater Boston Federation of Churches. Admiral Andrews was introduced by Admiral Nulton, and he expressed the gratitude of the navy to the school children and others who donated funds, the old-line sailmakers who made the canvas which the ship was spread if in difficulty, and others who aided its restoration.

He gave special praise to Lt. John A. Lord, in charge of the recommissioning, for whom yesterday's exercises were the fulfillment of seven years of painstaking work to accurately restore the rigate. Lt. Lord, who will be eligible for retirement in February, was introduced and applauded by the audience.

FIGHTING UNIT

Mayor Curley, after declaring himself cheered by the presence of cruisers that make a fighting unit," followed his remark on reduction of the navy by insisting "it is very well to discuss peace—a lovely ideal for which to strive. But I sometimes feel the heritage which is ours is worthy of preserving. Until such time as there is permanent peace, may God give to America men of the type that manned Old Ironsides, and may God place in their hands the weapons for protecting the heritage of which we are after all only custodians in our day and hour."

PLEA FOR PARADE

ROUTE IS RENEWED

Chamber of Commerce Asks Mayor To Fix Definite Route

The retail board of the chamber of commerce yesterday successfully renewed with Mayor Curley its appeal for the determination of a permanent parade route which will not interrupt the movement of traffic into and out of the city and will not adversely affect retail trade.

The mayor accepted a suggestion that a new route be agreed upon and, if the officials of the Boston Elevated do not interpose vigorous objections, the street commission will adopt the permanent regulation which will locate the start of parades at Roxbury Crossing. The route will be Columbus avenue, Park square, Boylston street, Arlington street, and Newbury street, to whatever distributing point is acceptable to the district of each parade.

Such a route will confine both the Governor and mayor to leave the State House and City Hall to review parades and it has been proposed that a reviewing stand location be designated at Boylston and Charles streets.
Two South End boy admirers of Mayor Curley today presented him with a 3-foot model yacht which they made at the Abraham Lincoln school. The mayor was so pleased with the boys' gift that he presented each of them with a $5 bill as they were leaving his office. He said he would add the boat to the Frog Pond navy.

The boys were Seraphino Tisei, 15, of 126 Shawmut ave, and Stephen Wronsiki, 14, of 77 Village st., South End.

Each made a boat for himself in addition to the one they made for the mayor. They will race their own craft in the Jamaica Pond meet July 2 at 7 p.m.

Hamburg Liner to Be in Boston Aug. 5

Mayor Curley was today informed by officials of the Hamburg-American line that its steamship St. Louis will leave Hamburg, July 30, and arrive in Boston Aug. 5, following calls at Boulogne and Galway. The Mayor considers this significant and believes the officials of the line are testing the Boston port with a slow boat for the purpose of developing additional business.
OLD GLORY UPSIDE DOWN
ON POLE OVER CITY HALL

Patriots Tip Off Fourth Assistant Janitor, and When Mayor Arrives All's as Usual

Something went seriously wrong at City Hall early this morning, but it was detected and corrected 10 minutes before Chairman Frank ("Alert") Goodwin arrived at his desk in the "Fin Com's" busy lair across the way from "lower" Beacon Hill's Grand Opry House.

Fatigued after a poor night's sleep, a young fourth assistant janitor at the people's palace hoisted the American flag downside up on the pole rising aloft above the eagle, which is sadly afflicted with dandruff (the eagle, not the pole). Folks had begun to wonder vaguely whether reversed colors over City Hall signified to a cock-eyed world that La Bella France had finally and irrevocably said, "Non, jamais, jamais!" to the Hoover scheme of putting all international debts on the cusp for one year.

Miss Kathryn McManus, amiable boss of the City Hall Annex switchboard, soon was receiving a call a minute from inquirers for an explanation. By and by calls were coming at two a minute. One patriot had to have the most emphatic assurance that he needn't see an eye doctor today—that Old Glory actually was standing on its left ear.

Informed of his error, the fourth assistant janitor broke all records galloping up to the roof to correct his error.

At the laying of the cornerstone of the annex to the building of the Board of Public Overseers today Mayor Curley and other speakers stressed the fact that during the depression Boston has taken better care of its poor than any other city in the United States.

The Mayor said that as long as wages are being reduced, dividends should be reduced also, that the burden may fall on all equally. If machines can now do the work of an entire week in seven months, it is high time to consider the five-day week or the shorter working day, the Mayor declared.

But there is danger in the dole, the Mayor warned. In view of this fact the Board of Overseers is going to limit its charities to a maximum of $15 per week, so that men who can work will not take advantage of this aid but charities to widows and the mothers' aid charities will not be reduced, the Mayor said.

The Mayor laid the cornerstone before a crowd of 500, including noted charity and religious figures. The $200,000 unit has over 25 rooms and will be completed the early part of next year. Offices of private charities will occupy the building.

Simon Hacht, chairman of the Board of Overseers, introduced the speakers. The exercises began with an innovation by Rev Henry F. Wenselberg of St. Mary's Church.

William H. Taylor of the board and Treasurer J. P. Maloney, both praised the Mayor for his interest in their work.

Mr. Taylor said that the splendid work of Boston for its poor was shown by the fact that the city had no bread lines or soup kitchens.

Rev. Thomas R. Gough, head of the Catholic charities, said that Boston should appreciate the work of the board, and the Mayor further praised its work by saying that it was a model for similar institutions all over the country. The Mayor made a plea for the leaders of the country, both intellectual and political, to prepare suitable work programs in order that there may never be another depression in the country.

THE EAGLE WASN'T QUITE QUICK ENOUGH TO ELUDE THE CAMERAMAN

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No Striving For Material Ends Abroad, He Says—
Suggests Electrification Program Here

Mayor James M. Curley over radio station WNAC at 2 o'clock, this afternoon, gave an interesting talk on his observations during his recent trip to Ireland, England, France and Italy.

Mayor Curley referred to rail electrification as a program essential to economic and human well-being in this country. He referred to the electrification of loosely living that ensures mental solace and happy, healthful lives. He also referred to rail electrification abroad.

His address in part was as follows: "An American can learn much that is of value from a trip to Europe and yet it may be summed up in a few words. "In addition to their own language, the average European having contact with the public speaks well the English language, and even outside of France has a good flow of French, and this is true even of waiters and chauffeurs. To the American with a smattering of French, which he rarely pronounces properly, this is a revelation.

They possess not only a love of art, but a knowledge of the same. Americans have long considered themselves, due to financial and industrial progress, as superior beings and have regarded both Italian and French as inferior, human and animal alike, is happily passing in Europe and it is among the most hopeful signs of true progress. It is difficult to understand how a people could regard with com placency the transfer of law enforcement to the law violating agencies. Liquor is as plentiful as the air in Europe, but the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication.

"In Ireland the tax on liquor is rapidly making the Nation temperate, the younger generation, if they ever developed a taste for alcohol, have lost it and the elders, finding the price prohibitive, no longer drink.

"The revenue from the sale of liquor goes directly to the Government, rather than to the bootlegger, as in America, so that a two-fold purpose is being served—the youth of the land no longer seek alcoholic adventure and the Government is enriched while promoting the cause of temperance."

AIRWAYS DIVISION CELEBRATES TODAY

The Colonial division of the American Airways, operators of the Boston-New York regular and air mail service, will celebrate its 50th anniversary today with appropriate exercises at each end of the line.

Mayor Curley, at 2:10 P. M., will speak for two and a half minutes from City Hall over the radio and his words will be heard abroad the Colonial plane then coming in for a landing at Harvard Field. A few minutes before Curley is scheduled to speak, Mayor Walker of New York will address a call sent over short wave radio from the plane to the City Hall at New York.

Gov. Trumbull of Connecticut will speak over the radio both Mayor Walker and Mayor Curley, and the mayor of Newark, N. J., the line's New York base, will express the congratulations of his municipality.

Since July 1, 1926, when Pilot Talbot Freeman flew from the Boston airport to Hadley Field with the first air mail out of Boston, Colonial Airways have flown 1,600,000 miles, carried 36,656 passengers, handled 22,600,000 pounds of cargo and baggage.
The vexing question of a parade route for the downtown section, that resulted in considerable argument before the schoolboys’ parade recently, came up for consideration in City Hall this morning. Members of the Retail Trade Board conferred with Mayor Curley.

A route was agreed upon pending confirmation by the Boston Elevated, which has the transportation problem of getting the boys to and from the starting point. The proposed permanence of this route is as follows: Start from Columbus av, near Roxbury Crossing, Columbus av to and through Park sq, Boylston, Arlington and Newbury avs to the finish line on Newbury av. That would not interfere with traffic on Essex and Marlboro avs, on Commonwealth, Tremont and Washington avs, Harrison av and Albany av. It would mean that hereafter the Mayor or Governor will name the parade probably at the junction of Charles and Boylston avs.

**BOSTON BAR COMMITTEE TO ATTEND PROCTOR FUNERAL**

The president of the Bar Association of the city of Boston has appointed the following committee to attend the funeral of Thomas W. Proctor to be held tomorrow at 2 p.m. in the Church of the Redeemer, Han-son st, Chestnut Hill, Brookline: Herbert Parker, Chairman; Guy Wil-cox, Frederick H. Chase, James D. Colt, Robert G. Dodge, Frank W. Knowlton, William Fisher, Daniel H. Lyne and L. Cushing Goodhue.

**CHOOSING A ROUTE FOR PARADES**

Retail Trade Board and Mayor Confer

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**FUTURE OF THE MANUFACTURE OF RADIO INSTRUMENTS**

Mayor Curley sees bright future for Boston airport

In a statement which he issued yesterday on the passage of the order by the City Council calling for the expenditure of $1,250,000 for airport improvements, Mayor Curley said:

"This marks an important step in the development of this most interesting undertaking. The same objections have been raised to the expenditure of an additional million and a quarter for the development of the Boston Airport that have been raised in connection with every project that has been in the last quarter of a century in the life of the city.

"If those objections, when raised in the case of the establishment of the automobile industry at Boston, had been overcome we would today be the leading city in the manufacture of automobiles in the world. If those objections had been overcome in the case of the manufacture of radio instruments, cabinets, etc., we would be the center of the manufacture of this commodity today.

"If those objections had been overcome in the case of the rayon industry, Massachusetts would be the leading state in the Union for the manufacture of this particular commodity. If the same objections had been overcome in the case of the manufacture of radio instruments, cabinets, etc., we would be the center of the manufacture of this commodity today.

**HAMBURG-AMERICAN LINER TO LEAVE HERE IN AUGUST**

The steamer St Louis of the Hamburg-American Line, according to Mayor Curley, will make a sailing from Boston early in August. It will leave Hamburg July 25, stopping en route at Boulogne and Galway, and will be due here Aug 5.

The Mayor said that he believed it was a trying out of the Boston-to-Europe plan, using a slower ship in the test.

**OFFICIAL NOTICE OF EL CONTROL ACT ACCEPTANCE**

The Bare Utilities Commission today held a hearing on the petition of the Boston Consolidated Gas Company for approval of a contract with the New England Fuel and Transportation Company for the purchase of gas.

The only change in the new contract, as compared with the old one, was the substitution of the word "gas" for the company, the provision under which the New England company guarantees to supply 400,000 cubic feet a day, instead of 300,000,000 as in the present agreement. The contract runs for one year.

There was no opposition and the commission took the matter under advisement.

**HEARING ON CONSOLIDATED GAS COMPANY CONTRACT**

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**WILL SPEND $35,000,000 IN E. BOSTON DISTRICT**

Curley Tells of Plans at Courthouse Dedication

Speaking at dedication ceremonies incidental to the opening of the new East Boston district court yesterday, Mayor James M. Curley declared that he intended to spend $35,000,000 in that section of the city before leaving office.

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**CHANCE TO EXTEND THE CITY HOSPITAL**

Mayor to Confer With the Homeopathic's Owner

The taking over of the present buildings of the Massachusetts Memorial Hospital Association, better known as the Homeopathic Hospital, on Harrison av, for use as a hospital for chronic cases and research work by the Boston City Hospital staff, hinges on a conference between owners of the property and Mayor Curley.

Today the Mayor had a conference with officials of the association, which plans a new institution in Brighton. Next Tuesday the conference will include trustees of the Boston City Hospital and surgical and medical staff of that hospital to determine if the City Hospital should enlarge to the extent of taking over the other property.

The Mayor said today that it was both feasible and necessary he would use the to-be-acquired premises for the care of aged sick and chronic disease cases now cared for at Long Island Hospital and also for research work by the City Hospital staff.

The acquisition of the additional property would mean that Boston would have an infectious disease hospital, a hospital for general purposes and chronic disease hospital in one center.

**MAYOR CURLEY APPROVES HENRY J. PHIN TRANSFER**

The transfer at a salary of $2500 of Henry J. Phin from the Auditing Department to the treasurer's office was approved today by Mayor Curley.

**SITS FOR PAINTER**

Mayor Curley gave a first sitting yesterday to Ernest DeNagy, Hungarian artist, formerly attached to the Austrian court, who is on a tour of this country painting portraits of prominent persons.
Mayor Lists Great Developments
During Half Century in N.E.

By MAYOR JAMES M. CURLEY
as told to
RUTH MUGGLEBEE

We who have lived during the past half century have watched and marvelled at the tremendous developments to which New England has played host. They are remarkable achievements, indicative of progress and expansion.

I am asked to select the 10 most important developments of those 50 years, as I see them. It is extremely difficult to reduce to 10 the happenings of major importance since 1850, for to choose those that are especially indigenous to Boston and New England is to eliminate the greatest.

But here are my selections:

1. New England, the Summer Playground of America. This has been a most striking development. I take particular pride in the improvement and advance in recreation, with which New England has been identified for the last 50 years.

The barrenness of the old New England has today given way to an acclaimed playground, a spot where art and nature combine to make a most remarkable and beautiful haven for Americans. The tourist trade today is one of our important industries.

2. New England Higher Education. The seed that were sown in Cambridge, Boston and New Haven, as well as in other places, 200 or 300 years ago have borne remarkable fruit. Boston was and always will be the Athens of America, the home of culture and learning, the citadel of higher education.

Boston's place in education is best shown when we find that in 1881 $1,392,970 was spent as against more than $21,000,000 last year. An amazing sign post for the future. A fine promise that illiteracy no longer belongs in New England's vocabulary.

3. Hydro-Electricity and Its New England Development. We have truly harnessed the gushing river, tamed it and reduced it to a docile steed. Just think of how its development has lightened the burden of the housewife, giving her electrical appliances that her grandmother never dreamed of.

It has given the housekeeper those leisure hours with which to develop herself and has divorced her from the drudgery of the kitchen. What with labor-saving devices in washing, cleaning, ironing, and even to preservation of food, the hydro-electricity has been like a power dropped into Millady's lap.

4. New England Newsprint Industry. Forests of Maine have been converted into paper for this and other newspapers. Fifty years ago most of the paper used for printing was imported. Today and for the past 20 years New England has furnished most of this article, the forests of Maine, northern Vermont and New Hampshire supplying the fibre.

5. New England and the Telephone. Mayor Frederick O. Prince walked from another office to use the telephone. Today I reach from my desk by telephone 400 municipal offices. The telephone is a Boston child, born in this city around 1880 when but few business houses enjoyed a telephone. The territory now covered by the operating company is served from a plant valued at about $250,000,000, with nearly four and a half millions miles of wire, 484 exchanges and 22,000 employees.


7. Health Development.


Here Are Ten Put on Honor Roll by the Mayor

2. New England Higher Education.
5. New England and the Telephone.
7. Health Development.
let me mention the Strandway at South Boston and the all-year-round bathhouse erected at L. st., at a cost of $40,000 and dedicated only last Saturday. I believe Boston is going to be spoken of in a few years as possessing the finest park system in the world, if it is not already entitled to it. Boston was the first city to develop the playground idea.

7. Health Development in Boston. I am sometimes called the Health Mayor of Boston, a title which I pride myself on. But what does that mean? What does it mean to be a Health Mayor? Well, I think that is what Boston has to show for it. It has the best health clinics in the country, a development the highest that has ever been achieved. "A sound mind in a sound body" has always been an iron-bound doctrine with me.

There has been no development in medicine or surgery that the rest of the country may not look to Boston for the inauguration of the idea and the carrying out of the idea itself.

FINEST FISH PORT

Today the death rates throughout New England are lower than ever before and diseases that acted a tremendous toll are practically subdued. The George Robert White health units have blazed a new trail for treatment of infants and education of mothers in health.

8. Boston and Its Fisheries. It is almost superfluous to talk about New England as the home of greatest fishing industries. The whole world has heard of Gloucester and Boston, which today is more than just a rival. We have in Boston the finest fish port in the world. The figures are staggering. It is utterly impossible for any port in any country to engage in competition with us. We have taken the lead from Grimsby, England.

9. Boston's Subways. Boston led the way in the construction of subways and tunnels. In 1895 the Tremont and Boylston st. subway was opened and this subway was followed by other lines in the underground chain. Between East Boston and Boston proper we built the first subaqueous concrete tunnel in the world, a tunnel under the harbor, making East Boston practically no longer an island.

10. Conclusion. I think it no exaggeration to say that between $1,000,000 and $1,500,000 was yesterday appropriated for the development of the airport and the years, lead the way in this new method of communication with the peoples of the world. I think it a funny thing that people can't see that the method of transportation is constantly changing and that air transportation is assuming important proportions.

The money devoted to aviation will come back, not ten but 100 fold. Who would have thought before the war of the power of the air? Man has subdued the land and the water. Today he has the air under his control. What a few years ago seemed utterly impossible and for one's mind to conceive must today be accepted as every-day occurrences.

These are my selections. I think them worthy of New England's Hall of Progress. They have made New England what she is, a power. Years ago we wouldn't have believed a New England of today possible. Fifty years from today we'll also marvel.

PARADE ROUTE IS AGREED ON

Mayor Curley received a visit today from a committee of the Retail Trade Board which urged him to make a hard and fast rule with reference to parade routes in Boston because of interference with business.

As a result of the conference the mayor and the committee agreed on a route and the street commissioners are to consult with dedicated officials to ascertain if they are willing to accept the plan.

The route begins at Roxbury Crossing and follows Columbus ave. to Park sq. Boylston st., to Arlington st., to Newbury st. The Mayor said the route would permit traffic to flow in town without interruption over Beacon, and Marlboro sts., Columbus ave., Tremont and Washington st., Harrison ave. and Albany st.

The Mayor added that this would make it necessary for the Governor and Mayor to view all future parades at some central point, preferably at Boylston and Charles st.

Curley Sees World Flight as Aid to Airport Plans

With reference to the successful flight of the world flyers, Mayor Curley today said:

"The successful flight of Post and Gatty is most gratifying. Their success has added honor to American aviation and American progress in navigation of the air. "Coming as it does on the eve of the approval by the city council of the bill authorizing the further development of the airport it is indeed pleasing, since it may be construed in the light of other successful flights of the past year as further argument in favor of the present legislation. "The present legislation will make the city the leading airport city in the country."

DEDICATE NEW EAST BOSTON COURT HOUSE

East Boston's recently completed combination court house and police station, erected at a cost of $350,000, was formally dedicated yesterday, with Mayor Curley delivering the principal address.

Mayor Curley referred to several large undertakings which are now underway or will soon be started under his administration and said that approximately $5,000,000 will have been spent by the city for the welfare of the people of the district and aimed to promote its growth and that of the city, before he will have finished his present term of office.

These improvements include the new traffic tunnel, the widening of Porter street, the enlargement of the airport, making it one of the finest in the world, the Strandway at Orient Heights and the connections to the State road leading to the north shore.

CONFER OVER ISLAND LEASE

Army Officers and Officials of City Meet Today

Army officials, here, will confer today with city officials to conclude the lease which will permit the federal government to transfer Governor's Island to municipal control for development as an airport.

General Fox Connor, commanding the First Corps Army area, in conferences with Mayor Curley and Corporation Counsel Samuel Silverman, have come to an agreement in regard to the lease. Merely the verbal language remains to be abridged in one or two places.

TAMMANY CLUB FOR ROOSEVELT

No matter what Tammany Hall, New York, has to say about the respective candidacies of Al Smith and Gov. Franklin D. Roosevelt of New York for the Democratic nomination for President in 1932, Mayor Curley's Tammany Club, with headquarters at 376 Dudley street, Roxbury, is for Roosevelt.

A sign indorsing the Roosevelt candidacy will appear this week on the building and action to support Roosevelt will be taken at a meeting at the club tonight.

A move to back the Mayor's recent endorsement of the Roosevelt boom is seen in the plans of the club. Asst. Dist. Atty. Daniel Gilli is president of the club, of which John J. Curley, the Mayor's brother, is a prominent member.
Impressive exercises at dedication of new East Boston courthouse were attended by Mayor Curley yesterday. Standing at Judge's bench, 1. to r., Congressman John J. Douglass, Judge Patrick J. Lane, Judges Joseph H. Barnes, Mayor Curley and Judge Charles J. Brown. Hundreds witnessed the dedication.

New Parade Route Has Mayor's O. K.

To avoid the complications arising from downtown parades, such as those attending the recent field day of the High School Cadets, during the mayor's absence abroad, a new parade route was outlined to Mr. Curley today by representatives of the Boston Retail Trade Board and won his approval. The route will be submitted to the trustees of the Boston Elevated Company before its adoption. Under this plan all parades would form in the vicinity of Roxbury Crossing, pass down Columbus avenue into Park square, turn into Boylston street and proceed to Arlington street, thence up Newbury street to the desired point for disbanding. A similar route was decided upon two years ago but never adhered to. The recent parade brought the matter into sharp dispute at City Hall, the street commissioners being unwilling to keep the school boys off their traditional route downtown.

Few organizations will take kindly to such a restriction of their public appearance and it is considered doubtful if it will be possible to follow the plan. Instead of the traditional reviewing of parades by the governor and the mayor at the State House and at City Hall, a reviewing stand must be erected for each parade, probably at the Boylston and Charles street intersection.

Bids for City Work Never So Far Apart

City engineers do not recall the time when bids on street and building projects varied so widely as at present. Today, when the proposals for the resurfacing of West 6th and 7th streets, South Boston, with asphalt were opened, the lowest bid was $83,246 and the highest, $77,000. There were eleven bidders and only two or three were close to the winner of the contract, A. Singerella, who has been one of the most successful of city contractors.
CURLEY TALKS ON PROHIBITION

Says Trip Abroad Convinces Him Dry Law Should Be Changed

The necessity of modification of the Volstead act is admitted by every honest American who journeys through Europe, according to Mayor James M. Curley, who in a short speech over WNAC today gave some impressions of his tour abroad.

In his opening remarks he said that many Americans consider themselves as superior beings and regard Italians and French as inferiors, "but," he said, "a trip through Rome of a visit to the Louvre dispels the illusion and gives us a true approximate of our status from the standpoint of art and intellect."

Referring to prohibition, the mayor said:

"The necessity for modification of the Volstead act is admitted by every honest American who journeys through Europe. The system in operation in certain countries, notably in Ireland, represents a high order of intelligence in dealing with a problem that unless speedily checked may result in the transfer of law enforcement to the law violating agencies."

"Liquor is as plentiful as the air in Europe, but the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication. In Ireland the tax on liquor is rapidly making the nation temperate. The younger generation, if they ever develop a taste for alcohol, have lost it and the elders, finding the price prohibitive, no longer desire it."

"The revenue from the sale of liquor goes directly to the government rather than the bootlegger and the racketeer as in America, so that a two-fold purpose is being served—the youth of the land no longer seeks alcoholic adventure and the government is enriched while promoting the cause of temperance."

WOULD EXPAND CITY HOSPITAL

Trustees to Consider Offer for the Homeopathic Buildings

The value to the City Hospital of the adjacent buildings of the Homeopathic Hospital on East Concord street, which will be abandoned when the new Memorial Hospital is erected in Allston, will be determined next week by the trustees of the City Hospital and committee representing the surgical and medical staffs.

Representatives of the Memorial Hospital Association today discussed with Mayor Curley the offer of the Homeopathic Hospital plant, which the mayor is in favor of acquiring.

He will, however, accept the judgment of the active directors of the City Hospital about the measure of need of extending the hospital to embrace the Homeopathic plant.

The mayor believes that if a satisfactory price agreement can be reached the opportunity will be presented to make the City Hospital available for the treatment of every kind of disease or illness.

It is certain that the opinion of the trustees and the surgical and medical staffs will be in agreement with his conviction that the south department with its hospital for the treatment of children suffering from contagious diseases and that the present Homeopathic buildings can be utilized for the treatment of the chronic sick now housed at Long Island Hospital.

PARADE ROUTE PLEA RENEWED

Chamber of Commerce Asks Mayor to Fix Definite Route

The business board of the chamber of commerce today successfully renewed with Mayor Curley its appeal for the determination of a permanent parade route which will not interrupt the movement of traffic into and out of the city and will not adversely affect retail trade.

The mayor accepted a suggestion that a new route be agreed upon and, if the officials of the Boston Elevated do not interpose vigorous objections, the street commission will adopt the permanent regulation which will locate the start of parades at South Station Crossing. The route will be Columbus avenue, Park square, Boylston street, Arlington street, Newbury street to whatever distributing point is acceptable to the directors of each parade.

Such a route will compel both the Governor and mayor to leave the State House and City Hall to review parades and it has been proposed that a reviewing stand locating on the Boston common would be acceptable to the mayor.

Curley Still Jokes of Post Office Cow

No counter suggestion of a "bull" by Postmaster Brown has interfered with Mayor Curley's postoffice cow. The mayor did not receive permission to pasture the municipal on the site, but so far as he is concerned the cow has been grazing about the dirt and brickite enclosure since the idea came into his mind. Today he suggested that the public give her final honor before the contractor starts work on the long delayed building.

Mr. Curley was busy signing municipal bonds when in a matter-of-fact way he announced to newspapermen that he had been informed by Frederick R. Dowling, secretary of the Boston Commercial, Industrial and Publicity Bureau, that the postoffice work would actually start on Saturday. When a reporter suggested that Saturday was a holiday, the mayor replied, "So it is, and no work can go on then. But all the better for the cow."

Then came the idea that the traditional parade of sailors and Marines from the Navy Yard, which forms on Boston Common after the flag raising and moves to the old State House there to Fanueil Hall, should be directed down Water street and past the postoffice site so that the honor could be paid the cow, the parade to stop while some awse-some singer, to be announced later, renders the old Irish song: "A Pretty Maid Milking at the Cow."
Mayor James M. Curley, speaking at the first "Civic Day" of Cross-Cutup-Pension Post, American Legion, in the Hotel Bradford yesterday announced that four-day sailings between Boston and Europe will be inaugurated on Labor Day, Sept 7. Questioned after the speech, the Mayor said the experiment will be made by one of the ships of the Hamburg-American Line.

Later, the Mayor said, another ship of the same line will attempt to make the four-day crossing from Europe to Boston.

"The sailing from Boston," said the Mayor last night at his home, "will be made, I understand, by the steamer Bremen, and the sailing from Europe by the steamer Europa."

"If the steamers are able to make the four-day trips, a regular four-days' service between Boston and Europe will be continued by the ships of the Hamburg-American Line."

"I am confident that the voyage can be made in four days, and so are the official agents of the line."

"It gives me a great deal of pleasure and satisfaction to be able to make the announcement of the four-day passages. This old port of Boston is coming back. All we need is confidence in the future of Boston. We have got to stop worrying about conditions and get right down to the job of improving them."

"We can make Boston the greatest port in the United States and we are going to do it," The Mayor asked the Legion members present to build up confidence in the future of the city.

"Prohibition," said the Mayor, "is the most acute problem facing the American people. Every form of untamable crime and violence reported, he declared, is directly traceable to prohibition.

"There is no difficulty," he said, "in getting liquor anywhere in the United States. The only difficulty is getting liquor that is fit to drink. Now that everyone's supply is getting low, I think it is time for us to get together and get to work."

At the Post affair besides the Mayor were present only two members of the Industrial Department, Transit Commissioner Sullivan, and Thomas Mullen of the Industrial Development and Publicity Bureau.

Commissioner Hultman introduced first by Commander Paul Hines of the U.S. Navy, talked something of the problems of his particular job.

"I am interested," he said, "in the past, the present and the future, and I am burying the present so pure that I am alarmed, and my concern for the future is due to the fact that within the next five years many of the older officers of the department are to be retired because of the police strike which changed the character of the force so much. There are only young and eminently from which to draw replacements."

Hultman's Speaker

The Commissioner pointed out that almost all of the eligible candidates for advancement are war veterans. They came into the service when they were quite young and are now old enough to be retiring. This is making the police force must be trained along modern lines. He appealed to the Legion to send him any suggestions they might have for the improvement of the service.

Mayor Curley, the next speaker, declared that the lack of interest about the morality of Boston except the hope that the traveler in Boston would have a different experience to his honor had during his tour of the South.

He told how he learned a few years ago with a fellow traveler in Palm Beach concerning current prices of Scotch and rye and discovering that it could be gotten in case, $15 less than he had previously been led to believe.

That Postoffice Hole

"How do you get it?" asked the Mayor.

"O," came the answer, "Call the chief of police on the telephone and he will have it delivered in the patrol wagon. If you can't get the chief just give your order to any traffic cop."

"I don't suppose we have reached that high degree of efficiency in Boston," said the Mayor, "but with this new college of the commissioner's you can't tell how efficient the department may become."

The Mayor then devoted attention to the Postoffice-sq site for the Boston Postoffice. He observed that in the days before he "got the goat of the Postmaster General" he had been interested in the project now in charge of Transit Commissioner Sullivan.

He told how the building of the Governor-sq tunnel was authorized a year after the Postoffice was authorized by the Government, and he compared the speed with which both jobs had been tackled.

He pointed out that the only workers at present employed in the hole in the Postoffice-sq were members of the Water Department of the city of Boston, engaged in laying water pipe, and to whom the Governor-sq tunnel was begun in January, 1930, immediately after authorization.

Today, he said, there are 1200 men working three shifts of eight hours a day on the tunnel, and he emphasized the point that every last man of the 1200 workers, 970 of them civilians, he observed, has done much to lighten the burden of unemployment in Boston.

Following his announcement of the company's new plan to open four-day sailings, the Mayor said, "They have discovered that the shortailing is attractive enough to book full passenger lists. Other steamship companies are considering meeting this competition by four-day crossings from foreign ports to Boston. The first of them has already decided to do so."

American shippers also consider the shortailing attractive, particularly in carrying automobiles and perishable goods.

Airport Development

The Mayor then discussed the development of the East Boston Airport. He announced that the Boston City Council was yesterday afternoon considering the Mayor's proposal for $1,000,000 more to be expended there in leveling Governor's Island and making an airport.

Most of the organizations he termed reactionary, but he considered the proposal of the Real Estate Board and the Auto Club, and the Americans against it. The President, who is the riding for the future of that industry, and he declared that already the Boston Airport was looked upon as a strategic position by airplane manufacturers who are shipping their products abroad.

Henry Ford was the first to see this advantage, he said, and he announced for the past six months every stationary Ford made in Detroit for export has been flown to Boston Airport. It was his own company, he said, and the people at Bayard's Island shipped abroad.

He discussed his friend, Mayor Cermak of Chicago, and asserted that even though Cermak was honest, conscientious and capable as a public official, he is utterly impossible for him to understand the outlawry and crime in that city.

The repeal of the prohibition amendment, he said, would promise reduce the cost of the Boston Police Department more than $1,000,000, and it would reduce city hospital operation costs more than $500,000. He compared police operating costs before and after prohibition and told what the loss of liquor taxes meant to the city. The unforeseen law, he said, is costing every citizen of Boston $14 a year.

Mayor Curley sits for painter

Mayor Curley gave a first sitting to-day to Ernst Richter, Hungarian artist, who is on a tour of this country painting portraits of important persons. He will return to Europe immediately.
City to Spend Millions on E. Boston
Mayor Says at Courthouse Opening


Figure Set at $35,000,000; Many Officials Attend Dedication

Speaking at dedication ceremonies incidental to the opening of the new East Boston district court today, Mayor James M. Curley declared that he intended to spend over $35,000,000 in that section of the city before leaving office.

His speech came as a climax to a ceremony attended by practically all political leaders of that district, during which the building, erected at a cost of $35,000,000, was formally made available for use.

The dedication exercises were opened by the Rev. William B. Whalen of the Most Holy Redeemer Church, East Boston, who delivered the Invocation. This was followed by speeches by Congressman John J. Douglas, City Councillor Timothy F. Donovan, James E. Maguire, representing the East Boston and Winthrop Bar Association, and Associate Justices Patrick J. Lane and Charles J. Brown.

CURLEY SIGNS TWO CONTRACTS
Dorchester School and City Printing Jobs Are Awarded

The school contract was awarded to Joseph Hugo, whose bid of $569,800 was the lowest of 10. It represents a cost of $15,000 a room, showing a drop of 20 per cent.

The printing plant contract was awarded to Archdeacon & Sullivan, whose bid of $247,365 was the lowest submitted. The building will be the first municipally-owned printing establishment in the country. In addition to complete equipment for the department, it will also house the heating plant for the new Hanover police station and the East Boston tunnel administration building. It will be located at the Richmond street end of the plaza. An automatic sprinkler system will be part of the equipment.

The school contract was awarded to Joseph Hugo, whose bid of $569,800 was the lowest of 10. It represents a cost of $15,000 a room, showing a drop of 20 per cent.

The printing plant contract was awarded to Archdeacon & Sullivan, whose bid of $247,365 was the lowest submitted. The building will be the first municipally-owned printing establishment in the country. In addition to complete equipment for the department, it will also house the heating plant for the new Hanover police station and the East Boston tunnel administration building. It will be located at the Richmond street end of the plaza. An automatic sprinkler system will be part of the equipment.
 Rift Between Donahue and Coakley Seen

Differences Between Democratic Leaders Result of Ely Appointments

By Richard D. Grant

Discussion has broken out among the leaders of the Democratic party in Massachusetts over several recent appointments made by Governor Ely, particularly those of his assistant secretary, Morgan T. Ryan, as registrar of motor vehicles, and his adjutant general, Dr. Owen L. Eagan, as chairman of the Fall River board of police. It is being freely predicted that the executive committee and the leadership of the Democratic party in Massachusetts, or anywhere else, will have little doubt when it meets on Wednesday, whether this happens or not, there is little doubt when unsuccessful efforts were being made to interest several persons in the registry job that Donahue and Coakley had clashed the night before over the situation, when the appointment was being discussed at a conference attended by Senator David I. Walsh. According to this story, Ely had favored the appointment of John J. Maloney, a Boston attorney, while Coakley was insistent that Fred T. Dillon, the governor's personal assistant, would be chosen. A further rumour is said to have been the suggestion of Senator Walsh that Ely might give the job to Captain Charles T. Beaufort of the Fall River police force.

Coakley's Rising Influence

The reputed clash between Donahue and Coakley is interesting, not only because of the immediate cause, but in view of the feeling that some observers have that Mr. Donahue's star is in danger of being permanently dimmed as a power in the Democratic councils. The rising influence of Coakley in the Ely entourage has its counterpart in the weakness of the state committee and the Fall River board of police. Soon after the latter was organized, it was impossible for him to hold his place as head of the state committee and the Fall River board job too.

Our Public Recreations

It is generally understood that the city of Boston is well up in the matter of furnishing public recreation to its citizens. But just how well up, is set forth by the year book of the Natural Recreation Association.

As a matter of record, Boston spends more money, per capita, for this healthful activity on the part of its people than any other large city in the United States. The amount is $2.02 for every man in town, or $1,580,465 in all. Agencies whose expenditures made up its total and their outlay were: Department of Extended Use, Public Schools $75,000; Board of Physical Education, school committee $141,650; Board of Park Commissioners $1,340,251; Community Service, Inc., $253,625.

The Park Department reported $680,760 for land, buildings and permanent equipment. This included $159,850 for a new 18-hole golf course.

In the matter of equipment, Boston stands supreme—size being taken into account. We boast 120 playgrounds, 180 of which were conducted by the Department of Physical Education of the school committee, and 18 by the Board of Park Commissioners; 160 baseball diamonds, 8 tennis courts, 20 ice skating areas, and 9 bathing beaches, among other facilities. In its sports programme the Physical Education Department of the schools has 1280 baseball teams, and the Park Department 250; the schools, 34 football teams, and the parks, 32; the parks 8 basketball teams, the schools, 39 indoor track teams, 14 hockey teams, and 1500 squash teams.

This is a brave array of facilities for healthful and pleasure-giving fun, partly to be enjoyed by youngsters, partly by adults, and almost universally free to all. They constitute a health-insurance of the most valuable kind. They make a city pleasant to live in, adding the wise touch of improvement to its natural charm. In short, they help amazingly to make Boston what it is today; the most distinctive and delightful of all American towns.
Council Passes $1,250,000 Loan Order for Airport Extension

Vote of 16 to 6 Terminates Debate That Is Enlivened by Veiled Hints of Graft to Come

Sixteen city councilmen withstood a two-hour barrage of invective, denunciation and bitter and derisive challenges yesterday and then voted the final passage of the loan order of $1,250,000 to finance the extension of the East Boston airport which Mayor Curley plans.

Five of the six irreconcilable opponents of the order were ready to support any proposal to attain for the airport the class AIA rating of the department of commerce, which they said would cost $800,000, sought, by attacks aimed principally at Mayor Curley, to shatter his control of the 15 votes necessary to achieve victory.

By adding Councilman Robert Gardiner to his supporters, Mayor Curley not only maintained control of the issue but commanded a spare vote to offset any defection from the ranks of his adherents.

Upon roll call the divisive vote was:

FOR PASSAGE—16
Bush Cox Donvan Emilecr Ford Kline Norton
Helen Lynch Mahoney Murphy Ruby Whalen
Kleen

AGAINST—6
Arnold Curtis Dowd Fitzgerald Wilson
Pilgrim

Proponents other than Councilmen Bush and Donovan remained silent throughout the discussion. Bush argued that the importance of contributing to the national defense warranted Boston in making a large expenditure for an airport and Donovan confined his support to the benefits which would accrue to his district in East Boston.

LEGION CRITICIZED

During the debate the American Legion was sharply criticized for unwarranted interference in a political matter. The Suffolk county council of the legion, composed principally, according to Councilman John L. Fitzgerald, of city employees, was bluntly told that it would be fulfilling its responsibility to a far greater degree by forgetting the airport and seeking to bring about the reemployment of 500 city workers whose employment was recently terminated.

State Commander Richard F. Paul of the legion, who had, without knowledge of the individual councilman's vote for the loan order, recited from that position yesterday and assailed his interest in attaining a class AIA airport rating.

Councilman Dowd of Roxbury opened fire with the taunting of his colleagues whom he pictured as willing to "sell Boston Common" if such an order was submitted by the mayor.

He contradicted the unsatisfactory condition of street, shortage of schoolhouse accommodations, the cutting of the city's budgets, the attitude of all war department lawyers, with what he described as the willingness of the council to intrude in a matter of no concern to it.

He charged that the Suffolk county council of the legion was compelled to intrude in a matter of no concern to it.

Councilman Donovan resented the charge that he and his colleagues were "whipped into line." In reply Councilman Kelly charged that the airport development means nothing to the taxpayers and will not favorably affect the unemployment situation.

Councilman Norton asserted that the ultimate cost of the "visionary scheme" is uncertain and he caused noticeable interest by his declaration that serious trouble has been encountered in negotiations for the lease of Governor's island. He alleged that Mayor Curley has been keeping secret the true situation, while he described the lease by the war department that the city shall build hangars and dirigible masts on the island and that the ultimate expense will be anywhere between $2,000,000 and $10,000,000.

He produced the letter of Comdr. Paul Norton, in which the legion leader admitted that he was ignorant of the probable cost of the projected development and that he was interested only in an AIA airport.

In discussing Park Commissioner Long's prediction that the airport will expand from 456 to 500 acres, Norton disagreed with the German national airport at Tegel which is 349 acres, the one in France which is 247 acres, Croydon in England which is 400 acres and the municipal airport in San Francisco, which he said has the heaviest traffic in the nation, is only of 160 acres.

Rental last year from the airport was but $70,000, Norton added, in computation with maintenance costs of $50,000.

Councilman Wilson defended his charge of the mayor and to vote upon the merits of the proposal. A vague warning followed that the district attorney of Suffolk county will observe the proceedings and will watch the fall in the votes of men who shared some sort of a conspiracy.

CITY HALL NOTES

Supervision of the construction of two proposed downtown police stations and $200,000 was transferred from Police Commissioner Eugene C. Hultman to Public Buildings Superintendent John P. England by action of the City Council yesterday.

Following an appeal by Councillor Timothy F. Donovan, the City Council yesterday adopted the legislatively-authorized plan to construct a $1,000,000 standoff along the East Boston waterfront from World War Memorial park to the Winthrop line.

Seeking preferences for Boston residents in the new $8,000 L Street. bathhouse facilities, Councillor William G. Lynch of South Boston yesterday secured the passage of an order, calling for a conference with the Park Commission to amend the existing rules.

Protesting that traffic congestion at Edward Everett Square, Dorchester, was intolerable, Councillor William G. Lynch of South Boston yesterday secured the passage of an order, calling for a conference with the Board of Street Commissioners to estimate the cost of an underpass to carry Columbia road traffic through without interruption.

To provide Ward 1, Dorchester, with its first municipal playground, the City Council yesterday voted approval of the passage of a bond of $40,000 to start work on a site at Dunbar avenue near the new Dorchester High School.
Complete Plans for Celebration of Fourth

Mayor Gets Gingerbread Man

Leading performers in pageant to be given on Boston Common the Fourth of July presenting Mayor Curley with facsimile of gingerbread man to be used in fairy tale drama. Miss Anne W. Sullivan of Malden is at left, and Miss Dorothy L. Goddard of Newton Highlands at right.

Educational and Industrial Union.

Boston will celebrate the 156th anniversary of Independence Day with a programme of pageants, parades, fire works, band concerts and patriotic meetings, announced last night by Mayor Curley for Saturday, July 4.

Final plans for the day were completed yesterday by the Mayor following a conference with Director of Public Celebrations Edmund L. Dolan, together with his assistant, John F. Travers and Judge Frank Leveroni, chairman of the citizens' committee.

During the conference the children of the Community Service, who will appear in the pageant on the Common, presented the Mayor with a gingerbread man baked by the cooks of the Women's Educational and Industrial Union.

Mayor Curley will open the celebration with a flag raising at City Hall, followed by a representative military and civic parade through the downtown streets, starting at 9:30 o'clock Saturday morning.

From the balcony of the Old State House, where the Declaration of Independence was read publicly in 1778, the Mayor's son, Paul O. Curley, will read it again at 9 a.m.

Senator David L. Walsh has accepted the Mayor's invitation to deliver the Independence Day oration at the patriotic exercises to be held at Faneuil Hall, starting at 11 o'clock.

Hansel and Gretel has been selected by the Children's Service to be the pageant for this year, to be given on the slopes of the Frog Pond on the Common, starting at 2 o'clock. Under the direction of the City Council, district celebrations will be held in each of the 20 wards of the city.

The Boston Airport was created by an act of the Legislature in 1922 and for a period of six years proclamation work was conducted by the State, and yet such little progress was made that upon the arrival of the world fliers in 1924 it was necessary for the city to install water, sewerage and sanitary facilities. In 1927 control of the airport was transferred to the city.

Recently invitation was extended to the Ford Motor Company to consider the airport as a point for shipment to Europe and South America of tri-motor planes. During five months every tri-motor plane sold in Europe or upon the Atlantic side of the United States has been flown under its own power from Detroit to the East Boston Airport, there taken apart and crated for shipment.

There is no means of determining the growth of this business in the future but it gives promise of reasonable return.

Some of the better known fields such as Croydon, Mitchel and Boiling Fields, are located many miles from the center of a large city. Boston is constructing a $16,000,000 tunnel to East Boston and it is my purpose that Porter st., being the thoroughfare connecting directly from the tunnels to the airport, be made into a boulevard 100 feet wide. Completion of these two projects will make the Boston Airport the most accessible of any flying field in the world, less than three minutes, via the tunnel and Porter st., from business center of Boston.

Mayor Lets $800,000 Building Contracts

Mayor Curley awarded contracts totaling more than $800,000 for municipal construction. Joseph Rugo, low bidder, was granted the contract for building the Dr. Gilbert Stuart school in Center st., Dorchester. Rugo's bid was $78,000 which, the mayor pointed out, was a new mark in economical school construction.

The low bidder in another firm was a new mark in economical school construction.
"Hansel" and "Gretel" Bake Mayor a Cake

Bidding Keen on City Contracts

Fifteen contractors sought opportunity to erect the municipal printing plant, the first of its kind, the contract of which was awarded today to Archdeacon & Sullivan of Boston for $247,385. The building will occupy a plot at the rear of the North End entrance to the East Boston traffic tunnel. It will be of Colonial type, three stories in height and of cast stone and brick.

Another large contract was today signed by the mayor, that for a new intermediate school of forty rooms in the Gilbert Stuart district, Center Dorchester. Joseph Rugo, the lowest bidder, will receive $583,000 and extra for acoustics. The contract revealed that the city is saving $5000 a room on school buildings, compared with the figure of a year ago. The average cost has been $20,500 per room.

An Airport at Last

BOSTON is to have a real airport. The improvement plan supported by the Boston Traveler was adopted yesterday in the city council by a vote of sixteen to six.

Mayor Curley last evening assured the Traveler that the lease on Governor's island, undoubtedly would be finally secured within thirty days and that within another thirty days work would start. Boston labor will be favored.

The mayor added that it is not a fact that the city intends merely to connect the island with the airport by a roadway but that a wide fill will be made to be used as part of the airport surface.

The city council is to be congratulated on its foresight. The automobile industry was lost to New England because of lack of thought for the future. The city council has done its bit towards attracting aviation to Boston.
Mayor and Congressman "On Bench" With District Justices. (Left to Right)—Congressman John J. Douglass, Special Justice Patrick J. Lane, Judge Joseph H. Barnes, Mayor Curley and Special Justice Charles J. Brown

Mayor Curley, speaking at the dedication exercises of the new $355,000 East Boston court house this noon, announced that, before his retirement from his present office, East Boston will have received during his term, appropriations aggregating about $35,000,000 for commercial and industrial improvements. He further asserted the value of every foot of land on the island should at least treble in the next five years.

The mayor, as the principal guest, was the last of several speakers, which included Judge Joseph H. Barnes, presiding Justice, and Special Justices Charles J. Brown and Patrick J. Lane, to address about three hundred city officials, attorneys and invited guests in the first session courtroom of the new structure.

John P. Englert, superintendent of buildings, introduced the speakers. After the invocation by Rev. William B. Whalen, Timothy Donovan, city councilor of East Boston, declared his pleasure of his completed "pet project," which was made possible only by the assistance of Mayor Curley and the city council.

As a senior member of the bar of that section, Congressman John J. Douglass expressed his appreciation and satisfaction of the new quarters. James E. Mnattire, institutions commissioner and president of the East Boston and Winthrop Bar Association, said that the modern equipment will meet the approval of fellow members of the bar. Justice Lane expressed appreciation for the residents of East Boston to the city executive for the latter's sympathetic interest in their needs.

Justice Brown averred that the new commodious quarters, which are not to be compared with the old building, make for efficient service to the 80,000 persons served in that judicial district. He also praised the mayor for his cooperation.

Barnes, who predicted that the court house "will be a monument to Mayor Curley's interest in East Boston citizens."

Emphasizing the increased necessity for upholding the law and law enforcement since the coming of prohibition, Mayor Curley said that dedications of buildings of this kind are associated with a tinge of sadness. He recalled a program of developments which have been undertaken in East Boston since he took office.

On the first floor of the new building are the quarters of Frederick L. O'Brien, probation officer for wayward and delinquent children, juvenile courtroom, and apartments of the East Boston and Winthrop Bar Association. The upper part is devoted to two courtrooms, library, quarters for Judge Barnes and the two special justices, and rooms of the clerk of court, probation officer and court officers, consultation rooms for attorneys and their clients and a woman's rest room. The building, on the old district court house, is located at the junction of Meridian and Park streets.
COUNCIL OPPOSES DOLE CUT

Dowd Attacks Mayor and Overseers of Welfare

The Boston City Council went on record yesterday as opposed to any reduction in relief to the poor and unemployed after Councillor John F. Dowd of Roxbury vigorously protested that cuts of 18 to 19 per cent were being carried out to avert a deficit of $1,200,000 at the end of the year.

ATTACKS MAYOR

In the course of a bitter attack upon Mayor Curley and the overseers of public welfare, the Roxbury florist insisted that the city could save enough money for the poor by "cutting out expenses for flowers, bands and loving cups, as well as official dinners at $3 and $4 a plate."

Rather than subject the poor to starvation, Councillor Dowd demanded, not a five-cent piece should be spent on the repair of public buildings and every single department in the city should be required to stop unnecessary expenditures.

"The Mayor's reduction order," he said, "is the most contemptible, inhuman and cold-blooded official act in the history of any Mayor of the city. It is worse than former Mayor Nichols' order to cut the dole two weeks before Christmas, when Chairman Simon E. Hecht and four of five other overseers resigned in protest.

All Applicants Affected

"A man in an official position at the welfare department informs me that this order will affect every applicant for aid on the city's list, even including the mother's aid cases. Only today a widow with two children told me that she had been cut to only $10 a week for clothing, food, fuel, light and rent," charged Councillor Dowd.

For a family of three children, he said that Cambridge allowed $16.75, Somerville gave $16, and Medford doled out $20 for public welfare. He said, but the overseers were spending it at the rate of $7,600,000 for the year, heading towards a deficit of $1,200,000.

Charging the welfare officials with wasteful and inefficient methods, Councillor Dowd declared that the Mayor forced them to adopt a resolution demanding the passage of the airport loan order. He charged that the Suffolk County Council, American Legion, was composed mostly of city officials and that the Mayor forced them to adopt a resolution demanding the passage of the airport loan order.

Wilson Switches

Councillor Robert Gardiner Wilson, in turning to favor the order, explained that he had voted against it two weeks ago because the Council had shut off debate. Although the development had been approved by President Hoover, Congress and the Legislature, he said he favored the large appropriation particularly because it allowed the city to build not just the bare requirements, but to plan the airport of the future.

In a bitter fling at the airport project, Councillor Fitzgerald of the West End contended that "a powerful real estate lobby had got the airport bill through the Legislature," after they had obtained control of the nearby land. "It would be well for the District Attorney to watch this expenditure and watch the group that will benefit by it," he said.

Under plans outlined by the Mayor, the city will expand the present airport by filling in the adjoining mud flats and then develop Governor's Island over to the city for development as an airport.
SANDY BURR GOLF CLUB, WAYLAND

FASTEST OF SHIPS FOR HUB

Bremen and Europa

Start Line Here

Labor Day

FOUR-DAY SAILINGS

MAYOR ANNOUNCES

Tells Legionnaires to

Work for Dry Law Repeal

"I am confident," the Mayor continued, "that the voyage will be made in four days and so are the officials of the line. It gives me a great deal of satisfaction to be able to make the announcement of the four-day passages. This old port of Boston is coming back. All we need is confidence in the future of Boston. We have got to stop whining about conditions and get right down to the job of improving them. "We can make Boston the greatest port in the United States," the Mayor concluded, "and we are going to do it."

Scores Prohibition

Mayor Curley, in the course of his speech, asked the Legionnaires present to make every effort toward the repeal of prohibition, characterizing it as "the most serious problem facing the American people."

"There is no difficulty," he said, "in getting liquor anywhere in the United States. The only difficulty is getting liquor that is fit to drink. Now that everyone's supply is getting low, I think it is time for us to get together and get to work."

At the Post office besides the Mayor were Police Commissioner Hultman, Transit Commissioner Sullivan, and Thomas Mullen of the Industrial Development and Publicity Bureau.

The Mayor told how he was compared notes a few years ago with a fellow traveler in Palm Beach concerning current prices of Scotch and rye and discovering that it could be gotten for $40 a case, $10 less than he had previously been led to believe.

How He Got It

"If you do not go on the charge," the Mayor quoted himself as saying the fellow traveler.

"Oh," came the answer, "Call the chief of police on the telephone and he will have it delivered in the patrol wagon. If you can't get the chief just give your order to any traffic cop."

I don't suppose we have reached that high degree of efficiency in Boston, said the Mayor, "but with this college of the Commissioners' you can't tell how efficient the department may become."

PORT "COMING BACK"

The Mayor then devoted attention to the Postoffice square site for the Boston postoffice. He observed that in the days before he "got the goat of the Postmaster-General" he had been interested in the project now in charge of Transit Commissioner Sullivan. He told how the building of the Government-square tunnel was authorized a year after the new postoffice was authorized by the government, and he compared the speed with which both jobs have been tackled.

He pointed out that the only workers at present employed in the hole in Postoffice square were members of the Water Department of the city of Boston, engaged in laying water pipe, and he told how the Government-square tunnel was begun in January, 1930, immediately after authorization.

Today, he said, there are 1200 men working three shifts of eight hours a day on the tunnel, and he emphasized the fact that the last man of the 1200 were war veterans. This, he observed, has done much to lighten the burden of unemployment in Boston.

POSTOFFICE HOLE

Bremen and Europa

NEED BEAUTIFYING

Boston's chief executive, introduced by Toastmaster John J. Martin, said that the electric railways in Italy are beautiful by bowers and shrubbery. He stated that he feels the entrances to American cities by railroads should be beautified, all of which he feels would increase real estate values tremendously. He also said the legislatures of various States should enact laws to substitute for suburban districts "modern, sanitary homes."

Looking backward, Mayor Curley said the Puritans and the Pilgrims came to this country in his opinion not so much for religious reasons, as because of the depressed business conditions that prevailed abroad at that time.

Others who addressed the banquet included John T. Burns of the reception committee; Edward L. Hopkins, who awarded the prizes for the various athletic events of the day; Walter E. Freeman, in charge of the dinner arrangements, and Clement Hernandez, general chairman of the outdoor committee.

Mayor Curley, who was accompanied by his son, Leo, arrived early in the afternoon and commenced playing golf almost at once. Park Commissioner William P. Long was another guest of prominence present during the day.

The golf was in charge of Frank T. Evans, while the bridge and whist was headed by Mrs. Alice G. Golan, who presided under the direction of David B. Church. John T. Scully, executive secretary of the exchange, was everywhere present in the general direction of the festivities.

During the afternoon there were such exciting contests as an automobile race, prize driving competition, mixed shoe race and other events. Dancing in the halls of the clubhouse followed the dinner.

POSTOFFICE SQUARE

WASHINGTON, D. C.

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Development of 1000 Acres Will Give Boston One of Best Landing Places for Airships

Sixteen Councilors yesterday passed the order calling for $1,250,000 for airport improvements favored by Mayor Curley. Six members fought and five talked against the measure without success.

Today Mayor Curley gave out the following statement containing his views on the airport and the passage of the appropriation order:

"The favorable action upon the question of an appropriation of $1,250,000 for the completion of the East Boston Airport marks an important step in the development of this most interesting undertaking.

The Boston Airport was created by an act of the Legislature in 1922 and for a period of six years reclamation work was conducted by the State. Yet such little progress was made that upon the arrival of the world flyers in 1924 it was necessary for the city of Boston to install water, sewerage and sanitary facilities, since no appropriation had been made by the Commonwealth for this most necessary purpose.

"In 1927 the city of Boston made a lease with the Commonwealth, under which the control and operation and development of the airport was transferred to the city of Boston to be conducted under the direction of the Boston Park Commission.

"Appropriations were sought for the development of the airport, and negotiations were extended to leading manufacturers and operators to establish hangars thereupon. More recently an invitation was extended the Ford Motor Company of Detroit to consider the facilities and the availability of the East Boston Airport as a point for the shipment to Europe and South America of trito-motored planes.

"It is gratifying to know that during the past five months every trito-motored plane sold in Europe or upon the Atlantic side of the United States has flown under its own power from Detroit to the East Boston Airport, there taken apart and reared for foreign shipment.

Most Accessible

"There is no means of determining the worth of a business in the future, but it gives promise of reasonable return.

The project for the raising of Governors Island and the reclamation of the territory lying directly between Governors Island and the East Boston Airport is the project that has just received favorable consideration from the Boston City Council.

"The transfer of Governors Island and its development as a part of the East Boston Airport will give to Boston an airport of 1,000 acres, or more than 44,000,000 square feet of land and extending for a distance of 3 miles into the ocean.

"One of the most important features is the location of an airport, and one of the most important features is the connection therewith is as to its accessibility. Some of the better known fields, such as Crane Field, Mitchell Field and Rolling Field are located many miles from the center of a large city and suffer greatly due to their inaccessibility.

The city of Boston at the present time is constructing a tunnel to East Boston, at an expense of $4,000,000. It is my purpose that Porter Art, being the thoroughfare connecting directly from the portals of the tunnel to the airport, be made into a boulevard 100 feet in width.

The completion of these two projects will make the Boston Airport the most accessible of any airport in the entire world; namely, less than three minutes via the tunnel and Porter Street from the center of the financial and business district of Boston.

To Protect New England

"At the hearing held before the Committee on Military Affairs in Washington on the question of the transfer of Governors Island to the city of Boston the chairman of the Committee on Military Affairs directed the attention of the fact that the immediate development of the Boston Airport was essential to the protection of the cities of New England since, in his opinion, in the event of an air attack by an enemy Nation, every New England city of importance could be destroyed before the planes could arrive from Mitchell Field.

"The same objections have been raised to the expenditure of an additional million and a quarter for the development of the East Boston Airport that have been raised in connection with every project in the last quarter of a century in the life of Boston.

"If those objections, when raised in the case of the establishment of the automobile industry at Boston, had been overcome we would today be the leading city in the manufacture of automobiles in the world.

"If those objections had been overcome in the case of the rayon industry, Massachusetts would be the leading State in the Union for the manufacture of this particular commodity.

"If the same objections had been overcome in the case of the manufacture of radio instruments, cabinets, etc., we would be the center of the manufacture of this commodity today.

Lacking the autogyro and it is predicted by persons who are competent to judge, that the autogyro in 10 years may be as common in the air as Ford cars now are upon the city streets.

Dr. Eckener from time to time in the past has pointed out the possibility of a super-blimp, capable of carrying 300 passengers and flying 15,000 feet above the water with safety, which would require one mile of spillway in which to land at the end of its journey of 25 hours from Europe to the United States.

"The completion of the East Boston Airport will give to America one airport at which this super-blimp can land, since there will be a 2-mile water spillway alongside of the airport.

"Army maneuvers on the largest possible scale can be carried out at the airport and in the event that the progress is as rapid in the navigation of the air as it was in automobiles, air investment will be deemed a wise one by the cynics and scoffers of today."

PRINTING PLANT CONTRACT LET

Award on Dorchester School Building Today

Contracts for the erection of a municipal printing plant and an intermediate school building in Dorchester, amounting to $525,396, were signed this morning by Mayor Curley. The printing plant, the first of its kind, will be erected on a plot of land 12,000 square feet in area, at the rear of the proposed Boston entrance of the East Boston traffic tunnel. It will cost $275,000, and the contract was awarded to Archdeacon & Sullivan of Boston.

The building, colonial in type, of three stories, will be constructed of cast stone and brick. There were 13 bidders, and competition was keen. John Bowen Company was second lowest bidder, $258,500.

Joseph Rugo was lowest bidder for an intermediate school building in Dorchester, center Dorchester. His bid was $365,000, and extra for acoustics will bring it to $385,000. Mayor Curley desired today that the city, as compared to prices paid for similar work prior to 1930, was saving $500 a room. In the past the average cost per room was $20,500.
BATHHOUSE RULES

WILL BE DISCUSSED

Council Approves Conference Of City Officials

The need of revising regulations at the L street bathhouse, in order that Boston residents may enjoy preferential privileges, will be discussed at a conference of Mayor Curley, Park Commissioner Long and Councilmen William G. Lynch and Michael J. Mahoney of South Boston.

The council approved such a conference yesterday after Lynch had suggested that Boston residents generally and the people of South Boston in particular should not be placed on a parity with non-residents.

Councilman Lynch believes that a fee should be charged non-residents for the use of the privileges of the new bathhouse, but because of the obstacles he foresees to satisfactory enforcement of such a regulation, he is hopeful that some plan can be devised which will give preferential privileges to residents.

The street commission was ordered, to estimate the cost of a traffic underpass at Massachusetts avenue and Columbia road to relieve the constant congestion in Edward Everett square.

Approval of the legislative act authorizing the expenditure of $1,000,000 for a strandway in East Boston was given after Councilman Curtis had indicated that he would oppose a loan order for such a project.

To provide bleachers at the new Dunbar avenue playground, Roxbury, a loan order of $30,000 received a first reading.

Prior loan orders allocating $350,000 for each of two proposed police stations in the South and West ends were rescinded by request of Mayor Curley because of the error in delegating the police commissioner as the supervisor of the construction of the buildings.

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COUNCIL FIGHTS WELFARE CUTS

Adopts Resolution Against Retrenchment on Mothers' Aid

The city council yesterday adopted a resolution of opposition to the reductions of payments by the public welfare department to recipients of relief and mothers aid which Councilman John F. Dowd of Roxbury declared represent a decrease of 18 per cent, from the existing schedules.

Dowd quoted an unnamed official of the welfare department as saying that the statement that reductions in payments under the mothers aid statutory law had been ordered as a result of the demand of Mayor Curley for a substantial decrease in the expenditures of the department.

The Roxbury councilman blamed the mayor for conditions and cited his refusal to compromise as responsible for the reduction.

Mayor Sees a Land Boom

The prediction that East Boston land will treble in value in the next five years, featured the dedication $350,000 East Boston courthouse and police station.

The mayor's prediction was based on his statement that he pleased to see $250,000 on East Boston projects, coupled with the construction of the proposed East Boston tunnel.

Mayor Curley occupied the bench with Judges Patrick J. Lane, Joseph H. Barnes and Charles J. Brown, the East Boston district court, and was the subject of eulogies by all speakers.

These included the three jurists, Congressman John J. Douglass of East Boston, City Councilors Timothy H. Donovan, John P. Engler, Superintendent of public buildings, and James E. Maguire, city institutions commissioners and president of the East Boston and Winthrop Bar Association.

The mayor, who was the last and principal speaker in part, said: "I wish I could spend a little more on public buildings of this sort. In America we build to destroy. In Europe they build for permanency. We have done little to overcome the ills of greed that makes necessary the building of institutions like this."

Boston's Program

FOR JULY FOURTH

Oration, Sports, Concerts, Fireworks Planned

Boston will observe the 150th anniversary of the adoption of the Declaration of Independence, by perpetuating the custom of reading the memorable document from the balcony of the Old State House, by patriotic exercises in Panull hall with Senator David L. Walsh as orator, and by individual programs in the 22 wards under the direction of the representative of each ward in the city council.

No change has been made in the program of past years. The early morning event at 9:15 will be the raising of the national flag at City Hall by Mayor Curley and of the municipal flag by President McGrath of the city council.

Both officials will participate in a parade to the Common where the mayor will again officiate at a flag raising. The parade will be short but representative of active and veteran military and naval organizations and will be led by Charles J. Corkey, aide to the national commander, United Spanish War Veterans.

From the Common the parade will march to the old State House where Paul G. Curley, son of the mayor, will read the declaration. Thence the procession will proceed to Panull hall where the mayor will preside at formal exercises.

Other day-time events which have been scheduled include an athletic meet on the Common at 10 in the morning, swimming races for boys and girls as well as adults in the Charles river at Chestnut street at 2 o'clock, a pageant "Hansel and Gretel" at the frog pond on the Common at 3 and displays of fireworks and band concerts in the evening at the Common, Jamaica pond, Franklin field and Columbus park.

A P. O. Site Suggestion

To the Editor of the Post:

Sir—I am sure that Boston could add to its many attractions if the suggestion to turn the postoffice lot into a municipal farm was adopted. With the municipal cow, Mayor Curley's bull and Postmaster-General Brown's goat, which we seem to have, we could make a fine start. A few lambs from nearby State street would be right at home.

J. C. DONLON
CITY'S PROGRAM FOR JULY 4 ANNOUNCED
Flag-Raising, Parade, Sports and Concerts Arranged

Arrangements are announced for the annual city of Boston observance of Independence Day next Saturday, the 148th such program to be arranged in behalf of the people of Boston to commemorate the anniversary of the Declaration of Independence and to perpetuate the first public reading of that document to the citizens of the town "Town of Boston," an event which took place from the balcony of the Old State House in 1778, and to be repeated in the same way as it was first, and to be an event of historical character. The first official event of historical character will be the raising of the National and City flags at City Hall at 9:30 a.m. The Mayor is scheduled to hoist the Stars and Stripes in person, and the president of the Citizens' Independence Day Committee, of which Frank Leveroni in chair, has been approved by Mayor Curley.

The program prepared by the Director of Public Celebrations, Edward L. Dolan, assisted by John J. Armour, president of the Citizens' Independence Day Committee, of which Frank Leveroni is chairman, has been announced by Mayor Curley.

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Pageant by Children
A central afternoon event will be a pageant given by children and young people on Boston Common at the Frog Pond, beginning at 3 o'clock. This will be a production of the German Pageant by Children.

The personnel of the Independence Day Committee, a component of the Citizens' Public Celebrations Association, is as follows: Frank Leveroni, chairman; John J. Armour, secretary; E. I. Mero, secretary of the association.

The Line of March
The parade is to be representative rather than with any endeavor to arrange for a large event. It will be representative with their colors of various patriotic, military and historical organizations, including the war veterans, groups, and a battalion of the United States Navy will lead them in station exercises, which will proceed from City Hall immediately after the flag raising there under Marshal Joseph C. Donnelly, aide to the national commander, United States Spanish War Veterans.

On Boston Common at 3:30 the National flag will be raised, also by the Mayor, with formal ceremonies.

The parade escort to the officials and the committee will then proceed by way of Boylston and Temple streets, Washington and School streets, Congress at Haymarket to the Old State House, where at 10 o'clock will occur the historic annual ceremony repeating the reading of the Declaration of Independence while the assembled organizations and the general public form the audience in the street below, as did the people of Boston in 1776. The reader of the document will be Paul G. Curley, son of the Mayor.

Athletics, Fireworks
At the Old State House the parading escort will march to Fenway Park, where at 11 o'clock the annual celebration exercises will occur with the Mayor presiding, an orchestra, singing of America and the Star Spangled Banner by Ray Frank, Louis R. Philips, S. T. L., and composition by a committee of the city.

Would Place Duck in Postoffice Hole
Ezra McSlugg Thinks Idea Would Help Cut Taxes

"There now," said Ezra McSlugg of Reoring road, Wellesley, as he read in the Globe an announcement from Washington, "it may be a cow or bull, but why, in Heaven's name, wouldn't that be a good place for Pulinsky's duck, Lena?"

"You mean," asked his singing mouse, "that they want to put a cow or bull where the Postoffice will be?"

"Exactly," replied Ezra, as he shelled another peanut, "Boston suggests cows and them Washington fellers say bull, a bull pen so to speak."

McSlugg and his singing mouse had just returned from the banks of the Charles River in South Natick, where they watched Mr Pulinsky in his round pond. That spot where the Postoffice will stand in 1942 would make an ideal pond for Pulinsky's ducking pond. It would be the cat's ankle."

"You may say that, but they are not alarmed, no one will harm your name is McSlugg."

"What makes me quiver," continued Ezra, "is that here is a perfectly good duck pond going to waste while law-abiding citizens have to chase their ducks in row boat along the Charles River."

"And what's the weather like under the very nose of the weather man."

"What's the weather man got to do with it?" peeped the singing mouse.

"A whole lot; he's been telling everyone about fair weather that's turned out to be good weather for ducks. Folks wouldn't complain so much if they could see for themselves how much Lena appreciates it."

"Too; the city might build a grandstand around the duck pond and charge admission. It would cut down taxes."

"A grandstand for what?" asked the singing mouse.

"You see, lots of folks are crossing the street are being hit by automobiles, if they could see Lena they would know how to duck."

"What would we name the place?"

"Several might be suggested," replied McSlugg, "but since it's Pulinsky's duck pond, why not call it Pulinsky's Duck Pond?"

"Fine," peeped the singing mouse. "That's a better name than Washington Bull Pen."
Fairy Tale Folk Call on Mayor

Curley Expects Airport Victory

With administration ranks holding firmly in favor of the $1,250,000 airport development order, the City Council met this afternoon in expectation that the fifteen necessary votes would be forthcoming today, despite the activity, since the previous meeting, of Laurence Curtis, Jr., of the Back Bay, leader of the opposition.

Before the council meeting Mr. Curtis had a talk with the mayor on the project and was told that he and his friends who are attempting to block it would be sorry if they succeeded, inasmuch as similar short-sightedness caused the loss to the city of the rayon, automobile and radio industries.

Mayor Curley, who expects victory for his loan order, objects to Mr. Curtis's designation of the levelling of Governor's Island as "a half-baked scheme." On the contrary, the mayor says, the plans are complete and adequate for the giving to Boston of one of the best flying fields in the world. Mr. Curtis says the work cannot be done short of $2,000,000, while the city officials declare that the appropriation will be sufficient.

Writing to Richard F. Paul, State commander of the American Legion, who had appealed for the loan order, Councilor Curtis said:

"Talis Governor's Island development has sometimes been linked up with a proposed huge development of the waterfront of that part of Boston. Let's not get involved in any such scheme until we know what it is and where we're going.

"I hope you will see that I am not opposed to the development right away of an adequate A-1-A airport, but am opposed to getting involved without sufficient consideration in a costly, half-baked scheme to level off Governor's Island for use as an auxiliary flying field."

Already the Council has given the $1,250,000 airport loan order its first reading. At least fifteen of the twenty-two City Councilors must approve it before the loan can be issued and the money spent on the improvements. On the first reading the vote was 15 to 6.
Airport

BOSTON, in part by its lack of foresight, permitted the automobile industry to go west.

Are we permitting the story to be repeated in the aviation industry?

The Legislature authorized Boston to spend $1,250,000 on the making of an airport in Boston by enlarging the flying field at East Boston. We glibly call the field at East Boston an airport. It is not an airport. It is a flying field, with transport planes, army craft, commercial planes and student and private flyers using the same area.

We had a lot of hullabaloo about getting Governors Island from the United States government. Now that we have it, persons would have us not appropriate sufficient money to best use it. They point out that there is not enough flying business to warrant the expenditure. Of course there is not enough now, just as there was not enough automobiling here years ago for us to do something about attracting the automobile industry here.

We had several hundred planes here a few weeks ago. Where did the most of them park overnight? At Springfield, where there was a field big enough to hold them.

We have the permission to spend the money. We have the opportunity. Shall we grasp it or shall we wait until it will cost us $10,000,000 or more to do the work, perhaps too late to attract aviation dollars here?

The city council should vote favorably on the plan.

Porter Adams Is at Phillips House

Expects to Leave Wednesday for His Summer Home at Thetford, Vermont

Porter Adams, chairman of the national executive committee of the National Aeronautic Association, is at the Phillips House of the Massachusetts General Hospital undergoing a series of examinations. He expects to leave Wednesday for his summer home at Thetford, Vt., where he will be during the next two months, with the exception of several days in Washington next month during the National Aeronautic Association convention and possibly at Cleveland during the national air races.

Among visitors at the Phillips House to see Mr. Adams was Mrs. Lorraine Defren Frankei, president of the Boston chapter of the National Aeronautic Association, who discussed plans for the chapter with "Pat." As Porter Adams did more to establish the Boston Airport than any other single person, he is keenly interested in the proposed development planned by Mayor Curley with the million and a quarter loan, which would be used to purchase by the Boston City Council. Porter, who is still chairman of the Boston Municipal Air Board, did a great deal toward securing Governor's Island for the city.

DR. KENDALL TO BE HONOR GUEST

Dean of Boston Sportsmen To Be Feted by Clubs On 77th Birthday

Dr. Walter G. Kendall, dean of Boston sportsmen and prominent in the world of horticulture and dogs, who will attain his 77th birthday Wednesday, will be the guest of honor at a banquet tendered him by the members of the various societies of which he is a member and his host of friends in the world of athletics.

HATHAWAY IS CHAIRMAN

The genial Doc has steadfastly put aside all attempts in previous years to mark his splendid career in the athletic sphere. But this year, under the leadership of the Boston Bicycle Club, of which he has been captain for 47 successive years, the insistent demand forced the Doc to capitulate and all have joined to make this birthday one he long will remember.

J. S. Hathaway, treasurer of the famed old Bicycle Club was named chairman of the general committee which has met weekly for the past month to perfect the details of the affair. On the committee with him are Albert E. Behrns, president of the Boston Bicycle club; Irving P. Marshall, president of the B. A. A.; Albert

EAST BOSTON COURT OPENED

Curley to Speak at the Dedication Exercises Tomorrow

The new East Boston courthouse, built on the site where the old building stood at Paris and Meridian streets, was opened today, and formal dedication exercises will be held at noon tomorrow.

The new structure cost $300,000. It has many added facilities. There are private offices for the clerk of court, adult and juvenile probation officers, and three consultation rooms for attorneys. There are three court rooms. More than 500 invitations have been sent out by Mayor Curley to representatives, senators and congressmen of the district and to social and civic organizations. The East Boston and Winthrop Bar Association, through its presidents, James E. Maguire and Samuel L. Segal, have arranged a special program for that group.

Invocation will be read by the Rev. William B. Wymans of the Holy Redeemer Church. There will be addresses by Mayor Curley, John P. Enwright, superintendent of public buildings; Edmund L. Dolan, director of public celebrations; Chief Justice Joseph L. Barnes and Associate Judges Patrick J. Lane and Charles J. Brown.

Following dedication exercises refreshments will be served.

BURRAGE, president of the Massachusetts Horticultural Society; Hatian P. Kelley, president of the Horticultural society of Boston; Dr. William P. Gilpatric, president of the Massachusetts Dental Society; William J. Fallon, president of the Wollaston Golf club; William P. Keane, president of the N. E. A. A.; Ralph R. Clifford, president of the Boston Newspapermen's Golf association; Julius Mathews, president of the New England Senior Golf Association; A. R. Kehoe, secretary of the Dental Golf association; Thomas Hunter, Jr. of the Boston Terrier club and Rupert Kohnz of the French Bull Dog club.

Invitations were spread far and wide and acceptances have already been received from Gov. Ely, Mayor Curley, Mayor McGrath of Quincy and Chester I. Campbell, representing the Governor's council.

The doctor will be the recipient of substantial gifts indicating the esteem in which he is held in the many and varied lines of activity in which he is a leader.

To those who have not received an announcement of the dinner, the committee authorized to communicate with J. S. Hathaway, treasurer, 20

TRANSCRIPT 9/29/31

R. A. S. ALBERT
GOODWIN INVOLVES MAYOR IN "POLITICAL DEAL" OVER SCHOOLS

Mrs. Pigeon and Dr. Lyons Accused of Blocking The Majority

REPORT SUSTAINS SPECIAL SURVEY
Abolition of the Board of Superintendents Is Recommended

Changes proposed:
1. Enlargement of the school committee from five to nine members must be required on all appropriation orders.
2. Establishment of the platoon system in all schools, thereby insuring a reduction of at least one-third in the number of class rooms and the constant full utilization of all rooms.
3. Abolition of the department of school buildings and the delegation of authority over the building and maintenance of schoolhouses to the school committee.
4. Reorganization of school departments, concentration of unlimited authority over educational matters in the superintendent, abolition of the board of superintendents, reduction of unnecessary and indefensible overhead costs, and establishment of the proper proportion of supervisors to teachers.
5. Revision of appropriating practices, making necessary a segregated budget, fundamentally broadened upon the estimates of the principals of schools.
6. Assignment of assistant superintendents to supervision in all schools of particular departments which they are especially qualified to direct.
7. Reduction in vocational costs regarded as vital to the elimination of waste and extravagance.
8. Scientific survey of building needs of the entire city.
9. Rescinding of vote which excludes non-residents of Boston from appointments to teaching force.

SCHOOLHOUSE CUSTODIANS
The commission refused to subscribe to the report of its survey board in charge of the school committee and expresses the splendid gentleman's agreement that no new school buildings was in an official position and Mrs. Pigeon are interested in technical training and experience qualified. Dr. Lyons are particularly interested, and they cannot properly fill because of the stress of private business.

GOODWIN EXPLAINS
During an elaboration by Chairman Goodwin of the intent of the commission in the outstanding and salient features of the report, he was asked to interpret what was meant by reference to "reprehensible political deals."

"Well," said the chairman, "there have been two of them recently and the schoolhouse custodians should be under no doubt. Last year Mrs. Pigeon and Dr. Lyons forced the majority of the committee to make what is called a gentleman's agreement that no new school building would be built until the new board of superintendents was appointed. At that time (Mrs. Pigeon and Dr. Lyons, who are not members of the committee) made the mistake of making an official appointment. We are insisting on an appropriation for new construction, a repetition of the detailed report which is absolutely necessary to the school committee and cannot properly fill because of the pressure of other business."
TAKING UP THE QUESTION OF DIFFICULTY RESPONSIBILITIES, THE COMMISSION HITS THE ASSISTANT SUPERINTENDENTS AND ADDRESSES THE LACK OF RESPONSIBILITY ON THE SUPERINTENDENT TO THE SCHOOL COMMITTEE.

THE REPORT SAYS THAT A SUPERINTENDENT WHO RECEIVES A SALARY OF $18,000 AND SIX ASSISTANTS WHO EACH RECEIVE $7,000 EACH AND THE BOARD OF APPOINTMENT, HAS BEEN JUSTIFIED IN ATTACKING THE COST OF EDUCATION AND ON THE FACT THAT 30 PER CENT OF THE PRESENT SCHOOL BUDGET IS OUT OF THIS MONEY, AND THAT THE COMMISSION BELIEVES THAT THE SUPERINTENDENT IS THE PERSON WHO SHOULD BE ABLE TO MAKE THE DECISIONS ON THE USE OF THE MONEY.

BUILDING PROGRAM

FAILING TO CARRY OUT THE BUILDING PROGRAM, IT IS NECESSARY TO PROVIDE ADEQUATE IN-CLASSROOMS, INTERMEDIATE SCHOOLS, TO PROVIDE A HIGH SCHOOL FOR A PERIOD OF THREE YEARS. THE COMMISSION HAS AIDED THE GOVERNMENT BY RECOMMENDING THAT THE SUPERINTENDENT BE ABLE TO MAKE THE DECISIONS ON THE USE OF THE MONEY.

TRYING TO LIMIT EXPENSES

THE COMMISSION BELIEVES THAT THE SUPERINTENDENT HAS THE RIGHT TO LIMIT EXPENSES, AND THAT THE SUPERINTENDENT SHOULD BE ABLE TO MAKE THE DECISIONS ON THE USE OF THE MONEY.

MAYOR DENIES CONTROL

THE COMMISSION FINDS THAT ITS SURVEY MEMBERS OF THE SCHOOL COMMITTEE, AND THE COMMISSION BELIEVES THAT THE SUPERINTENDENT HAS THE RIGHT TO LIMIT EXPENSES, AND THAT THE SUPERINTENDENT SHOULD BE ABLE TO MAKE THE DECISIONS ON THE USE OF THE MONEY.
Abolition of Many Jobs Is Recommended

Drastic recommendations seeking to curb alleged waste and extravagance in the Boston school system, to define responsibility in the school committee and to simplify administrative methods, are contained in the report of the finance commission's investigation, which Chairman Frank A. Goodwin has submitted to Mayor Curley.

It was for the purposes of this special investigation that the city council appropriated an additional $10,000 to the finance commission's annual budget, with the approval of the mayor.

The report recommends: Abolition of the independent board known as the Department of School Buildings.

Abolition of the board of superintendents, consisting of the superintendent and six assistant superintendents.

Immediate revision of existing appropriation practices and adoption of a segregated budget.

Placing teacher staff and custodian under direct control of the mayor or principal of a school.

For Non-Resident Teachers: Reorganization of the entire system and reduction in the number of departments.

Rescheduling of the school committee's vote excluding non-residents from appointment as teachers in Boston schools.

Confining military drill to high school classes.

Scientific survey of the school needs of the city and a study of the so-called platoon system.

"The first question considered by our investigating committee was the constitution of the school system and its divided control," the report states. "We believe the remedy suggested by our committee of abolishing the independent board known as the Department of School Buildings and placing all school activities under the school committee is the proper one."

The report draws attention to the fact that a superintendent on a salary of $12,000 a year, and six assistant superintendents who receive $7000 each, make up the board of superintendents which has legislative authority and which recommends to the school committee any policy independent of the superintendent.

Fix Responsibility

"There is no other city in the country where such a system prevails," states the report. "This form of organization makes it impossible to fix responsibility and we agree that the board of superintendents should be abolished."

With reference to the making of appropriations the commission holds that there should be an immediate revision of appropriating practices.

"We believe this is the only large city in the country where school funds are appropriated without a segregated budget. In these modern days there can be no argument against a segregated budget."

Another custom criticized by our committee with which we are in agreement permits teachers to hold more than one position and receive more than one salary. We believe administrative expenses can be further reduced by curtailment and reorganization of staffs and courses.

NEGLIGENT IN BUILDING.

The commission recognizes the value of military drill, but does not believe it belongs among activities of ninth-grade pupils.

Military drill should be confined to the three classes now known as high school classes.

"The school authorities of Boston have been very negligent in carrying out the building program necessary to complete the 6-3-3 plan of organization. No attempt has been made to obtain a complete survey to determine how many and where intermediate schools should be built.

"Hundreds of thousands of dollars have been wasted because of the failure of school committees to survey properly the needs of the city. We can expect no improvement until a scientific survey of the school needs of the city is made.

"Boston has a larger number of portable wooden buildings and obsolete brick buildings than any other city in the country which must be replaced within the next few years. The school committee should study the platoon system in other large cities before any more building commitments are made."

CURLEY THINKS ORDER WILL PASS

Opponents Expect to Beat $1,250,000 Airport Plan

The order for $1,250,000 for the Boston airport, which passed its first reading in the City Council last Monday by a narrow margin after bitter debate, is due to come up today at today's meeting. Opponents of the measure who failed to hold it up by a margin of one vote appear confident they will defeat the order, but Mayor Curley thinks otherwise.

Mayor Curley this morning expressed the opinion that there was little chance of the order falling to pass. Last week the order passed, 15 to 9, with Councilor Norton absent. Those who voted against it were Curtis, Arnold, Fitzgerald, Kelly, Dowd and Wilson.

The latter according to friends of the Mayor is expected to change today and register his vote for the order so that it will reach final passage.
BOSTON SCHOOL SYSTEM FLAYED

Fin. Com. Says Reorganization Is Necessary—Blames Committee--
Would Abolish Commission

Reorganization of the Boston school system from top to bottom was demanded by the Finance Commission last night at the conclusion of its investigation of the mounting of maintenance costs from $7,000,000 in 1918 to $20,000,000 a year at present.

Findings of "extravagance and waste" amounting to hundreds of thousands of dollars in the administration of the schools were made in the official report, which has been turned over by Chairman Frank A. Goodwin to Mayor Curley.

BLAMES SCHOOL BOARDS

Responsibility for the conditions found by the investigators in a searching survey covering the past 10 months was placed upon the shoulders of the school committees of recent years, according to the unanimous resolution adopted by Chairman Joseph A. Haughan, Courtney Guild and William T. Keough.

For this reason the first recommendation of the commission was to increase the number of the school committee from nine to ten, so that six votes would be necessary to adopt appropriations and four required to defeat them.

The delay in making appropriations and the making of reprehensible political deals for the purpose of getting appropriations, as well as the excessive power now held by any two members to block appropriations unless their demands are met, troubled the Finance Commission, referring to a recent agreement of the members of the school committee to place a new girls' high school first on the building programme for this year.

Two-Platoon System

As a means of reducing the cost and increasing the efficiency of the school buildings, the Finance Commission urged that consideration be given to the two-platoon system now in use at Detroit, Cleveland and Pittsburgh.

This system provides for the full use of all school rooms throughout the school day, so that the buildings would be only a little more than half as large as the new structures being built here.

The Finance Commission urged that the school committee take a stand on the policy of vocational education, pointing out that it had grown here.

Hurley to Study Report

Speaking for the school committee, Chairman Joseph J. Hurley last night stated: "In view of the fact that this is not Mr. Goodwin's report, but rather the unanimous report of the Finance Commission, I do not care at this time to make any statement until I have had ample opportunity to study the report itself in full.

Dr. Joseph V. Lyons of the school committee, however, took a sharp fling at Chairman Goodwin. "If the benefits of all of Goodwin's suggestions," he said, "were to be measured by the successes which they met in his many appearances before the Legislature when his bills for the reorganization of the school system were brought on already this year, I think it about time they were ignored."

Confined to his home with an attack of laryngitis, Dr. Jeremiah E. Burke, superintendent of schools, reserved comment on the Finance Commission report, as did Francis C. Gray, William Arthur Reilly and Mrs. Elizabeth West Pigeon, the other members of the school committee.

Non-Resident Teachers

The best teachers from all sources should be obtained for the Boston schools, the Finance Commission insisted, and that the school committee rescind its recent vote which excluded non-residents. When appointed, however, teachers should be given a single salary and one position, instead of being allowed compensation for day work then for night-school teaching.

While driving into the vitals of the
Curtis Explains Airport Tangle

Councilman Gives Reasons For Fighting $1,250,000 Loan Order

CONFIDENT SMALLER SUM SUFFICIENT

Councilman Laurence Curtis, 2nd, characterized the proposed linking of the airport and Governor's Island, as a "costly, half-baked scheme to level off Governor's Island for use as an auxiliary airport," in a reply yesterday to the Pearl of State Commander Richard F. Paul of the American Legion for his support of the project.

The city council will vote today, for the second time, upon the $1,250,000 loan order for the development of the airport, which Mayor Curley is extremely anxious to have the council accept.

Two weeks ago it received a first reading by the vote of 15 councilmen, the exact number necessary to the passage of a loan order. No defections from the ranks of the mayor's supporters have been reported but councilmen who voted favorably two weeks ago have heard of strong opposition to the order and admit fear of political reaction in forthcoming council elections.

Commander Paul appealed to Councilman Curtis, as a legionnaire, and declared that national defence demands the extension of the airport, refusing to change his position.

Curtis, in a letter to Paul, attacked the proposition but reasserted his willingness to favor the expenditure of sufficient money to attain a Class A-1 A rating for the airport.

REASONS FOR OBJECTING

In his refusal Curtis emphasized that the inclusion of Governor's Island is not essential to attain a class A-1 A rating and that the filling in of land adjoining the airport will provide a field larger than that at Newark. He asserted that such an airport will be entirely adequate for present needs and that the Governor's Island project can be deferred until further expansion is demanded.

"The scheme of using Governor's Island as an auxiliary airport has never been explained in detail," continued Curtis. "We do not know what this contemplated development is or how much it will cost. Before Governor's Island is all levelled off and properly surfaced for use as an airport, the cost will, in my opinion, be at least double the amount which it now is proposed to spend on the work, and this along the line of a moronic field for dirigibles." Curtis declared that Great Britain has abandoned dirigibles, that there are very few of them in the United States and that the practicability of mooring them outside of hand has not been demonstrated.

"The tax-payers of Boston should not be asked to expend large amounts of money on any such proposition."

"If a mooring mast is needed let the federal government pay at least part of the expense."
MASS SAID FOR MRS. CURLEY

Many Attend Anniversary Service

Many mourners joined with Mayor Curley yesterday at the Church of Our Lady of Lourdes, Jamaica Plain, to attend the first anniversary memorial mass for his late wife, Mrs. Mary E. Curley, who died on June 10 of last year.

Relatives, friends and prominent city officials filled the church to the re- quest of the Mayor. The Mayor occupied the seats near the altar with his daughter, Miss Mary Curley, and his four sons, Paul, Leo, George and Francis, The Rev. Father James F. Kelly, the pastor officiated.

Terr's mass was sung with Miss Mary Dehan at the organ and John Shaughnessy and Mrs. G. Frank McDonald as the soloists. Following the service the Mayor and his children visited the graves of Mrs. Curley and his eldest son at Old Calvary cemetery, Roslindale.

FOR REMOVING UNPAID BOARD

Fin. Com. Would Have Salaried Welfare Head

Action to remove the 12 unpaid overseers of public welfare and to place a salaried director in charge of the distribution of $5,000,000 a year in poor and unemployment relief, will be started this week when Chairman Frank A. Goodwin made public the report of the Finance Commission's investigation into charity administration methods here.

Although Mayor Curley announced he expected the Finance Commission to make this request, the overseers will be safe for at least another year as an act of the Legislature is required to abolish the Board of Overseers.

The overseers was first established 150 years ago and since that time several futile attempts have been started to replace the unpaid overseers with a salaried city officer, who would be responsible to the Mayor.

AWARD CONTRACT FOR NEW FOOT BRIDGE

To save thousands of Dorchester residents a quarter-mile walk each morning, Mayor Curley yesterday ordered the construction of a foot-bridge over the tracks of the New Haven railroad at Butler street to connect with the new Dorchester rapid transit station proposed at that point. Work on the construction of the bridge will start within a few days at a cost of $42,000, the contract having been awarded to Joseph A. Singarella, contractor.

NEW HIGH PRESSURE MAINS ORDERED

To provide adequate fire protection downtown, particularly in the furniture district, Mayor Curley yesterday approved the award of a $26,575.75 contract to the C. and R. Construction Company, the lowest bidder, to install high pressure water mains.

Work will start within a few days to connect the segregated sections with the high pressure service in Washington, Tremont, Kneeland and Lincoln streets, Broadway, Franklin and Beal streets, Brattle and Park squares, Elm, Congress and Beacon streets, as well as City Hall avenue, where the project will start.
NICK FLATLEY MEMORIAL TABLET
IS DEDICATED AT BRAVES FIELD

Mayor's Tribute

Mayor James M. Curley paid eloquent tribute to the memory of Nick Flatley, who, he said, died too young. He was a brilliant sports writer who never penned a line harmful to anyone; an ideal character in every way; an honor to Boston College, of which he was a graduate, and an eloquent champion of baseball, the greatest outdoor game in the world, all of which, he said, were appreciated by Judge Fuchs and the Boston club donors of the tablet. His mother, a sister and three brothers of Nick Flatley were present.

Dr. Walter G. Kendall paid his tribute in original verse.

The tablet was unveiled by William Connell, a half-brother. It was accepted by Austin Lake in behalf of the Boston baseball writers, and will be placed in the press box on the desk which usually had been used by Mr. Flatley.

New Courthouse to Be Dedicated Tuesday

Mayor Curley will deliver the principal address at the dedication of the new East Boston courthouse on Tuesday noon and John P. Englebert superintendent of public buildings, will preside at the exercises, according to announcement of the plans made yesterday.

Others who will make addresses are Judge Joseph H. Barnes, Congressman John J. Douglass, James E. Maguire institutions commissioner of Boston and president of the East Boston and Winthrop Bar Association; James E. McLaughlin, the architect, and Matthew Cunniff, the builder.
FLATLEY TRIBUTE

By JACK CONWAY

BASEBALL PAID fitting tribute to the memory of Nick Flatley, former baseball writer for the Boston Sunday Advertiser, when a bronze tablet was unveiled in his honor at Braves Field.

The tablet was unveiled following an address by Mayor James M. Curley at home plate. The mayor knew Nick while the latter was a student at Boston College and during his years as a sports writer with the Herald, Traveler, Boston Evening American and Boston Sunday Advertiser.

Curley paid a magnificent tribute to the memory of the brilliant newspaper man. He said in part:

"Thus is an unique and unusual procedure in the history of any business. Yet the character of the procedure stamps the quality of him we are gathered to honor.

"He was a man of the utmost integrity, of an unusual profession. He not only honored Boston College by his private life, but also the newspaper profession.

"AN UNUSUAL TYPE"

"I wish as mayor of Boston to commend Judge Fuchs, members of the Braves and all those who have assisted in placing this memorial as an expression of the life and service of Nick Flatley.

"It is seldom that sports writers are loved and remembered. But an unusual type like Nick Flatley gained this distinction.

"He was one man in the newspaper profession who lived clean, worked hard and never wrote an untrue or unclean thing about anybody.

"What greater service can we expect of any man? He did not live in vain.

"He died too young.

"Yet, as Scripture says, It is not how long, but how well one lives.

"There was no one of better character than Nick Flatley.

"As mayor of Boston, it is a pleasure to come here and assist in honoring a man who enjoyed the esteem, admiration and love of all who came in contact with him. His life was honorably lived, a service to God and his fellow men."
(Above) ON BOARD THE LEVIATHAN, Mayor James M. Curley of Boston shaking hands with I. J. Fox, well-known furrier of Boston. While in Paris, Mr. Fox conducted a radio broadcast from the Eiffel Tower in Paris to the Empire State Building in New York. Mayor Curley was the only one of the American mayors in Europe to broadcast on that hook-up.
With Mayor Curley slated to come out the victor in his battle with the Boston school committee to have them slice $1,400,000 off their present appropriation of $1,800,000 that the Mayor may prevent too large an increase in the tax rate, the Dorchester district is scheduled to lose two proposed schools at tomorrow night's session of the school committee.

The situation also threatens to develop into a bitter one of the entire year. Among the questions to be threshed is the question of the new girls' high school on Worthington street, Back Bay, a new girls' high school for Dorchester in the Meeting House Hill section, the abandonment of plans to push through the initial steps for the construction of a new public Latin school at a cost of $2,000,000, a new 40-loom intermediate school in Dorchester and the freezing of the school appropriation from approximately $1,500,000 in $400,000, in accordance with the Mayor's desire.

The last session of the committee broke up with the five members split into two determined factions. The Mayor threatened he would not approve the $2,040,000 legislative bond issue for the construction of two new high schools if the committee did not slice the appropriation down as cited. The three refused to vote on the issue.

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UNVEILING MEMORIAL TABLET TO NICK FLATLEY AT BRAVES FIELD
MILITANT ACTIVITY OF CURLEY
FOR FRANKLIN D. ROOSEVELT
AROUSES POLITICAL CURiosity

By W. E. MULLINS

The seriousness with which Mayor Curley has committed himself in support of the movement to obtain the Democratic presidential nomination for Gov. Franklin D. Roosevelt of New York is indicated by his willingness to accept the position of honorary president of a new Roosevelt club being organized by a group of local Democrats.

There will be no half-hearted measures in the support of the New York Governor by the new organization. Frankly and openly, its purpose will be to work for Roosevelt's interests regardless of the other candidates who may appear in the field. That declaration excludes even Al Smith from consideration, and it means that there will be an open fight in the party in this state if the former Governor becomes an active candidate.

Curley's militant activity thus early in the contest for the presidential nomination naturally has aroused curiosity in relation to his own personal ambitions. He has permitted no opportunity to pass to predict that he will be a candidate for Governor. All his observations have been made with a smile, but the politicians are in agreement that he will be a candidate against Gov. Ely for the nomination if the opportunity presents itself.

He already has become the outstanding Roosevelt booster here, and if the nomination goes to the New York Governor he probably is convinced that better balance would be provided for the state ticket with him the candidate for Governor instead of Ely. With Smith the presidential candidate, Ely naturally would have a distinct advantage in that respect.

ELY EMBARRASSED

Gov. Ely naturally is slightly embarrassed by the premature activity for the presidential nomination. Roosevelt played a slight part in smoothing his way in the 1930 primary contest by making a personal appeal to Andrew J. Peters to remain out of the fight, but Smith admittedly was a powerful factor in the election campaign by making a personal appearance for Ely at the Arena the week before election.

The suggestion has been advanced that affairs in the Democratic party could be worked out to a peaceful conclusion if Curley would become Ely's running-mate as candidate for Lieutenant Governor. The mayor probably considers that minor office beneath his dignity, and there also is the possibility that Ely might object to running in double harness with the mayor.

From the Republican field comes word that former Gov. Puller may take over from John Richardson, with Richardson's permission, the task of selecting the group of delegates who will go to the Republican convention pledged to President Hoover. That information is keeping with the quiet boom which has been building up to promote Puller as a suitable running-mate for Hoover in the event that Charles Curtis decides to forego the opportunity of accepting renomination as Vice-President.

Chairman Amos L. Taylor of the Republican state committee has not yet given up hope of bringing the Republican convention to Boston, but he has been informed that it will require a substantial guarantee in competition with a number of cities in the middle West which already have begun to advance their claims for the big assembly of Republicans.

URGE SPENDING ALL BOND ISSUE

Would Outlay $1,250,000 on Airport

Expenditure of the entire bond issue of $1,250,000 on the proposed extension of the East Boston Airport was urged by the Suffolk County Council, representing 46 American Legion posts, in letters received yesterday by the members of the City Council.

The council will meet, tomorrow, at City Hall, on the important question, and a prolonged debate has been promised before the roll call, which will require 15 votes to adopt the loan order requested by Mayor Curley.

Sponsors of the airport improvement expressed confidence, last night, that the entire loan order would be passed with the necessary 15 votes at tomorrow's meeting.

Boston spends most for public recreation

With a total outlay of $1,580,655.46 or $7.02 per capita, Boston leads all of the larger cities of the United States in per capita expenditure for public recreation activities, according to the year book of the National Recreation Association. Just published, Cleveland is second on the list with $5.99 per capita expenditure.

DEDICATE FLATLEY MEMORIAL TABLET

Baseball writers hear major eulogize Nick at Wigwam

The memorial tablet to Nick Flatley, sportsman writer of sports, was dedicated at Braves field yesterday afternoon before the game between the Boston and the Chicago clubs.

Mayor James M. Curley paid a glowing tribute to the great little guy who had covered sports of all sorts for The Herald, the Traveler, the American and the Advertiser, and whose last birth was that of sporting editor of the American.

Those whose bright joy it had been to be Nick's companions gathered around home plate as the mayor told of this "unusual figure in an unusual profession." All the Boston baseball writers were there, and so, too, were writers of other sports who have covered many an assignment with the versatile, humorous and always capable Nick. The Braves were there, and so were the Cubs, Officials of the Braves, as well as those of the Red Sox, were present.

Austen Lake of the Transcript introduced the mayor, who said it was a unique and most unusual procedure in the history of any business enterprise to so honor a man. He congratulated Judge Emil Fuchs, president of the Braves, and his associates, as well as those others who were interested in the memorial project, for their decision to place the memorial tablet as an expression of their appreciation of the life and service of Nick Flatley.

His honor said it was a solemn sports writer was awed and remembered after he had passed on. He said Nick had gained this distinction because he had lived clean, worked hard and never wrote an untrue or unclean thing about anybody. He continued:

"What greater service can we expect of any man? He did not live in vain.

"Yet, as scripture says, 'It is not now done, but how well one lives!"
WILL LOSE TWO NEW SCHOOLS

Dorchester Affected by Demand of Mayor

With Mayor Curley slated to come out the victor in his battle with the Boston school committee to have them slice $1,400,000 off their present appropriation of $1,800,000 that the Mayor may prevent too large an increase in the tax rate, the Dorchester district is scheduled to lose two proposed schools at tomorrow night's session of the school committee.

OFFICIALS AT SEA

The situation also threatens to develop that the school system will be unable to find seats for from 30 to 40 additional girls coming to the Dorchester High School this fall. One member of the school committee stated last night that the school officials are utterly at sea as to how to place these girls.

Tomorrow night's session of the committee promises to develop into the most bitter one of the entire year. Among the questions to be threshed out is the question of the new girls' high school on Worthington Street, Back Bay, a new girls' high school for the Dorchester in the Meeting House Hill section, the abandonment of plans to push through the initial steps for the construction of a new public Latin school at a cost of $2,000,000, a new 40-room intermediate school in Dorchester and the cutting of the school appropriation from approximately $1,500,000 to $1,000,000, in accordance with the Mayor's desire.

Row Unavoidable

The last session of the committee broke up with the five members split into two determined factions. The Mayor threatened he would not approve the $2,000,000 legislative bond issue for the construction of two new high schools if the committee did not slice the appropriation down as cited. They refused to vote on the issue.

Tomorrow night the vote will be taken and it is understood Chairman Joseph J. Hurley and William A. Kelly will vote for the cutting of the appropriation. Inasmuch as it requires four votes to override the Mayor's veto it was stated last night that the appropriation stands to be cut in accordance with his wishes. A bitter dispute is unavoidable, however.
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"What greater service can we expect of any man? He did not live in vain. Yet, as scripture says, 'It is not how long, but how well one lives.'"
Several well known Democrats in this State show an active interest in the movement looking to the nomination of Gov Franklin D. Roosevelt of New York as the party candidate for President next year. For example, Mayor D. Young, has taken a stand in favor of the latter's behalf. Also, John H. Backus of New Bedford and Boston, who has been for many years prominent in the party, is trying to advance the Roosevelt cause here.

Mr Backus is making arrangements to have Gov Roosevelt visit Massachusetts late in August and attend a clambake at Ferry's Landing, near New Bedford. If the schedule goes through as it has been prepared Mr Roosevelt will come over the road from Albany on Aug 28 and spend two, or perhaps three, nights in the former home of his grandmother, who was one of the Delano family of New Bedford. As a matter of theory there will be no politics at the clambake, but it may be safely said that the Governor of the Empire State would hardly come to Massachusetts if he were not a candidate for a public office with which he would have to be identified.

It is not at all unlikely that Gov Roosevelt will have the support of the Massachusetts Democrats to the Democratic national convention in 1932, but that result cannot be brought about if his predecessor in the gubernatorial chair is again a candidate for the Presidential nomination. Almost every experienced politician agrees with the statement made by Senator David I. Walsh, that no Democratic candidate can make any headway here against Alfred E. Smith if the latter wants to run once more for the Presidency. Even if the Massachusetts Democrats felt certain the ex-Governor would be defeated either in the convention or at the election, they would support him in the primary. The party leaders who are now for Roosevelt believe that Mr Smith will not be a candidate.

Some think that Mayor Curley is using the candidacy of Gov Roosevelt to strengthen himself for a fight against Gov Ely for Governorship next year, but most of the politicians hold the opinion that the Mayor will not oppose the Governor in the primary. There is always the possibility that Gov Ely will not be a candidate for reelection, but the chances are that he will break that “indication” which most office-holders have in mind towards the end of their first term. At times, however, he doubtless feels that he has had enough of his office, exalted as it is. The pressure of the office-seekers is almost overwhelming.

The following letter has been written to Mayor Curley by James A. Healy, a member of the New York Stock Exchange. The writer takes issue with the Mayor in the matter of a Democrata candidate for the Presidency, in so far as ex-Governor Smith’s attitude in the matter is concerned.

TEXT OF LETTER

The text of the letter is as follows:

330 Central Park West

New York

June 30, 1931

Dear Mr. Mayor:

If the New York Times correctly quotes your remarks of yesterday, may I, as a former New Englander and with due respect to the high office you hold and your place in the councils of the Democratic party, convey to you my humble opinion that Hon. Alfred E. Smith is probably quite well qualified to defend himself whether it is his duty to state his support of the candidacy of Governor Roosevelt for the Democratic presidential nomination, and that if the supporters of Governor Roosevelt’s candidacy are absolutely correct in their assumption that the Governor is the best qualified man to hold the high office of President of the United States during the next four or eight years, they need not worry that the ex-Governor will be lacking in proper course of action at the proper time.

As an American citizen and a Democrat, it seems to me that it is about time—and particularly at this time—that candidates for the Presidency at least should be selected with less consideration of possible political indebtedness of one man or group to another and more with regard to their ability to guide the nation’s helm during the period of their proposed incumbency. But perhaps that is too much to hope for under our present political system. Without any personal or political commitment to him, it appears to the writer that the Democratic party might do well to consider the opportunity that might be there in the selection of someone like Owen D. Young as their candidate to lead the country out of the mess that it and the rest of the world finds itself in at the present time. Leaving out the mention of “political expediency,” which the writer believes is the cause of many of our present-day ills, it is difficult to see how a combination of the records and qualifications of Governor Roosevelt and Mr. Young can leave any doubt as to the latter’s greater and timelier fit for the task which lies ahead of the President of the United States for the next four or eight years. But of course that is just my personal opinion as your preference for Governor Roosevelt is yours.

But I firmly believe ex-Governor Smith needs no suggestion from you or me or anyone else as to what is his duty.

Yours sincerely,

JAMES A. HEALY

Hon. James M. Curley

Mayor

Boston Mass.

CURLEY RAPS AIRPORT CRITICS

Tells Legion Post Those Opposing Development Are Reactionaries

Mayor Curley was the principal speaker at the civic day luncheon of the Crescup-Pishon post of the American Legion at noon today in the Hotel Bradford, with many of the department heads of the city in attendance.

In his address the mayor decried the attitude of the “ultra conservative reactionaries” in opposing his proposal for the expenditure of $1,500,000 for the development of Governor’s Island and East Boston airport.

The mayor said there were certain men who were opposed to this project and who were terming it impracticable and only a dream of the mayor’s.

Other speakers were Police Commissioner Eugene C. Hultman, Col. Thomas E. Greene of the transit commission, and Thomas A. Mullins, head of the publicity bureau of the city. Maj. Paul H. Blues, commander of the Crescup-Pishon post, presided. About 200 members were present.
Curley Seeks
$977,554 Due
from L Road

Payment Would Clip 50 Cents
from Tax Rate Soon to Be Announced

By Forrest P. Hull

Heroic efforts are being made at City Hall to keep the forthcoming tax rate near the present figure, $30.39 per $1000 of valuation. The latest movement centers in immediate payment to the City of $977,544.20 due from past assessment under the 1918 statute providing for deficits in operation. The new law provides for the payment of money will be obtained in time for its tax rate application. It would mean 50 cents on the rate.

It will be recalled that Section 23 of the new Elevated Act provides that when all the second preferred stock of the Elevated has been retired, the special trust fund established from the proceeds of the sale of real property of the West End Street Railway Company in 1911, amounting on Dec. 31, 1930 to $1,183,321.48, shall be converted by the trustees of the company into cash and applied to repay the Commonwealth for the purpose of distribution to the cities and towns served by the company the amounts assessed upon these cities and towns not previously paid to them. The balance due on the assessment is $1,349,333.35, Boston being entitled to the major proportion.

The Legislature provided that chapter 333 of the act should be subject to acceptance by the stockholders of the Boston Elevated Railway Company. A meeting for that purpose has been called for June 30 and the directors have sent out a circular to the stockholders recommending acceptance. It is said that practically enough proxies are already in hand to assure its acceptance on that date. By acceptance of the act the Elevated is authorized to issue its bonds in an amount not to exceed $30,000,000 which shall be purchased by the Metropolitan Transit District, the trustees of which are instructed to issue the bonds of the Transit District for the amount necessary to purchase the bonds of the railway.

Seven Months of Not

If the act is accepted, the holders of preferred stock who have voted in favor of acceptance and are, therefore, known as assenting stockholders, are entitled to receive payment on a stipulated basis. The three shares of preferred stock outstanding will require $23,457,113 plus accrued dividends and interest. The real point at issue in this connection is whether the public trustees shall decide to take the full seven months allowed them under the provisions of Section 9 of Chapter 333, as Corporation Counsel Samuel Silverman pointed out at a recent meeting of the public trustees and the trustees of the Transit District, when he declared that, if such a delay is permitted, the 6 per cent interest for the seven months on a mounting of $679,207 would mean the issuance of bonds for that amount for the purpose of capitalizing the carrying charges on the preferred stock, which by prompt and vigorous action on the part of the public trustees might be retired at least six months prior to the final date, with a resulting saving to the Metropolitan Transit District of approximately $600,000.

Moreover, as Mr. Silverman argued, the public trustees are relieved of the fixed charge of $1,644,841, representing the dividends on the preferred stock from the date of the acceptance, the act, and also pay no fixed charges on the bonds which are issued to purchase these preferred stocks until the date of their issue and delivery to the Metropolitan Transit District for cash. Therefore, as is argued, if the trustees were to defer the determination of the date of payment to preferred stockholders for the full seven months which they are allowed by the act, there would be a saving in their existing fixed charges of $959,490.84.

For an Assessment

Mr. Silverman went into the financial phases of the situation with able argument, stating that the public trustees will urge that they should be allowed to make a part of this saving, even though it prevents the cities and towns receiving back during the current year the balances due on their assessments. Otherwise, he feared that an assessment may be necessary on June 30, 1932.

The Postmaster General Walter F. Brown was stung into a highly emotional state, upon receipt of the ironic letter of Mayor Curley, suggesting use of the Boston site as a cow pasture. How else would it be possible to explain the confident and egregious blunders of fact which this Cabinet Member has seen fit to indulge in his reply?

Says Mr. Brown, the contract for the new Postoffice building was awarded March 15, 1930. The facts are: the contract was awarded and announced in the press in July, 1929. Says Mr. Brown, the work was completed in the time specified, viz., four months. The facts are that the contract called for six months time and was completed 15 days after the stipulated date. This also is easily verifiable in the files of contemporary Boston newspapers.

The Postmaster General's attempt to excuse the delays and dilly dallying of the Government in this project, which is so highly important to Boston's business, is quite as unimpressive as his alleged factual data on the contracts. The initial appropriation for this building passed Congress in 1926. It is now Summer of 1931. During the past 17 months Boston's sole token of Government intentions has been an unsightly hole in the middle of Postoffice Sq. Does Mr. Brown believe that any business which undertook to conduct its affairs on such a basis as the Government is using in this matter would remain a twelvemonth out of bankruptcy? The failure of the Postoffice Department to possess itself of factual knowledge about this $6,000,000 project of its own is of a piece with the whole disgusting pursuit of date.

NEW EAST BOSTON COURT IS READY

The new $500,000 East Boston District Court house in Meridian will be dedicated next Tuesday, with Mayor Curley, Superintendent of Buildings J. F. Engielt and other officials of the city government in attendance.

Although the new building will not be formally accepted until Tuesday, the temporary quarters of the court in the public library have been vacated and court will be held in the new structure on Monday.
A close shave. What a blackthorn Mayor Curley swings. He walked in for his daily shave and was greeted by Charles Ofria in a Province barbershop. The mayor presented Ofria with one of the blackthorns that his honor brought from Ireland. The mayor illustrated use of the stick as a weapon of defence.

BEATTY THANKS MAYOR
Mayor Curley received a telegram from President Edward W. Beatty of the Canadian Pacific Railroad saying he deeply appreciated the mayor's offer of the use of the port of Boston facilities, extended after the waterfront fire at St. John, N.B. He said he thought the Canadian government would be able to substantially restore port facilities before winter.

WELFARE BOARD FACES ATTACK BY FIN. COM.
Mayor Says Opposition is Due to Way Relief Work Carried On

Removal of the entire Board of Public Welfare overseers is expected to be requested by the Finance Commission early next week, Mayor Curley announced today.

The mayor said he had "been informed" that the request for removal of the 13 unpaid members of the board would be made, and understood the request would be the result of the large number of payments made to families by the board. Some of these families, it was stated, would be better off if the payments were stopped.

JUNE PAYMENTS JUMP
It was learned today that a secret conference between Mayor Curley, City Auditor Rupert Carvin and Budget Commissioner Fox was held yesterday. No announcement of the topics discussed was made, but it was understood the forthcoming request was discussed in detail.

Mayor Curley said the payments for the month of May were $30,000 below the average, and so for this month a jump of $60,000 above the average had been reached.

Every family receiving city aid will be checked, it was stated, in order to cut down the weekly payments. Some families, the mayor said, with husbands in good health, would be better off if the payments were stopped. If that happened, he said, the husband would be forced to seek work and drop his present attitude of indifference.

WILL CUT AMOUNTS
Mother's aid will not be interfered with under the coming probe, the mayor said, but he emphasized the fact he wanted cuts made in the payments.

Those comprising the board of public welfare overseers at present, all unpaid, are Simon E. Heck, chairman; Walter V. McCarthy, secretary; James P. Maloney, treasurer; William H. Taylor, Margaret L. Gooldin, Vincent Bruna, Asad Mudarr, Mrs. Eva W. White, Edna H. Willey, Cornelia G. McMahon, Morris Bromstein, Andra T. Tellstrom and Sophia M. Friedman.

While no definite statement could be obtained from the mayor, it was hinted around City Hall that the forthcoming request was an outgrowth of the recent sensational charges and the subsequent re-registering of all persons receiving city aid.

This action, coming about two months ago, was taken as a means of cutting down alleged frauds.
NAME KEEPER FOR POSTOFFICE COW

Traffic Officer McLean of Milk St. Station Given Job—No "Bull" About This

Boston now has an official keeper for the postoffice cow. And that, Mr. Postmaster-General Walter F. Brown of Washington, D. C., is not "the bull." It was Mr. Brown who told Mayor Curley, yesterday, that it was enough to "put up with his bull" without bothering about a postoffice cow.

Maybe the news surprises you, Mr. Brown, but do not take it too hard. Solate yourself with this tidbit—that Mayor Curley is likewise going to be awfully surprised when he hears about the assignment.

Traffic Officer McLean of Milk St. Station Given Job—No "Bull" About This

As if walking on air, egg-shells or balloon wires, Traffic Officer McLean made his way to the post office.

Traffic was a bit tangled at Devonshire and Water streets, that is four or five cars were piled on top of each other and two stenographers in the top car just stepped out the door into the third floor office where they work.

But what of it. Traffic Officer McLean took a peek first into the Post office site. It was still there. During the night the foundation had not disappeared and as the morning sun shone over the tops of the buildings, a five-ton truck from climbing into the tumble seat of a roadster at the corner of Water and Devonshire streets. But being busy people they never stopped to inquire his name, despite the immensity of the feat.

And surprised as you and Mr. Curley may be, your surprise will amount to nothing compared with the surprise that Traffic Officer Arthur McLean of the Milk street police station received yesterday morning when he was appointed to the job.

For years Traffic Officer Arthur McLean has just been Traffic Officer Arthur McLean. In fact, to most people he was just a traffic officer. They used to watch him keep the front wheels of a five-ton truck from climbing into the tumble seat of a roadster at the corner of Water and Devonshire streets. But being busy people they never stopped to inquire his name, despite the immensity of the feat.

So he held a consultation with a truck driver and shouted the truck driver down. That was a good
McLean Appoints Deputies

Since Traffic Officer M. J. Kilgallon does the beat at Federal and Milk street, it was only proper that he should be made chief milker. Traffic Officer Frank Ferry at Congress and Milk was appointed assistant milker. Traffic Officer Pat Hannon at Milk and Congress Street will have the filth of Bossy, while Traffic Officer James Shroeder who at a certain point was appointed the guardian of the pasture gate.

These aforesaid officers told a Post reporter they had had serious inquiries in the past few days from visitors to Boston who actually believed a cow was grazing in the post office site. In lieu of a real cow, the officers have been pointing out the water pump as an electric cow.

So, Mr. Mayor, it's up to you to supply a cow.

And Mr. Brown, how about permission? Or shall McLean live to learn that all his hopes and dreams and aspirations are as empty as a hole in the ground?

VETS FIGHT FOR AIRPORT PLAN

Veterans' organizations today demanded that the City Council vote to spend the entire $1,250,000 available for the East Boston airport improvements as a measure of national defence.

The 22 councillors were mailed pleas to adopt the order, which received the bare 15 votes necessary for passage to a first reading two weeks ago.

Among the organizations urging the entire improvement program was the New England Chapter of the National Sojourners, comprising members of Masonic fraternities who hold commissions in the armed forces of the nation. This was signed by Major Walter M. Phelps, president, and other officers of the organization, meeting at the Army Base Commanders Richard F. Paul of the Massachusetts State Department American Legion, wrote a letter to each of the 22 Councillors, pointing out that the legion was firm in its policy of adequate national defence, and demanding the passage of the airport improvement loan order.

At least one member of the Councillors' opposition to the action of the council heads for sending out the Legionnaires, City Councillor Clement A. Hinton of Hyde Park, a public statement last night, contended that State Commander Paul had no authority for the action.

Hinton insisted that it might have been fair for the State Commander to vote him as favorable an A-1-A port at East Boston, but he had no right to approve $1,250,000 as the price somebody to develop the airport. Councillor Norton warned that he would test the State Commander's action in the August convention of the legion, which he is a delegate.

MEMORIAL MASS FOR MRS. CURLEY

Memorial high mass for Mrs. Mary E. Curley, late wife of Mayor Curley, was celebrated this morning at 8 o'clock at the parish church of Our Lady of Lourdes, with the Rev. James E. Kelleher as pastor, officiating.

Mrs. Curley died on June 16 last year.

VETS URGE CUT DOWN $1,250,000 ON RELIEF AT AIRPORT IS ORDERED

Ask Council to Pass Order Requested by Mayor

Pressure of veterans' organizations, yesterday, started to bear down on members of the City Council to vote the entire expenditure of $1,250,000 on the East Boston airport improvements as a measure of national defence.

ROLLCALL MONDAY

Preparing to go to a roll call at Monday's meeting on Mayor Curley's request for the loan order, which was authorized by the 1931 Legislature, the 22 Councillors yesterday were mailed pleas to adopt the order, which received the bare 15 votes necessary for passage to a first reading two weeks ago.

Among the organizations which has adopted a set of resolutions forward to the Council was the New England Chapter of the National Sojourners, comprising members of Masonic fraternities who hold commissions in the armed forces of the nation. This was signed by Major Walter M. Phelps, president, and other officers of the organization, meeting at the Army Base Commanders Richard F. Paul of the Massachusetts State Department American Legion, wrote a letter to each of the 22 Councillors, pointing out that the legion was firm in its policy of adequate national defence, and demanding the passage of the airport improvement loan order.

WEED OUT UNWORTHY

A determined drive to weed out the unworthy cases, and a reduction in weekly allotments to applicants will be carried out by the overseers without delay, so that there will be enough cash left during the last two months of the year to care for the needs.

The overseers were informed that it was not necessary to maintain the old schedule of relief per person because of the fact that the prices of food and other necessities had dropped since the schedule was adopted.

Although the Mayor has appropriated $512,705 for relief this year, twice the amount appropriated in the budget last year, the aid has been disbursed during the past five months at a rate which will require $7,641,000 in the public welfare department at the end of the year. Mayor Curley yesterday ordered the Board of Overseers to stem the flood of poor and unemployment relief, which is now pouring out of the city treasury at the rate of $7,641,000 for the year.
Veterans Urge City Council to Favor $1,250,000 Loan for Boston Airport

The New England chapter of Sojourners and State Commander Richard F. Paul of the American Legion have asked the city council to act favorably Monday on the loan order of $1,250,000 for development of the East Boston airport. In each instance the request is based on the conviction that an adequate national defense demands the proposed extension of the airport.

A reply sent to Comdr. Paul by Councilman Clement A. Norton of Hyde Park was made public last night as follows:

"The city council has already accepted the $1,250,000 authorized by the Legislature for the Boston airport, and I voted for it. The sole question at issue is how fast we shall borrow this money." The city administration wishes to borrow it all at once and spend it for two purposes, namely to improve the existing airport and to start work on Governor's island. This Governor's island project may cost $3,000,000 or $4,000,000 before we are through with it. After a careful study of the project I find such a hurried procedure unwise, unbusinesslike and unwarranted.

One half of the amount of the loan order is called for in this loan order will give Boston an airport second to none for commercial and defence purposes.

TO URGE REMOVAL OF OVERSEERS OF POOR

Fin. Com. Will Recommend Substitution of Paid Executive to Take Over Work

The Finance Commission, in its report which will appear soon, will recommend the removal of the entire Boston Board of Overseers of the Poor, and substitute a paid executive for the present organization, which has served without pay, said Mayor James M. Curley today.

It is known that the Finance Commission has been investigating many cases, and it is understood that the recommendation for the paid executive will be soon made.

At the private conference yesterday between the Mayor, the Board of Pub-
WELFARE DEPT.
COSTS ORDERED
CUT BY CURLEY

Acts to Halt $1,200,000
Jump Over Budget of
$6,432,708

EXPENDITURES NOW
$550,000 A MONTH

Mayor Curley yesterday ordered a
substantial curtailment of the expendi-
tures of the public welfare depart-
ment.

To economize in accord with the de-
mands of the mayor, the schedule of
weekly payments must be immediate
and sharply revised and brought close
to similar schedules which are consid-
ered to be ample in cities of compara-
tive size.

The mayor acted to avert the need
of providing the welfare department
with $1,200,000 in excess of the fund
of $6,432,708 incorporated in the 1931
budget. The latter includes $181,000 for
administrative expense and $550,000 to
meet the estimated cost of the old age
assistance act which becomes effective
July 1.

$7,641,000 COST LOOMS

Expenditures for relief and for mothers' aid during the first five months
show an average of $550,000 or at the rate of $8,560,000 for the year. Mainte-
nance of this average, which has not
shrunk since the passing of winter, and
including administrative costs and the
old age assistance act, would mean an
aggregate welfare department cost of
$7,641,000. The only visible offset to
officials who have been attempting to
discover some method of reducing ex-
penditures will be the indeterminate
amount representing the saving in rel-
ief payments to persons 70 years or
over who will be transferred to the old
age assistance rolls next week.

Such a saving would have no financial
importance this year because there will
be no reimbursement by the common
wealth of the outlay for old age assis-
tance until next year.

Disclosure of the cut ordered by the
mayor followed a long conference which
he held with the overseers of public
welfare, City Auditor Carven and Bud-
get Commissioner Fox.

There has been sharp criticism of the
generosity of the overseers in determin-
ing the amount of weekly cash relief
necessary for the maintenance of fami-
lies and the Boston schedule, which has
had a maximum in the cases of very
large families as high as $24 weekly,
having been attacked as unjustifiable.

In spite of the adverse comment, in

NEW COURTHOUSE
TO BE DEDICATED

Curley to Attend East Boston
Exercises Tuesday

The new East Boston district court
house will be dedicated Tuesday noon.
The work of moving from the tempo-
rary quarters in the public library
will be finished early and court on
Monday will be held in the new build-
ing. The building is on Meridian street
and cost $390,000.

Mayor Curley, with Superintendent of
Buildings J. P. Englebert, and a committee
comprising many city officials, will take
part in the exercises. Judge Joseph H.
Danes and his associate justices, P. J.
Lane and C. J. Brown, will accept the
building officially.

MASS IN MEMORY
OF MRS. CURLEY

Mayor Was Married 25 Years
Ago Today

A mass in memory of Mrs. Mary E.
Curley, wife of Mayor Curley, was cele-
bated at the Church of Our Lady of
Lourdes, Jamaica Plain, today, by the
Rev. James F. Kelley, the pastor.
Boston First in Per Capita Cost for Recreation

City Spends $1,580,465, or $2.02 for Each of Residents

Boston is credited with the largest per capita expenditure for public recreation activities among the eighteen largest cities in the United States in 1930, according to the year book of the National Recreation Association. The total outlay by its municipal and private recreation agencies was $1,580,465.46, or $2.02 per capita.

Cleveland is second with a per capita expenditure of $1.96. It was followed in turn by San Francisco with $1.38, and Newark with $1.19. The three largest cities in the United States reported the following per capita expenditure: New York $4.70; Chicago 74c; and Philadelphia 32c. Agencies whose expenditures made up Boston’s total and their outlays were: the Department of Extended Use, Public Schools, $759,000; Department of Physical Education, School Committee, $141,060; Board of Park Commissioners, $134,002; Community Service Inc., $23,592.68. The Park Department reported $680,750 for land, buildings and permanent equipment. This included $159,850 for an eighteen-hole golf course.

Boston reported 152 playgrounds, 135 of which are conducted by the Department of Extended Use, Public Schools; 160 baseball diamonds, eight tennis courts, twenty ice skating areas, and nine bathing beaches, among other facilities. In its sports program, the Physical Education Department of the schools has 1,280 baseball teams, the Park Department 290; the schools, thirty-four football teams; the parks, thirty-two. The parks eight; forty basketball teams, the schools thirty-nine indoor track teams, fourteen hockey teams and 1500 squash teams.

First aid classes, folk dancing, hiking, ice skating, and park facilities in general, are conducted on a wide scale by the city’s numerous organizations in Boston for the utilization of granite throughout the building. The fabrica- tion of the steel is now in process and the erection of the same will begin within the next ten days.

Curley at Mass. Exchange Outing

Mayor Curley and his son, Leo Curley and Park Commissioner W. P. Long were among the guests of the Massachusetts Real Estate Exchange at its outing yesterday at the Sandy Burr Golf Club at Wayland.

At the dinner, the mayor, introduced by Toastmaster John J. Martin, said that the electric railways in Italy are in order to provide for the use of granite throughout the building. The fabrication of the steel is now in process and the erection of the same will begin within the next ten days.

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Curley Declines to Discuss "Bull"

Cites Post Office Delay as Sign of Little Interest in Unemployment

Mayor Curley smiled over the way in which Postmaster General Brown replied to his sarcastic request for an opportunity to pasture a municipal cow on the Boston post office site, but made no comment. The Postmaster General wrote the mayor an explanation of the delay in starting the construction of the building and added a postscript as follows: "Referring to your desire to pasture your municipal cow on the post office site, it is my opinion that the Department should be required to do more than put up with your bull."

Mayor Curley, though neglecting the opportunity to add another wisecrack to his catalog, wrote today:

"In view of the industrial depression, the Federal authorities should have given consideration to the demand for use of materials common to New England, and get the work underway. My sole desire is to provide employment for the people of this section. We are doing the best we can to solve the unemployment problem, and through my efforts, we have 1200 at work on the new Governor square subway extension.

"Government in the last two years of depression has discharged 32,000 men and if it is not chek-hed will discharge 22,000 more from the Army, the Marine Corps and the Navy. Apparently the Government at Washington is little interested in relieving unemployment, and the best indication of this is the negligence and delay that there have been in the matter of the construction of the new post office."

In reviewing the various stages in the post office delay, Mr. Brown wrote:

"Assuming that the purpose of your esteemed communication of the 18th instant was to obtain reliable information concerning the award of the Federal building project at Boston, I am pleased to pass on to you the following information received from the office of the Federal Bureau of Disbursements.

The contract for the demolition of the old post office building was awarded March 15, 1930, and the work was completed in the time specified, viz: four months.

"The contract for the excavation and foundations was awarded Feb. 12, 1930, and the work was completed in the time specified, viz: six months.

"All of the bids received under specification were in excess of the amount appropriated for the project. In view of this, I am unable to say whether or not a contract will be awarded to the lowest bidder when the bids are opened Feb. 12, 1931. When these bids were opened Feb. 27, 1931, it was announced that no contract had been awarded."

The Postmaster General's letter to Mayor Curley on the delay in getting work on the new Post Office is incidentally an illuminating commentary on the way that the Government delayed in pouring the new post office.
Postmaster-General Tells Mayor He Hasn't Time to Consider Pasture on Postoffice Site

The war of wisecracks recently started by Mayor James M. Curley when he asked the postoffice department for permission to pasture "the municipal cow" on the postoffice site, broke out in all its fury last night when Postmaster-General Walter F. Brown dug into his knapsack of wisecracks in Washington, D.C., and extracted one that took the Mayor's breath away.

CURLEY'S "BULL" ENOUGH

"Referring to your desire to pasture your municipal cow on the postoffice site," the Postmaster-General wrote yesterday to the Mayor, "it is my opinion that the department should not be required to do more than put up with your bull."

"Well," replied the Mayor when he heard of it, "I don't think I'll say anything about that. It is beneath the dignity of anyone to answer such a remark."

But the Mayor had plenty more to say about the general situation in regard to the postoffice, after he had heard the Postmaster-General's statement. The document called the Mayor's attention to the fact that postoffices are built by the Treasury Department and not the Postoffice Department.

Argument Over Materials

Referring to the argument over granite and limestone, the Postmaster-General then stated the conclusion that the patrons of the Boston postoffices are responsible for the delay in construction. But in content with that, he added the postscript relative to the animal reference.

The full text of Postmaster-General Brown's letter is as follows:

"My Dear Mr. Mayor: Assuming that the purpose of your esteemed communications of the 18th instant was to obtain reliable information with respect to the present status of the federal building project in Boston, I am pleased to pass on to you the following information received from the office of the supervising architect of the Treasury, which department has exclusive jurisdiction and control over non-military buildings operations for the federal government."

The old postoffice building was awarded March 15, 1930, and the work was completed in the time specified, viz., four months.

"The contract for the excavation and foundations of the new building was awarded June 29, 1930, and the work was completed in the time specified, viz., six months.

"Dec. 12 bids were invited for the superstructure to be received Jan. 30, 1931, specifying:

\( \text{(1) Granite in lieu of limestone.} \)

Says Granite Was Demanded

"Because of an insistent demand from numerous organizations in Boston for the utilization of granite throughout the building, the plans and specifications were modified and supplementary bids were invited Feb. 12, 1931."

"When these bids were opened Feb. 27, 1931, it was found that the lowest bid was still in excess of the amount of money available. Accordingly, the plans and specifications were again modified and supplementary bids were invited to be opened March 3, 1931."

"On March 31, 1931, a contract was duly awarded to the N. P. Severin Company for $4,685,900, work to be completed in 729 days from the date of notice of award."

"Immediately, the Sargent Construction Company of New York, bidder in response to the original advertisement of Dec. 12, 1930, protested the award to the Comptroller-General of the United States, whose order must approve all Treasury disbursements for public buildings.

"Thereupon the comptroller-general made an exhaustive investigation of all of the proceedings leading to the award to the N. P. Severin Company, immediately upon being advised that the Treasury's award had been approved by the comptroller-general, the Severin Company finalizing its bid, and knowledge of receipt of notice to proceed with the work May 6, 1931.

"If the award had been made on the original bid for limestone facing above third story, the steel frame would be in place, and the materials to be used in the construction of the building are now in progress and Treasury officials are informed that the erection of the same will be within the next 10 days."

"Very truly yours,

The Postmaster-General tells Mayor Curley he has no time to consider the matter.
CURLEY ADVOCATES REMOVAL OF SLUMS

Real Estate Exchange Body Holds Wayland Outing

Special Dispatch to the Globe

WAYLAND, June 25—In a speech to the Massachusetts Real Estate Exchange today, Mayor Curley called on the people to make a more beautiful America.

This should be done, he said, by electrifying all railroads in the country, and by building better homes.

“Make a Nation of home owners, and there will be a Nation of America lovers,” said the Mayor.

He urged legislation to cut out the slums of this country. On his recent trip to Europe, he said, he was surprised and delighted to find no slums in the principal cities. America should be this way, too, he asserted.

The speech was made at the dinner which climaxd a day of sports for the members of the exchange and their friends. The outing was at the Sandy Burr Country Club. Many guests played golf; others held various sporting events till dinner time.

John J. Martin, ex-president of the exchange, was toastmaster at the dinner. After Edward Hopkins of the field sports committee, presented the prizes to the winners, Mr. Martin thanked the women for their attendance, and said that the women are going to help guide the country from chaos.

He claimed that as soon as Boston’s population was printed in figures representing the number of persons the city supported, the city would be more successful.

Ex-Mayor Monks of Fall River and John T. Burns, the president of the exchange, also spoke. Park Commission Chairman Charles A. Rasch, who is Mayor Curley’s son, Leo, were introduced. The committee in charge follows:

Chairman Edward Hopkins; chairman; John T. Scully, Robert T. Fowler, David B. Church and Edward Hopkins, representing Boston; John T. Burns, Golf; Frank T. Evans; field sports; Edward Hopkins, chairman; Charles A. Rasch, baseball game; Susan T. Esler, three-legged, driving contest; J. M. Andrews; baseball game; W. Harry Monks; horse race; Frank S. Lane; surprise event; Howard D. Davison, bridge and whist Mrs. Allen J. Goldal; dinner arrangements; W. A. Fairport; dancing arrangements; W. T. A. Fitzgerald; prizes, David B. Church.

Church’s team won the ball game with a disputed score of 11-7 over a team captained by Mrs. Susan T. Esler. The team featured illegal coaching and the abrupt departure of women members of both squads.

Ed Hopkins and Frank H. Connelly, an old-time New England League player, won the quota doubles, while David B. Church cleaned up in the singles.

The Mayor and his son won the golf tournament, while playing with Commissioner Long and John J. Martin.

Mrs. Ruby Hughes won the nail-driving contest. After many heats, with no finishers, Miss Mabel Swenson crossed the line to win the egg race. Miss Pauline Hopkins, the day’s only double winner, got first in the shoe race and with her partner, Dr. Charles Robinson, won the three-legged race.

HUMPHREY O’SULLIVAN FUNERAL IN LOWELL

Cardinal Delivers Eulogy, Thousands Line Streets

LOWELL, June 25—Impressive funeral services for Humphrey O’Sullivan, one of Lowell’s most prominent business, religious and political leaders, were held today at St. Patrick’s Church and attended by representatives of all walks of life, including United States Senator Walsh, Mayor James M. Curley of Boston, Mayor Michael F. O’Neill of Everett, Secretary DeWolfe, representing Gov Ely; Frank J. Donahue, Mayor Braden of Lowell, more than 100 priests, delegates from many societies and hundreds of relatives, friends and acquaintances. The tribute was one of the greatest ever accorded a citizen of Lowell.

Cardinal O’Connell, a lifelong friend, delivered the eulogy, stressing particularly Mr. O’Sullivan’s charitable work over a long period of years.

A solemn high mass of requiem was celebrated by the pastor of the church, Rev Dr. John J. McGarry, assisted by Rev Joseph F. Bonner as deacon and Rev Patrick J. Flaherty as subdeacon. Rev Fr. O’Connor of Boston was master of ceremonies and Rev John J. Allston his assistant.

Prayers at the grave were read by the officers of the mass, assisted by attending priests.


As the funeral procession moved through the business district to St. Patrick’s Cemetery, thousands lined the streets, bowing in silent tribute to the memory of the distinguished leader.

TELLS OF NAVY YARD WORK

Adams Answers Mayor Curley’s Letter

Secretary of the Navy Charles Adams today replied to a letter of June 23 from Mayor Curley in which the latter asked for the assignment of more repair work or the construction of a destroyer or other type of ship at the Charlestown Navy Yard. Mayor Curley called attention to extensive alteration and construction work at the yard, and in his letter to Mayor Curley, Secretary Adams said it was the intention of the department to maintain a fair relation in the work loads at the various yards. The present workload he said is about right at all yards.

Secretary Adams wrote: "As you well know, circumstances over which none of us has any control have made it necessary to treat the Boston Navy Yard in general as a repair yard rather than a construction yard. Boston can build a destroyer, but it is a much more economical job to handle even repairs on battleships.

"It is also obvious that it is impossible to compare fairly the amount of work assigned to a repair yard and a construction yard. For instance, you quote certain figures, but if you will take away the repair jobs and put them in another yard, then you are generally short of work. There is no way of producing a figure to compare fairly with that quoted by someone in Philadelphia. I can, therefore, only talk in general terms.

"May I further say that I thoroughly appreciate the necessity of relieving unemployment in Boston and the importance of helping that situation as far as possible. On the other hand, I would not be giving a fair picture if I did not state my belief that conditions are generally bad in Philadelphia and probably all over the nation, and it is clear that there are no other occupations in that city to which a man out of employment at the Navy Yard can get work of a sort in which he has skill."
Postmaster-General Replies to Mayor's 'Cow Pasture' Letter

FEDERAL BUILDING DELAY EXPLAINED

[From Herald Washington Bureau]

WASHINGTON, June 25—Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull.

Postmaster-General Brown today added this postscript to a letter to Mayor Curley of Boston, in reply to a communication from the mayor recommending that a federal permit be granted to pasture the "municipal cow on the site intended for the new $6,164,600 Boston postoffice.

Appropriation for the building was made two years ago, but work on its construction has not yet been started.

In his letter, the postmaster-general said that the delay has been caused by the insistence of patrons of the Boston postoffice for changes in the specifications in order to provide for the use of granite throughout the building. Erection of the steel frame will start within 10 days. Brown also pointed out that it is the treasury, not the postoffice department, which has control of non-military building operations of the federal government.

The postmaster-general's reply to Mayor Curley is as follows:

Assuming that the purpose of your esteemed communication of the 18th instant was to obtain reliable information with respect to the present status of the federal building project at Boston, I am pleased to pass on to you the following information received from the office of the superintending architect of the treasury, which department has exclusive jurisdiction and control over non-military building operations of the federal government.

The contract for the demolition of the old postoffice building was awarded March 15, 1930, and the work was completed in the time specified, viz., four months.

The contract for the excavation and foundations of the new building was awarded June 30, 1930, and the work was completed in the time specified, viz., six months.

On March 28, 1931, a contract was duly awarded the N. P. Severin Company of Chicago, for $4,848,900, work to be completed in 270 days from the date of notice to proceed.

Immediately, the Seglin Construction Company of New York, a bidder in response to the original advertisement of Dec. 12, 1930, protested the award to the comptroller-general of the United States, whose office must approve all treasury disbursements for public buildings.

Thereupon the comptroller-general made an exhaustive investigation of the protest, leading up to the award to the N. P. Severin Company. Immediately upon being advised that the treasury's award had been approved by the comptroller-general, the Severin company, the successful bidder, acknowledged receipt of notice to proceed with the work May 6, 1931.

If the award had been made on the original bid for limestone facing above the third story, the steel frame would be in place at this time. The delay has been caused by the insistence on the part of the patrons of the Boston postoffice for changes in the plans and specifications in order to provide for the use of granite throughout the building. The fabrication of the steel is now process and treasury officials are informed that the erection of the same will begin within the next 10 days.

Very truly yours,

P.S. Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull.

HITS GOVERNMENT

Curley Refuses to Discuss Reference to "Bull"

Mayor Curley last night declined to discuss the postmaster general's reference to "Bull."

"In view of the industrial depression, the federal authorities should have given consideration to the demand for use of material common to New England," the mayor said, "and get the work underway. My sole desire is to provide employment for the people of this section. We are doing the best we can here to solve the unemployment problem and, through my efforts, we have 1200 at work on the new Governor square subway extension.

The federal government in the last two years has discharged 32,000 men and if it is not checked will discharge 22,000 more from the army, the marine corps and the navy. Apparently the government at Washington is little interested in relieving unemployment, and the best indication of this is the negligence and delay that there have been in the matter of the construction of the new postoffice."

WORK PLEDGED FOR NAVY YARD

Mayor Curley received word to day from Charles F. Adams, Secretary of the Navy, that Charlestown Navy yard was assured of all the repair work possible to send here.

Sec. Adams' letter was in reply to one sent by the mayor in which it was pointed out that men were being laid off at the local yard.

The mayor said Sec. Adams' letter stated that the Charlestown yard was in as good a condition as Philadelphia, and better than the yard in Brooklyn.

MAYOR TO SPEAK AT DEDICATION

Mayor Curley, assisted by prominent lawyers and officials of East Boston, will dedicate the new $300,000 courthouse in the district at noon Tuesday. The mayor is to deliver the principal address.

Other speakers include City Councilman Timothy H. Donovan, John P. Engle, superintendent of public buildings, and James E. Maguire, city institutions commissioner and president of the Winthrop Bar Association.

Judge Joseph H. Barnes of the East Boston district court has arranged for a reception of the public in the district at Monday morning.
L-ST BATHHOUSES NOT FOR WADERS

Ruling Brings Disappointment to Many, Particularly Elderly Men and Women

Life has suddenly taken on an added tinge of disappointment for elderly men and women, whose Summertime habit has been to shed their shoes and stockings and bathe their feet in the soothing brine at the L-st bathing beaches, on City Point. Finding themselves barred now from their respective units of the municipality’s new $300,000 plant, they are pouring letters of protest into City Hall about it. One irate old lady of Corkonian ancestry, wrote that if City Hall doesn’t soon lift the ban, she’ll call the matter to President Hoover’s attention. And if she can’t get action at Washington, she plans to appeal to Al Smith.

These folk argue they were always permitted this privilege of “paddling in the water” at the old bathhouses. Season after season they have thus found relief from the agonies of corns, arches or what have you. And they recognize no sound reason for putting their feet off the beach between the outer fence of the bathhouse and the South Boston beach stretching alongshore from Columbus Circle to a point near the Headhouse, Chairman Long says. Aside from that strip of this two-mile strand, which lies between the outer fence of the bathhouse territory, there is ample space for an army of barefoot elders to wade in their heart’s content, and that of their feet, he feels.

This stretch of beach outside the limits of the bathhouse proper is as good for the purposes of such elderly folk as can be found anywhere between the upper reaches of the Bay of Fundy and the narrows of Long Island Sound, Chairman Long claims. Besides, old folk wading in the waters off the beach are in continual danger of being tipped over or splashed by younger people disporting in the water. They ought to prefer the safer, quieter, zones outside the bathhouse limits in which to soak their feet, Dr. Long thinks.

But the old folk show no signs of accepting this view of the matter. Their spokesmen say they have only begun to fight. At this stage of their strategy, they are content to enlist the efforts of City Councillors Michael J. Mahoney and William G. Lynch, their representatives at City Hall from South Boston, and through Dorchester’s sympathetic Councillor, Clement A. Norton.

Tender though their pedal extremities may be, these elders tell you, they still have a kick left in both feet and they declare they mean to keep on until the oldtime privilege of wading at L-st is restored to them.

MASS TOMORROW FOR MRS. CURLEY

A memorial mass for the late Mrs. Mary E. Curley, wife of Mayor James M. Curley, will be celebrated tomorrow at 8 A.M. at the Church of Our Lady of Lourdes, Jamaica Plain, which Mrs. Curley attended for many years. Had Mrs. Curley lived, tomorrow would mark the 25th anniversary of her marriage to the mayor, and in observance of this date the service will be held.

WELFARE BOARD TO BE REORGANIZED

Initial steps toward the reorganization of the city public welfare department, which is underemployed relief at the rate of $7,000-00 for the year, will be taken today, when Mayor Curley, Free Public Welfare Board members, and the welfare department’s first and second in the hierarchy, Clarks James P. O’Shea and George A. O’Linn, will meet with the city auditor to discuss and recommend changes for the department’s improvement. The welfare board, according to the mayor, will get action at Washington, she plans to appeal to Al Smith.

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MOURN FOR HUMPHREY O’SULLIVAN

Impressive Funeral Rites—Cardinal Delivers Eulogy

LOWELL, June 25—Attended by Cardinal O’Connell, Senator David J. Walsh and other leaders, impressive funeral services were held today at St. Patrick’s Church for Humphrey O’Sullivan, one of the most prominent business, religious and political leaders of this city.

EULOGY BY CARDINAL

Cardinal O’Connell, a lifelong friend of Mr. O’Sullivan and the Mayor of Boston.
COMPLAINT of some features of the new system at the recently opened L street bath have been received by the Boston Traveler.

Persons wearing street clothes are not permitted on the beach. This rule keeps out those who may not be able to bathe but who, because they are ill, need the sun.

No person not having a locker is permitted on the beach. Nobody is permitted to undress on the sands and stack his clothing in a pile on the beach.

Women are not allowed to bring baby carriages on the beach. Thus they have no opportunity of going in bathing themselves and, from the water, watching their baby carriages.

Persons are not permitted to bring rented towels out on the sand. Hitherto many persons have used them to sit upon.

Last Saturday many waited in line for over an hour, in the broiling sun.

These complaints were brought by the Boston Traveler to the attention of Chairman William P. Long of the board of park commissioners. Chairman Long has good cause for making the rule excluding from the sands persons in street attire. To back up these good reasons the commissioner must bar everybody in street dress. Persons who need the sun, he says, have plenty of beach available at South Boston.

Persons must have lockers because under other systems the city has had innumerable complaints of thefts. The commissioner says it has not been the custom to permit baby carriages on the sands; that they could not get through the turnstiles.

As to taking rented towels on the sands, the commissioner says that in one year the city lost approximately 40,000 towels. And in answer to the complaint of persons waiting an hour in the sun to get through the turnstiles, Mr. Long says the day was exceptional and on occasion crowds have had to wait nearly half the day at other beaches.

These are his answers. The Traveler knows that the Boston park system is one of the best directed in the world and that the commissioners work untiringly for the people. If the system is misunderstood, or if there should be changes, calm discussion is the best remedy. We invite those interested to write to our People's Editor.

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TO BATTLE FIRE FROM AIRPLANES

Tague Predicts This for Future As Fire Chiefs Dine

The fireman of the future will wage his battle against flame and smoke from the skies, while soaring above the earth in the fire-wagon of tomorrow—the airplane.

This was the prediction made last night by Peter F. Tague, chairman of the Election Commission, who represented Mayor Curley at the banquet tendered by the city of Boston to the New England Association of Fire Chiefs and their friends in the main ballroom of the Hotel Bradford.

REALITY IN FUTURE

Though the idea of an aerial fire fighting force may appear visionary at present, Tague declared it will become a reality in the future. The city of Boston is preparing even now, the former Congressman declared, for the arrival of the time when such a thing will be a reality, by the development of an airport which, when completed, will rank second to none in the country.

Tague pointed to the way in which aerial warfare was developed during the World war as being indicative of greater and more serviceable developments that are to come. And among them, he declared, will be the fire department of the air.

Tague declared the conviction that the fire department of the air as a future reality was not his alone, but that it was shared by Mayor Curley.

The greetings of Governor Eliot were conveyed to the guests by William H. Brennan of Charlestown, member of the Governor's Council. Chief Henry A. Fox of the Boston fire department, who was to act as toastmaster, was unable to do so because of a wetting he received while battling a three-alarm fire in Roxbury Tuesday night which developed a cold and resulted in the loss of his voice.

Chief Fox was present, however, and was the recipient of many tributes from Fire Commissioner McLaughlin and other speakers. Commissioner McLaughlin, the first speaker of the evening, gave Chief Fox most of the credit for the success of the convention and characterized him as "one of the greatest firemen who ever lived."
SCHOOL BUDGET CUT INDICATED

Committee Will Not Approve $600,000 of Maintenance Funds

ACTS WITH MAYOR TO AVOID TAX JUMP

Between $500,000 and $600,000, the surplus of the school department maintenance funds, will be left unappropriated by the Boston school committee in an effort to co-operate with the plan of Mayor Curley to avert avoidable increases in the tax rate.

The sum represents a sizable amount of surpluses all along the line and the budget, which, it is expected, will be passed by the school committee at a meeting Monday night, and, in addition, the only reduction the committee will make to the mayor without vigorous protest.

If 35 members of the committee are willing to let the $600,000 remain unappropriated, to be applied against the expected tax rate increase, if it can be shown that the school system will not be harmed, or that normal work will not be hampered.

This latter item has been cut considerably in the last few years as Boston has rapidly approached the end of expansion in certain grades.

While Mayor Curley was quietly lining up support in the city council to pass a loan order for $1,250,000 for the development of the East Boston airport, he also was gathering support among councilmen to defeat a loan order for school construction totaling $2,000,000 which he has threatened to veto if the school committee appropriates $1,341,000 given them by statutory levy for such construction.

Two members of the committee, Chairman Joseph J. Hurley and William Arthur Reilly, favor the Curley plan of foregoing appropriations from the tax levy of the current year for new construction.

Because of the views of the minority, the majority, comprising former Chairman Francis C. Gray, Dr. Joseph V. Lyons and Mrs. Elizabeth W. Pigeon, are unable to override the expected major veto, for which a 4 to 1 vote is necessary.

The majority plans to bring the matter out in the open at the public meeting Monday when the budget comes up for discussion and force the minority members to express their sentiments on it.

Discussion in the private session of the school committee has been especially vigorous of late, and at the meeting last Monday became quite heated. The next meeting on the schedule is expected to be sensational.

The statutory levy of 88 cents per $1000 of property valuation will bring $1,341,000 this year, it is estimated. Of this sum, Mayor Curley is opposed to the expending of $342,500 for an addition to the Emerson school in East Boston and $98,000 for new school in the Longfellow district of Dorchester.

The latter item, because of provisions in the city charter, must receive the mayor's approval because it will be outside the debt limit and he has indicated that if the $1,341,000 program is accepted, he will not approve the $342,500 item.

CROWLEY POST BATTLE IS SEEN

Curley Holds up Police Officer's Pension Papers

In Hultman Clash

REFUSES TO SIGN PENDING SELECTION

BY FRANK HUTCHINS

Mayor Curley and Police Commissioner Hultman are at odds over the appointment of a new executive head for the Boston police department, to succeed Supt. Crowley. The latter's automatic retirement as a result of the contributory pension bill is now more than five months overdue, but judging from the present conditions he will hold his position until the spring.

Thus far the mayor has refused to sign the pension papers, making them effective and instead has pigeon-holed them at City Hall, for perhaps an indefinite period. While many have ventured opinions on the stand the mayor, nothing authoritative has been obtained from City Hall in connection with the retirement proceedings.

It is believed, however, that he is unusually interested in the selection of the new superintendent. Already the mayor and the police commissioner have had several meetings in connection with the matter, but have been unable to come to an understanding. Thus far the Hultman has made no concessions and cases.

If Commissioner Hultman would agree to promote Deputy Superintendent Thomas P. Goode, a veteran official, Mayor Curley, it is said, would sign the papers at once. Those who know do not hesitate to say that the mayor has complete faith in Goode, who now has charge of the city's two traffic divisions. Junior Deputy Superintendent James McDevitt is said to have the backing of the commissioner, but those on the inside of police matters say that Capt. Perley R. Skilling's, head of the Brighton station, has been prominently mentioned as in line for promotion when Supt. Crowley leaves the service. McDevitt, a thoroughly efficient officer, has had a distinctive record since he began as a patrolman. However, it is believed that his age, he is more than 60, may be taken into consideration.

Deputy McDevitt owes his present position to Commissioner Hultman, his advancement to the present rank coming after the successor to Housem's D. A. Wilson was appointed. He was a captain for a number of years, most of his service in that capacity being in the West end. At present he is in charge of the bureau of criminal investigation at police headquarters and he has thus far handled that branch of the service very effectively.
POLICE AND TRAFFIC MEN CALL TRUCE IN BACK BAY SIGNAL PLAN

Acting Commissioner Hurley Says New System Works Splendidly—Hultman Goes to Summer Home in Best of Humor

Uncensored news from the territory in which the new traffic signal system is located in the Back Bay and South End indicated last night that a truce has been declared between the police and traffic departments.

John F. Hurley, Acting Traffic Commissioner, admitted that he had spent the day along the route of Unit 2, as the newly-installed system is known, and found that the police had been tagging parked cars and that the traffic had not been hampered by them during the day.

The acting commissioner also declared that the traffic signals worked splendidly.

Police Commissioner Hultman, on whom all the heavy artillery of the traffic department was trained Wednesday, journeyed down to his shore home at Duxbury early in the evening and found everything quiet along the entire front.

Deputy Supt Goode, who has charge of the police end of the traffic work, said he had made a tour of the Back Bay and South End and found everything just as he expected it.

It was intimated by Traffic Commissioner Joseph A. Conry, who went to Halifax to cement American-Canadian relations by presenting a Kiwanis convention a silk flag on behalf of Mayor Curley, but not heard from up to midnight.

TRAVELER 6/26/31

L STREET BATH CHARGE URGED

Lynch Proposes Fee of 25 Cents for Non-Resident Users

Under a plan proposed to Mayor Curley and the city council yesterday, Councilman William G. Lynch of South Boston would establish a fee of 25 cents for every non-resident of Boston who uses the new $400,000 L street, bath-house and would identify residents of the city by cards and photographs.

Councilman Lynch said that scores of complaints had reached him that some discrimination between residents and non-residents was justified as well as necessary to prevent the development of conditions which would exist to non-residents privileges which South Boston men say should not be enjoyed.

_means Big Guarantee_

"Of course, as a practical proposition, it would require a large guarantee. It has always been the custom of both national parties to take care of their deficits in part from the contributions made by convention cities. In the last Democratic convention, held in Houston, the money was raised and largely contributed by Jesse Jones. The amount was over $200,000."
Mayor Curley added a sonorous note last evening to the general acclaim of President Hoover's moratorium plan. After the review on the Common that evening to the general acclaim of the first corps of cadets tendered him, he said:

"Every thinking individual must have a profound appreciation of the courageous step taken recently by President Hoover regarding the suspension of payments for war debts, both principal and interest, even though for only one year. Every thoughtful individual knows that this means ultimately the abandonment of any attempt to collect these obligations."

The mayor previously had said "eternal vigilance is the price of liberty today just as truly as in the great Washington's time. It will be necessary just as long as every nation in the world owes vast sums of money. Every sane individual realizes that this money can be collected, in the last analysis, only by recourse to arms. Every sane individual believes that the collection of the monies owed America is not as valuable as the lives of American citizens." He addressed these words to the cadets, who were paraded in his honor as they created an ideal aircraft. The corps, as it is historically known or the regiment, as it is designated in the Massachusetts national guard of today, was drawn up in close order, on battery front, after he had taken the review. A large crowd gathered about the close drawn lines to see the spectacle and hear the mayor.

He was presented by Lt.-Col. Harry L. Spencer, commanding the corps, and in his remarks complimented the corps on the sacrifices of time and opportunities for enjoyment that its members have made and constantly make to keep the organization in the state of efficiency that is its boast. He praised its more than two centuries of high and commendable service as a historic, and of which Boston is as proud, as Faneuil Hall or the Old North Church.

He warned his hearers against "the pacifists—even preachers and educators—who would have us believe that we could have an Eutopia here over night, and in the attempt to create one would destroy the best and most courageous example of free government the world has ever known."

He then declared that "eternal vigilance is the price of liberty today" and added his tribute to the "courageous step" of President Hoover. He concluded by saying:

"Every thinking individual must have a profound appreciation of the courageous step taken recently by President Hoover regarding the suspension of payments for war debts, both principal and interest, even though for only one year. Every thoughtful individual knows that this means ultimately the abandonment of any attempt to collect these obligations."

The cadets formed at their armory in Columbus avenue and marched, accompanied by their band, through Arlington street to Beacon street and the entrance to the parade ground of the Common. Capt. Jonathan W. French, a former officer of the corps, escorted Mayor Curley from City Hall to the parade ground, where he was joined by Col. Spencer and accompanied by the two officers made an inspection of the regimental line. Then came the review. Col. Spencer standing with the mayor and his escort at the reviewing point, with his staff in line behind him. The units of the regiment passed in this order: Battery B. Capt. James A. Biggar; Battery A. Capt. George W. Marquis; Battery H. Capt. Norville L. Milmore; Battery F. Capt. Stanley N. Tuttle and headquarters and medical attachments. Lt. H. Benson Fenwick. Col. Spencer's staff consisted of Maj. Raymond D. Fales, Capt. Oscar C. Bollin, adjutant; Capt. LeRoy E. Perkins, Capt. Raymond Lang and Lt. Chester B. Cutler.

Col. Horace Z. Landon, who retired last September by operation of the tenure of office law after seven years in command of the regiment, was present in civilian attire among the spectators.
Mayor Curley, who was escorted from City Hall by Capt. Jonathan W. French, formerly an officer in the corps, was met at the field by Lieut Col. Spencer and his staff, composed of Maj. Raymond Fales, Adjt. Oscar Bonlen, Capt. Leroy E. Perkins, Capt. Raymond Lang, chaplain, and Lieut. Chester B. Cutler.

While the batteries stood at attention, the Mayor walked with the staff to the reviewing stand. The corps then formed a hollow square before the Mayor and held it while he delivered his address.

Mayor Curley gave a short history and commendation of the body, mentioning that it had been formed 50 years before the birth of the United States.

He then launched an attack upon pacifists in the Nation who, he said, had already partially succeeded in their attempted crippling of the Army and who were now about to seek the dissolution of the Navy.

"Eternal vigilance is the price of liberty now, as it was a century and a half ago," he said. "The gates of Utopia are not yet opened, and that means that there are still tasks to be performed by such bodies as the one I am addressing.

"It will be seen to be true that in the last analysis, the debts which all the other countries in the world owe us can be collected only by force, every thoughtful person must have a deep appreciation of President Hoover's heroic step in canceling the payments on debts of foreign Powers, even if only for a year, and every thoughtful person must see that this means ultimately abolition of all attempts at collection of these debts."

After the address the Mayor was escorted from the field by Lieut. Col. Spencer, and the corps held its regular evening parade.
POLICE TRAFFIC CONTROL HIT BY POSTAL POWERS

Unable to Move Mail Vans
Is Charge—Rourke Bitterly Assails Hultman

DECLARES PARKING RULES NULLIFIES

Cites Specific Cases—Seeking
Publicity, Head of Department Says

Police regulation of Boston traffic was under fire from two sources yesterday closely following a complaint of postoffice authorities that the movement of mail is hampered. Acting Traffic Commissioner Joseph A. Rourke insisted that traffic throughout the city is snarled because of "complete lack of co-operation by the police department under his administration is not functioning."

It was specifically stated that the intersection of Beacon street and Massachusetts avenue is accommodating capacity traffic. It was further stated that the police officer at this intersection must see that no vehicles are parked on Beacon street during the rush hours. Last evening a vehicle stood in Beacon street during the entire rush hour, blocking off completely one line of traffic leaving downtown, reducing by one-third the number of vehicles that could pass through the intersection of Beacon street and Massachusetts avenue.

At this intersection, the left turn from Beacon street toward Harvard bridge is allowed only when the left arrow is on. If vehicles making this left turn proceed at any time, they cause a tie-up. This happened several times last evening and the police officer made no attempt to stop this illegal movement.

In Massachusetts avenue between Marlborough street and Beacon street there were seven cars parked on the no parking side of Massachusetts avenue during the entire time of the evening rush. The same situation prevailed at Boylston street and Massachusetts avenue. At every intersection of the new unit 2 system, there was illegal parking and vehicles parked in no parking areas that interfered seriously with the proper movement of vehicles.

The police officer was requested to assist in moving the left turn street car movement from Columbus avenue into Massachusetts avenue during the rush hour. No attempt of any kind was made by the officer at this intersection to assist in any way. There was confusion to the highest degree.

The Boston traffic commission adopted an alternate no parking rule in Massachusetts avenue and immediately the police commissioner established 26 taxi cab stands in the no parking areas. How can the congestion be relieved if the police commissioner continues to nullify the no parking rules by filling up the streets with taxi stands?

LURE OF PUBLICITY

Rourke asserted that parking in restricted zones along the recently signalized Massachusetts avenue area is practically unmolested, seriously impairing the efficiency of the signal lights. His statement follows:

VIOLATING RULES

If the police commissioner would take a ride through this district and see the great number of vehicles standing beside no parking signs, he would surely realize that the police department under his administration is not functioning.

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LURE OF PUBLICITY

Rourke’s statement was read over the telephone. Commissioner Hultman at his Duxbury home last night by Bernard P. Scanlon, the commissioner’s secretary. Scanlon made public the following:

"Until I have an opportunity to read and consider the prepared statement of Acting Commissioner Rourke, I cannot comment upon it in detail. From what you have read to me over the telephone, it would seem that the lure of publicity has captured the judgment of the acting traffic commissioner."

Perhaps he does not know what he is doing at the request of the traffic commission last year, an officer of rank in the police department was assigned to act as "liaison officer" in order to facilitate prompt action on questions involving the two organizations. This action was taken worst, Mr. Rourke publicly announced his intention not to attend meetings of the traffic commission, so he should have knowledge of it. In this instance, the acting traffic commissioner evidently did not see fit to take up either with the liaison officer or with me the question that seems to give him so much concern.

If the acting traffic commissioner prefers to use the newspapers instead of the regular organization already set up to provide prompt action, I cannot help it. All that I can say at this time is that whatever the reason for his inability or refusal to co-operate with the police in this respect, the police will continue to perform their full duties.

20 LEGION POSTS

HOLD BIG PARADE

Norfolk County Units Stage Event During Brookline Membership Drive

A parade and mass meeting by the American Legion posts of Norfolk county was staged in Brookline last night in connection with a membership drive by the Brookline post. Norfolk county flying circus, more than 20 posts participated in the colorful ceremonies.

They joined at Coolidge Corner and marched to the town hall where they were reviewed by Mayor Curley, officers of Brookline and by legion state department officials. Members and guests then marched into the hall.

The greetings of Brookline were extended by Selectman Philip C. Bowker, who was introduced by Paul Bernier, commander of the Norfolk county council. James Henderson of the Brookline post presided.

Besides Mayor Curley, who urged all who are eligible to Join the legion, the speakers included State Commander Richard P. Paul and the Rev. John S. Barnet of Oshkosh, Wis., national chaplain of the legion, who declared members in 20 states he had visited since the convention here last fall expressed their appreciation of the hospitality shown in Boston.

CUBAN PROMENADE

URGED FOR STRANDWAY

A promenade patterned after the one in Havana will replace the plantation between the roads of the Strandway, South Boston, if the plans of Mayor Curley are carried out. The possibility, because of the destructive activities of boys, of growing either grass or trees in the plantation has convinced the mayor that some other improvement should be attempted.

The impression which the planting last year made on him led to his suggestion yesterday, to the planning board that a Cuba park be constructed by state funds.
FITZGERALD HITS
SPLIT IN PARTY

Ex-Mayor Says Presidential Backers Engender
Row in State

THINKS ELY MAY WELL QUALIFY

John F. Fitzgerald, former mayor, de-

Bplores the disposition of outstanding

members of the Democratic party in

this state to sponsor or support rival

candidacies for the party's nomination in

the presidential campaign of next year.

Nothing but discord and discontent

within the party can come from such

a source, says Mr. Fitzgerald, and he
gives as one of the reasons why Massa-
chusetts party leaders should pull to-
together, "that we've got a Governor of

our own who may be of presidential

taxe.

Mr. Fitzgerald's observations on this

and other subjects were given in an

exclusive interview held at his home, 39

Welles avenue, Dorchester, last night.

Following an illness, which has kept

him to his home for nine weeks, the

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ROURKE ASSAILS
POLICE SERVICE

Says Department Not Functioning
Under Hultman---Illegal Parking Is Allowed

The Boston police department is
not functioning under Commissioner
Hultman it was charged last night by
Public Works Commissioner Joseph
A. Rourke, acting traffic commissioner.
In a public statement Rourke
declared that police have failed to
halt illegal parking in the Back Bay,
and charges there is a "complete lack
of co-operation."

HITS TAXI STANDS

Moreover, he severely criticized Com-
missioner Hultman's granting of taxi
stands in Massachusetts avenue, Back
Bay, which he charges seriously tie up
traffic and were issued after the traffic
commission had restricted parking there.

Refusal of Hultman to issue tags to
traffic policemen allowing of motorists
to ignore traffic signal lights with im-
punity and failure of traffic officers to
act in traffic movement on had cer-
tain zones were among other charges made
by Rourke.

Many instances of police failure to
uphold the law were noted in the
statement. Commissioner Hultman was
advised by Rourke to take a ride through the system and observe conditions. He charged that he had
ignored the list of intersections issued
by the traffic commission on how to
handle traffic in the new signal light
system in Massachusetts avenue.

Illegal Parking

Commissioner Rourke said that park-
ing in restricted areas is prevalent
throughout the signalized area and
seriously interferes with the proper
operation of the traffic signals and that
no attempt is being made to eliminate
this illegal parking.

His statement was: "If the police
commissioner could take a ride through
this district and see the great number
of vehicles standing beside no parking
signs, he would surely realize that the
police department under his admin-
istration is not functioning. Traffic
officers are standing idle at intersections
with numbers of illegally parked cars in
the immediate vicinity. These officers
cannot tag the cars because they have
no tags. The police commissioner
will not allow traffic officers to place
price tags on cars, but insists that this be
done by route officers. Traffic officers
are specially trained in matters of traf-
ffic and have a complete knowledge of
the traffic rules. Police officers have
had no special training and have only
superficial knowledge of traffic rules.
It seems absurd to have specially
trained men standing by watching other
men without special training do a work
which required special training."

"The traffic commission has always
co-operated with the police department
when new signal systems were being
placed in service. Prior to the inaugu-
ration of both the Unit 1, downtown
system, and the Unit 2, Massachusetts
avenue, systems, specific instructions
garding operation of these lights were
submitted to the police commissioner.
This was done as a matter of routine in
order to insure complete coordination
of the activities of the two departments
and particularly to acquaint the police
department fully with the operations of
the signals.

Parked During Rush

"In Massachusetts avenue between
Marborough street and Beacon street
there were seven cars parked in the
no parking side of Massachusetts ave-
nume during the entire time of the eve-
ing rush. The same situation prevailed
at the intersection of Boylston
street and Massachusetts avenue. At
every intersection of the new Unit 2
system there was illegal parking in
some cases double parking that in-
creased seriously with the proper move-
ment of vehicles."

The Boston Traffic Commission
adopted an alternate no parking rule in
Massachusetts ave nue and immediately
the police commissioner issued 20
strict no parking rules to fill up the streets with taxi stands. How
the congestion can be relieved if
the police commissioner continues to
nullify the no parking rules by filling
up the streets with taxi stands?

"It is time the citizens of Boston
realize the difficulties under which the
traffic commission is working. It is
absolutely essential that the police de-
partment co-operate with the traffic
commission if there is to be any relief
of the present most undesirable con-
ditions."

Seeking Publicity, Says Hultman

In answer to Acting-Commissioner
Rourke's blast, Police Commissioner
Hultman had the following to say:
"Until I have an opportunity to read
the prepared statement of the
Acting-Commissioner Rourke, I cannot
comment upon it in detail. It seems
that the lure of publicity has captured
the judgment of the acting traffic com-
misioner. Perhaps he does not know that
last year an officer of rank in the po-
decartment was appointed to act as
Curley Praises Hoover for Stand on War Debts

Mayor Curley was outspoken in his praise of President Hoover, late yesterday afternoon, in addressing the First Corps of Cadets in his annual review of the outfit on the parade grounds of Boston Common before a crowd of 15,000 people.

Mayor Curley declared the nation should have a profound appreciation for what he termed the courageous step taken by President Hoover in urging suspension of the payment of reparations, both interest and principal, for one year. He declared any sane person should realize that the only way to collect such debts would be by recourse to arms, and that the lives of American citizens are more valuable than the money owed this nation by foreign powers.

"Every thoughtful individual must know that this step of the President must ultimately mean the abandonment of any attempt to collect these obligations," he declared.

He rapped educators and preachers, stating that they are preaching a doctrine of pacifism in the schools and from the pulpits, and not satisfied with virtually scraping the army, are intent upon seeing the navy abolished. He told his hearers that even more
Joker in Head
Tax Law Stirs City Officials
Must Pay State Amounts Assessed for Old Age Aid, Including Uncollectable

By Richard D. Grant

Fresh trouble confronts the Old Age Assistance Act because the way in which the statute recently passed, imposing a head tax of $1 on each male resident of the Commonwealth, would compel the cities and towns to pay over to the State treasurer on Oct. 5 next an amount equal to that represented by the number of males aged 60 and over assessed, regardless of whether they are able to collect all of the money or not. This situation, although recognized when the act was put through by members of the special committee and the House, is explained on the score that it was felt it would be better to pass an imperfect statute than to do nothing and have the Old Age Assistance Act become inoperative through lack of financing.

It has aroused the ire of city and town officials all over the State and probably will be gone into thoroughly at the next meeting of the Massachusetts Mayors Club, although Mayor Curley has not as yet publicly commented on the new poll tax.

Corporation Counsel Samuel Silverman did not mince words today in condemning the action of the legislators, by which the city of Boston must pay to the State the sum of $400,000, or $1 for each assessed poll, within three months, notwithstanding the fact that it will be unable to collect more than $266,000, allowing for the amount necessary, holding that if the provisions of the law throughout the State are not carried out, the municipalities would purposely be delinquent.

"Boston will need under the act, it will only be able to get back a third of the whole. The State will profit by the difference between the two figures."

Boston Set Aside $300,000

Many of the cities and towns throughout the State made appropriations in anticipation of the Old Age law, the city of Boston setting aside $300,000 for the purpose. If this is a true estimate of the amount necessary to administer the act, and the money used to pay the Old Age Treasurer will pay back one-third, or approximately $167,000 on Oct. 5, 1932, the difference between this figure and the $400,000 called for in the financing act, to which Corporation Counsel Silverman had reference.

Mr. Silverman criticized the estimates of the amount necessary, holding that if Boston's share is $500,000, it will not cost $400,000, as anticipated by the State Department of Public Welfare, to carry out the provisions of the law throughout the whole State. He believes that, outside of Boston, the calls for assistance will not be as large as this figure would seem to justify.

Representative A. B. Casson of Boston, who was chairman of the committee on conference, which reached a final compromise adopted, said today that the committee was aware of the law was far from perfect, but that it was better to pass it in this form than to let the act falter. It was realized that it was necessary to pass the law at once in order to be able to act with the money, as this is the only way in which the Old Age Assistance Act becomes operative.

"The Legislature had seemingly argued the matter from all possible angles, when we sat down to confer on the head tax bill," said Mr. Casson. "We felt that if in the form in which it was finally passed we could get by, but having in mind the numerous objections that had been raised in both branches, we realized that further changes might endanger it. It was better in the minds of the members of the committee to pass an imperfect law than to do something that might prevent the enactment of any law and thus render the Old Age Assistance Act inoperative."

"Personally, I think the head tax is too high for the purpose. It is reasonable to assume that all towns would be made in the future which will render the law now on the books more of a pension law than it is in its present form. Possibly the age limit will be reduced from seventy to sixty-five years, and even lower. When that time comes a head tax paid by every person will be in the nature of insurance against poverty in his declining years and a more equitable and reasonable one I do not believe exists."

It was pointed out by Mr. Silverman that although there is a section in the recently enacted law providing for a return to the tax commissioner's authority of amounts certified as uncollectable, it is so far from being effective as to be of no practical value.

"The towns must take an oath before the tax commissioner that they cannot collect taxes from certain specified persons. This will make it necessary to keep full information for each case, something that is practically impossible. Many times a tax is collected which is the whole and is the largest thing in the world to say 'off hand,' or even in what most people would consider a reasonable length of time, which taxes are collectible and which are not."

Joker in Head

34,000 Gallons of Water Per Minute

Pumping Exhibition for Visiting Chiefs

New England Association Opens Ninth Annual Convention Here

The greatest volume of water ever thrown in this part of the country, poured from the nozzles of guns, on two fireboats, two water towers, two double-gun hose wagons, and 10 small hose lines lashed to the railing of the Congress-st Bridge last night during a demonstration staged by the Boston Fire Department for the benefit of the New England Association of Fire Chiefs, which opened its ninth annual convention in this city yesterday.

The records on the charts in the two high-pressure pumping stations recorded a volume of 12,000 gallons of water a minute, while the two boats and a number of land pumping engines added a total of 24,000 gallons flowing into the harbor every minute for more than half an hour.

Special Demonstrations

The spray from this water formed a veil that hid the view of spectators who had gathered 200 feet away. Fire Commissioner Edward F. McLaughlin, after the land hoses were shut down, had the boats put on a special demonstration which greatly interested the nearly 5000 men and women who braved the rain to witness the show.

Following the water show, Chief Fox and Supt. of Maintenance Williamson, put on a demonstration of the light wagon and also the new smoke ejecting machine. In the latter demonstration regular Army smoke bombs were used in a big manhole for the machine to work on.

The demonstration brought to a close the convention activities for the first day, which opened at 12:30 p.m. with a concert for more than an hour by the Boston Fire Department band on the steps of the Boston Public Library, opposite the Copley Plaza, where the convention headquarters are located.

Convention Session

The convention session was opened shortly after 2 o'clock by Selden R. Allen, chief of the Brookline Fire Department, president of the association. Mr. Francis A. Burke gave the invocation.

Because of inability of Mayor James M. Curley to visit Paul Revere Hall, Mechanic's Building, where the business session was held, Fire Commissioner Edward F. McLaughlin represented the Mayor, welcoming the visitors, there being nearly 1000 men and women in the hall at the time.

After expressing the pleasure of both Mayor Curley and himself, at the large number of visitors, Commissioner McLaughlin called on all the chiefs of fire departments in the State to make a concerted drive to have the approval of Mayor Curley and all fire chiefs.
$4,000,000 May Be Asked for Boston Harbor

Curley Expects Great Program by October — Seeks Aid of All Interests

Addressing more than one hundred representative businessmen at City Hall today, called together for organization in the interests of the October congress of the Atlantic Deeper Waterways Association to be held in Boston, Mayor Curley remarked that he expected that the Port Authority's program would be ready at that time and that it would employ local need in other parts.

The mayor's appeal was for the hearty co-operation of all local interests for the development of the port of Boston, center of a new and great interest in shipping filling the harbor and business peering in from the West with the establishment of four-day sailings. Mr. Curley said that he had been given assurance by two steamship companies, the names of which he was not at liberty to divulge at present, that the present revolutionary movement in shipping from the port with the greatly reduced time for European trips was in the immediate future.

"So gentlemen," the mayor remarked with a smile, "we must all get to work to push this great movement over. We have never found it difficult to raise money for educational or humanitarian movements, but we have found it impossible to develop to any large extent an interest in the activities of the city. We can discover plenty of criticism, such as that the real estate exchange with regard to tax assessments, but as for solid, constructive criticism and agitation there is little.

"I have arranged to have the city departments work with the Boston Chamber of Commerce, the Port Authority and all other agencies which are interested in the development of commerce and industry. Months ago I asked the Port Authority to draft a program for Massachusetts Bay improvements to be presented to Congress in December. I assume that they want $4,000,000. As a rule, you know, Boston gets a very trivial proportion of what it needs from Washington, while little known rivers and harbors in other parts of the country are specially favored.

"No agency is better equipped than the Atlantic Deeper Waterways Association to handle our port problems. The October convention to be held in Boston, in which the city is assisting financially, should prove of the greatest importance. When the city has been granted by the Legislature the cost would be about $500,000. In proceeding with a general survey of business conditions, the mayor expressed his regret that Boston had not been possessed of men of sufficient courage and vision to see the automobile, this being the rayon industries when they could have been secured. But, after all, the only hope for Boston commercially lies in the sea, remarked, and Boston can get plenty of business if she goes out after it.

"And when I catch a glimpse of the trains coming from Chicago and other points west emblazoned with placards announcing four-day sailings for merchandise from Boston and a five-day journey to Europe from Chicago, I am extremely happy. Our day is coming, gentlemen, but in the meantime let us get busy under the most efficient of organizations and put our movement over with the greatest possible enthusiasm."

Mayor Curley, who was obliged to leave the meeting, said that Mr. J. Martin of the Exchange Trust Company as chairman, he announced to the committee to handle the Atlantic Deeper Waterways convention, chairman of the committee on arrangements to serve with the following-named: Gerrit Fort, Frank S. Davis, Chester I. Campbell, Edmar Fort, John T. Scully, George E. Willey, William J. Young, Walter C. Loscombe, F. A. Mayberry, Francis A. Smith, Everett C. Hall, William Carroll Hall, Arthur L. Race, Braybury F. Cushing, L. C. Prior, Allen J. Wilson, John M. Leonard, C. P. Dodson, William L. Kendrick, Arthur R. Corwin, James M. Woodhouse, Clarence S. Lutelle, G. H. Voter.

Alton E. Briggs of the Fruit and Produce Exchange heads the committee in committees: John S. Johnson of the entertainment committee; Gerrit Fort, the excursions committee; John J. Martin, finance committee; Braybury F. Cushing, hospitality committee; Roll J. Swan, the publicity committee; Harry S. Dowlen, secretary of the Cape Cod Chamber of Commerce, the reception committee, and Arthur J. Doyle, the transportation committee.

The first corps of cadets will give its annual review to the mayor of Boston at 6 P.M. today on the parade ground, in the common. It will be followed by an excursion. The ceremony will be somewhat delayed this year by the absence of Mayor Curley in Europe. He will be escorting a parade group from the City Hall by Capt. Jonathan W. French, formerly an officer of the corps.

OPPOSED TO NEW BUILDING

Dorchester Fails to Get Mayor's Approval

A delegation of 50 Dorchester residents yesterday failed to secure Mayor Curley's approval of their proposal to construct a new municipal building at Dorchester avenue and Gibson street, Field's Corner, which was authorized by the Legislature.

The Legislature was rebuked by the mayor, who protested that it had denied the city authority to carry out necessary improvements, but had approved the erection of three new municipal buildings which he had not requested this year.

Although the mayor months ago froze municipal building requests as causing an unnecessary jump in the tax rate at that time, the Legislature adopted special acts authorizing the city to build two in Dorchester and another in Charlestown.

To State Senator Joseph Flurgian of Dorchester, who served as spokesman of the delegation, the mayor promised to consider the advisability of erecting a single municipal building this year. As a further step towards conciliation, the mayor presented one of the precious blackthorn walking sticks to Capt. Sullivan, one of the delegation, who was celebrating his 80th birthday anniversary yesterday.

LABOR AGENT WILL CONFER WITH MAYOR

Harry P. Grages, business agent of the Boston Central Labor Union, said last night that he will hold a conference with Mayor Curley at the City Hall this morning in regard to a matter of importance dealing with an affiliated union. Agent Grages refused to make public the subject matter of the conference on the ground that it had been requested by the Mayor.

The executive board of the C. L. U. last night named a committee to confer with members of the Metropolitan District Commission at 2:30 o'clock tomorrow afternoon in relation to a grievance of members of Stationary Firemen's Union over alleged discrimination against its members.

Conry Presents Friendship Flag

Halifax, N. S., June 23 (AP)—James A. Conry, Bowdoin Traffic Commissioner, today on behalf of Mayor James M. Curley, of Boston, presented to the Kiwanis Club of Halifax, a United States flag, offered as "a small evidence of the enduring friendship between the people of Nova Scotia and Massachusetts."
SEeks City Building 
AT FIELDS CORNER

Large Delegation Calls on Mayor Curley.

A large delegation of Dorchester residents seeking a municipal building for the Fields Corner district called upon Mayor Curley today with a view to forcing action.

The Legislature recently authorized three buildings, one for Charlestown and two for Dorchester. The mayor said he had not yet approved any of them, but said that he would give careful consideration to the matter.

Capt. Michael Sullivan was with the delegation. It was his 80th birthday, and Mayor Curley presented him with the second last of the famous Blackthorpe sticks from Ireland. Mayor Curley said the last stick in the locker was going to the Ancients.

Presents Silk Flag Sent by Boston Mayor

HALIFAX, N.S., June 23—Traffic Commissioner Joseph A. Conry of Boston, representative of Mayor Curley at the Gov. Cornwallis memorial exercises yesterday, was today a guest of honor at the meeting of the local Kiwanis Club and presented to its members an American silk flag from the Boston Mayor.

He said in part:

"On behalf of his honor and as faithful evidence of a desire for eternal friendship between the people of the two countries, this flag is presented to you as representative business men of a city for which the people of Boston wish enduring prosperity.

"Mayor Curley has just opened a great public bathhouse in Boston which cost almost $500,000. He invites all the young men and women of Halifax who are inclined to be athletes to come to Boston and participate in an aquatic tournament to be held in the month of August. To the winner of the first prize in races, for men and boys, girls and women, his honor will present a suitable silver trophy."

POLl TAX BILLS FOR $3 MAILED

Old Age Assistance Levy Included

William M. McMorrow, city collector, has mailed out poll taxes for 1931 totaling $3 per head with the addition of the Old Age Assistance Tax.

The tax is due Aug. 1.

On the tax blank in red letters are the words, "The Old Age Assistance Tax is for the purpose of providing old age assistance to persons above 70, in accordance with the provisions of chapter 118A of the General Laws."

By blotting out "demand costs" and "interest" on the original tax bill adding in red letters the amount and total of the new tax, all male inhabitants are acquainted with the fact that whether citizen or alien they must pay $3 this year.

LEGION POSTS TO HOLD BIG PARADE TONIGHT

The Norfolk County Flying Circus, comprising 28 American Legion posts in Norfolk county, will stage a parade and mass meeting in Brookline tonight in the interests of a drive for new members for Brookline post 55.

The parade will start from the legion post quarters, Harvard street, at 8 P.M., will proceed along Harvard street to Coolidge Corner, then return over Harvard street to Washington street and the town hall. At the town hall, just before the finish of the parade, the marchers will be reviewed by Brookline town officials, Mayor Curley of Boston, Joseph M. Barrett, national chaplain of the legion, Richard Paul, Massachusetts department commander, and Charles Flynn, department vice-commander.

Immediately following the parade the 40 & 8 will stage a "wreck," or initiation ceremony, in front of the town hall, weather permitting.
Where Experience Counts

On the job at 65 is our Police Superintendent Michael H. Crowley. The "Super" is shown here receiving a departmental telephone report in his office at police headquarters.

There are times when an ovation to a public official carries a meaning beyond the personal popularity of the man in question. One refers to the recent warm greeting extended to Police Superintendent Michael H. Crowley at a "night before" banquet in Charlestown on the eve of Bunker Hill Day. Mayor Curley, just back from abroad, naturally received the greatest ovation. But Mr. Crowley was second.

The Crowley demonstration emphasized the high popularity of our police "Super." It also came as one more indication that the Boston public is "sold" on the idea of Mr. Crowley remaining in office, although he reached the departmental retirement age of 65 on January 18 of this year.

In accordance with the fixed routine, the Crowley retirement papers were forwarded to Mayor Curley at that time. But the mayor has not signed them and Mr. Crowley continues to function as superintendent, as he has for 16 years, efficiently and capably.

The mayor said, when he received the Crowley papers, that he would not sign them—and thus retire Mr. Crowley—until the latter should be physically incapacitated.

Age is merely relative. Consider Mr. Justice Holmes of our U. S. Supreme Court. At 90 he seems to gain in judicial force and clarity. Regard President Von Hindenburg of Germany, powerful at 83.

Mr. Crowley's long service in the police department has given him cumulative experience which is an important factor in his executive value.

Fire Chiefs
Open Ninth Convention

Concert by Fire Dept. Band on Library Steps Precedes Session in Mechanics Building

With more than 600 delegates in attendance, the ninth annual convention of the New England Association of Fire Chiefs opened this afternoon in Paul Revere Hall, Mechanics Building, following a concert by the Boston Fire Department Band on the steps of the Public Library in Copley Square and a parade of the delegates to the convention hall. The session was formally opened by President Selden R. Allen. The invocation was by Mgr. Francis A. Burke, chancellor of the archdiocese of Boston.

The procession to the hall was led by Fire Chief A. P. Woodward of Danvers, Conn., who was dressed in the ancient regalia of the fire department, flaming red shirt, white helmet and ax over his shoulder. Woodward is one of the oldest members of the fire chiefs' organization and he has been with the Danvers department for the past forty-three years.

The delegates paraded into the exhibition hall and were welcomed by the shrieking of sirens and the clanging of bells which are on display by the sixty-seven exhibitors.

Mayor Curley delivered the address of welcome. There were brief addresses by Fire Commissioner Edward P. McLain and Chief Henry A. Fox of the Boston department, and Theodore A. Glynn, former fire commissioner, responded to the address of welcome. After a roll call of the members who had died since the last convention and the memorial address by Thomas A. Mullen, a bugler sounded taps.

The benediction was by Rev. Erville Maynard of The Cathedral Church of St. Paul.

FROM BOSTON TO BOSTON

The tercentenary gift of $56,000 from residents of Boston to the parent city across the sea is a fine token of the affection and regard which the metropolitan community of New England has for the picturesque little place of old England. St. Botolph's Church is especially dear to American Bostonians, regardless of race and creed. When the tower has been restored with the aid of the Boston donations, it will be a new link between the two places. This enterprise, carried out quietly by public-spirited citizens, is a fitting sequel to the exchange visits of Mayors Curley and Salter.

Unfortunately many counties, cities and towns of the new world have no particular interest in their far-off namesakes. Occasionally, as in the last few years, an English official drops in on New England and receives invariably a warm welcome. These are but little episodes in the life of a bustling American centre, but they deserve attention, as they serve the useful purpose of reminding the people anew that the two races are of the same stock and have the same ideals. Americans are better citizens for a realization of the common heritage, and certainly there is a great deal in our own attitude, culture, accomplishments and aims which are of great value to all Englishmen who acquire knowledge of them.
CURLEY LAUDS
HOOVER ACTION

Tells Credit Men Debt Suspension "Contribution To Sanity"

President Hoover, in advocating suspension of foreign debt payments for one year, has been charged with opposing the "contribution to sanity" in the world and prosperity in America, Mayor Curley declared in an address at the opening session of the National Association of Credit Men's convention in the Hotel Statler yesterday. The business era is one of "an individual seeking election" who could criticize the proposal for suspension. At the same time he also declared that Mayor Curley of St. Andrew's theory of "business as usual" has returned without the impression of the nations being armed camps. "If anything were to be considered by the subject of faith, rather than the theory of 'St. Andrew,'" he added.

ARMED CAMPS

"No American who has had an opportunity to pass recent weeks in Europe as I have, has returned without the impression of the nations being armed camps," Mayor Curley said. "The only way in which trouble could be avoided was a strengthening of their faith in the bank of the world—the United States."

The mayor urged that the association take action approving the proposal, and also that their attitude be known on the proposal for creation of a federal industrial planning board. The latter measure, to be considered by the incoming Congress, would mitigate, if not entirely eliminate, periods of depression in future economic climates.

1500 MEMBERS REGISTER

Approximately 1500 members of the association, from throughout the United States, registered yesterday for the first day of the convention, which business session brought addresses of welcome from Gov. Ely and the mayor. The keynote address was made by Stephen Miller, executive manager of the association.

Miller struck sharply at the pessimistic predictions of a "certain type of college professor of economics" who foresaw an unfavorable business condition for many years. He predicted that within 60 to 90 days there will be indications that "we are hitting out of this morass of depression.

The association manager declared business mergers, effecting widespread economies, "can become one of the greatest contributors to industrial stability."

"The people of the United States have learned that competition brings neither service nor lasting results," he said; "that economics resulting from financial manipulation and distribution make possible lower prices; that the ownership of a corporation is not in the hands of a few captains of industry but is generally lodged in the hands of thousands of stockholders, and that the welfare of the great industrial units is a necessary part of the prosperity within the entire economic system."

Gov. Ely insisted that it is the duty of governments to borrow money to promote work providing employment in times of poor business. When business conditions are favorable, industry can provide the money for projects giving work, he said.

Frank S. Fones of Boston, convention chairman, called the meeting to order and presided over the business session. The convention was by the Rev. Francis L. Pelham.

Among the speakers were: Ralph S. Jones, president of the Boston Credit Men's Association; the Rev. J. Whitcomb Broughton, pastor of Temple; George DeCamp, chairman of the board, Federal Reserve Bank of Cleveland, and Merie E. Robertson,istant vice-president, National Shawmut Bank of Boston.

AMERICA-CANADA
RECIROCITY URGED

Conry Is Speaker at Unveiling of Statue of Halifax Founder

HALIFAX, N. S., June 22—There are more Nova Scotians in Boston than in Halifax, Traffic Commissioner Joseph A. Conry of Boston, representative of Mayor Curley of that city, declared today at the unveiling of a statue of Col. Edward Cornwallis, who founded the town of Halifax in 1749.

In the presence of Prime Minister Harrington of Nova Scotia and Mayor Gastonguay of Halifax, Mr. Conry spoke in favor of reciprocity between Canada and the United States.

"The board was made," he said, "that 3000 miles of borderline between Canada and the United States has not a gunboat on the lakes, or an armed soldier or fort on land. This is all very good, but the rum boat has taken the place of the gunboat, while immigration inspectors, prohibition agents and customs officers continually separate the people of both countries among and between whom trade and social intercourse should flow just as freely as between the people of New York and Mass...huset's.

Referring to the St. Lawrence river waterway, Mr. Conry declared that in the event of negotiations in Washington to frame a treaty in respect to the waterway, the treaty should be made that all future tariffs between the two countries should be drafted in the same manner as all other treaties, a senatorial judicial matter, and not the catch-as-catch-can method of local politicians.

Tomorrow Mr. Conry will be the guest of the K赢得s Club of Halifax.

SEVEN COLLEGIANS
ON CITY SURVEY JOB

Seven collegians, engineering students at Tufts, Harvard, Tech and Northeastern, were put to work yesterday by Mayor Curley at $5 a day to speed up the survey being made of the city by the assessing department for the purpose of making a reappraisal of real estate for tax purposes.

The students during the summer vacation will assist the regular city engineers in the work of installing the block plan of property assessments, which was started by Professor Charles J. Bullock of Harvard. Of the seven engineering students, fourTUfts led with four, while Harvard, Tech and Northeastern each had one.

TRANSIT BOARD CALLS
FOR TUNNEL BIDS

Also for Proffers to Build City's New Printing Plant

Bids for construction of the approach to the Boston portal of the East Boston tunnel and of the section of the tunnel between Cross street and North square have been called for by the transit commission.

Section B of the tunnel will connect with the underwater tunnel for the purpose of making a reevaluation of real estate for tax purposes.

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TRANSPORTATION ENGINEERS ASSESS NEEDED

To speed up the construction work on the $16,000,000 East Boston traffic tunnel, the city plans to create an evaluating board to be erected above the tunnel in the North square plaza.

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ASK BIDS ON SECOND SECTION OF TUNNEL

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BLACKTHORN FROM MAYOR

“JUNO AND PAYCOCK” OFF FOR THE PRESENT

“Juno and the Paycock,” a film of slum life in Dublin, will not be presented at the Fine Arts Theatre this week, but it is possible that it will be shown there at a later date.

Last night George Krasa, manager of the theatre, stated that he had not heard from the city officials as to whether or not it will be banned, and stated that, in view of the fact that City Censor John M. Casey, after a preview, had expressed the opinion that the picture was “repulsive and insulting to the Irish race and sacrilegious,” he secured “The School for Scandal” and advertised it for this week as a substitute.

City Censor Casey, after 5 o’clock yesterday, stated that he had not seen Mayor Curley in regard to the play.

Mayor Curley yesterday afternoon said that he had not received any protest regarding the Irish film. He said that he had read the book, was familiar with the play and looked upon the present discussion as a publicity stunt.

Race, color or creed, said the Mayor, was not the test in the matter of censoring, but, instead, immorality.

C. L. U. AGENT TO CONFER WITH MAYOR CURLY TODAY

At a meeting of the executive board of the Boston Central Labor Union at Wells Memorial Building last night, it was announced that Business Agent Harry P. Grages will confer with Mayor Curley at 11 o’clock this morning at City Hall in regard to a matter of importance to an affiliated union.

The subject matter was not disclosed, as the conference was requested by the Mayor.

The board voted to call a special meeting of the delegate body Wednesday evening, July 1, to give the Labor Day committee an early opportunity to present its report.

A committee was named to confer with the Metropolitan District Commission at 3:30 tomorrow afternoon in relation to a grievance of members of Stationary Firemen’s Union 3 over alleged discrimination.

WORK TO START AT ONCE ON NEW ANTELOPE HOUSE

Work will start immediately on the erection of an antelope house at Franklin Park. Mayor Curley yesterday announced that he had awarded the contract, amounting to $47,000, to R. A. Rosel, Dorchester. The latter was $1600 higher than the lowest bidder, but Park Commissioner Long recommended that he be given the job.

ADRIAN O’BRIEN GIVEN MAYOR CURLEY’S PICTURE

An autographed picture of Mayor Curley was presented yesterday by youthful Boston tenor, National Broadcasting Company star, making his first stage appearance this week at the RKO Keith-Boston Theatre, when he visited the Mayor at City Hall. O’Brien is winning great applause at each performance.
FINDS TABLET TO GEN. WOOD ERRONEOUS

Fire Hazard Is Eliminated by the New Building, Says Boston's Executive

The new $650,000 administration building at City Hospital does away with the fire hazard of the old structure, Mayor James M. Curley declared today at the dedication of the building.

He said that over $7,000,000 had been spent at City Hospital since the start of the reconstruction program in 1915, and that $3,000,000 more would be necessary to complete it.

A memorial tablet to Gen. Wood, Spanish War hero and later governor-general of the Philippines, who became a member of the hospital staff in 1884, was unveiled by the mayor.

It was discovered that Philippines had been misspelled with two "1's" and one "p" in the words of tribute to Gen. Wood.

TITLE MISSPELLED

This part of the caption reads: "Military Governor General Philippine Islands." The error will be corrected in the near future.

Mayor Curley recommended that buildings between Southampton and Albany st., be razed to eliminate fire hazard to the hospital.

He further proposed that a $400,000 model kitchen and model laundry be erected on the site of the old administration building. Pointing to the achievements of the hospital he showed that $400,000 persons were handled in the outpatient department during the past year with not more than one legitimate complaint by any patient.

"In 1914, $825,000 was spent on this hospital," he said. "In 1931 this figure was $5,001,000, an increase of nearly 400 per cent. There were 742 employees in 1914, and there are 1,732 in 1931." He showed that wages of hospital employees had increased over this period.

MAYOR EXTOLLED

Upon completion of the City Hospital program with the expenditure of $2,000,000 more, Mayor Curley said Boston would have a complete medical institution that would need no additions for at least 25 years.

Mayor Curley was extolled as the "humane mayor" in the address of Joseph Manning, who accepted the building on behalf of the trustees. Ceremonies were held in the auditorium in the new building with plans on Harrison ave. All executive departments of the hospital were visited.

Dedicate $400,000 City Hospital Building

NEW ADMINISTRATION BUILDING OF CITY HOSPITAL

The new $400,000 administration building of Boston City Hospital, on Harrison avenue, was dedicated with appropriate exercises yesterday by the Mayor and other city officials.

While the out-patient department of Boston City Hospital treats more than 80,000 persons every year, complaints regarding this branch of the hospital's service average less than one a year, Mayor Curley declared yesterday in saying tribute to the trustees of the hospital at the dedication exercises.

It was discovered that in the wording of the tablet the word Philippines was spelled with two "1's." The error will be corrected in the near future.

Joseph P. Manning, chairman of the board of trustees, began the ceremonies with a brief address in which he paid tribute to Mayor Curley.

"I know of no man," he said, "who has more sympathy for the sick, the needy and the unfortunate than the present Mayor. He has always shown the greatest interest in this hospital and during the whole of his official life he has stood out as the champion for its enlargement."

WILL PLAN TO KEEP INDUSTRIES HERE

Mayor to Co-operate in Efforts—Hopes to Retain Radio Corporation Plant

A conference attended by Mayor Curley and representatives of the chamber of commerce yesterday is expected to result in the formulation of a plan, with which the municipal commercial, industrial and publicity bureau will co-operate, to prevent the removal of industrial plants from Boston and to attract more.

The mayor is somewhat apprehensive of the ultimate results of the policy of consolidating industrial plants which some corporations are following, and the recent decision of the Radio Corporation of America to transfer its Jamaica Plain plant to a larger factory in Camden, N. J., led him to seek the active co-operation of the chamber of commerce.

He is hopeful that his efforts to encourage the Radio Corporation of America will result in the reconsideration of the decision to abandon the Jamaica Plain plant which has furnished employment to upwards of 300.
BOSTON CITY HOSPITAL'S NEW ADMINISTRATION BUILDING IS DEDICATED BY MAYOR CURLEY

Plaque of Gen. Leonard Wood, Once an Interne, Unveiled by Spanish War Veterans—Doctors, Nurses and Employes Participate in Exercises

A plaque to the memory of Gen. Leonard Wood, who once served at the Boston City Hospital as an interne, was unveiled yesterday by Spanish War veterans participating in the dedication of the new administration building of the hospital. Joseph P. Manning, president of the hospital board of trustees, presided at the dedicatory exercises. Mayor Curley and State Commander Emory Griswold, U. S. W. V., were the speakers. Commander Griswold unveiled the Wood plaque.

Mr. Manning turned over to Mayor Curley the keys to the new building, which was erected at a cost of $300,000, and expressed his admiration for the Mayor, who, he said, "has always shown the greatest interest in this hospital and has stood out as the champion of appropriations for its enlargement."

"I know of no man in this great city who has more sympathy for the sick, the needy and the unfortunate than the present Mayor," said Mr. Manning. "This building was initiated by him during his first administration as Mayor, and it is eminently fitting that he should be here today to dedicate it in his official capacity."

During the exercises, in which hospital employees, doctors and nurses participated, Capt. John D. Drum Camp, U. S. W. V., band played appropriate music.

Contrasting the changes in hospitalization today with the conditions that faced the city 15 years ago, Mayor Curley paid tribute to the trustees of the City Hospital for their wise planning. The Mayor pointed out that the only reward given trustees for their work is criticism and condemnation, but he reminded listeners that most criticism of hospitals and administrations comes from persons suffering mental as well as bodily torture.

With the completion of two more buildings, one a model kitchen and the other for the pediatric section, Mayor Curley pointed out, the City Hospital will be entirely rehospitized. There will remain standing none of the physical properties connected with the old and first hospital group. Everything will be new, modern and equipped with up-to-date methods.

The Mayor stated that he believed an expenditure of $3,000,000 more would provide a hospital that would meet the needs of Boston for the next 25 years, or perhaps longer.
CURLY PRAISES HOOVER'S MORATORIUM PLAN IN TALK TO CREDIT MEN OF NATION

Mayor Doubts U. S. Ever to Collect Principal Owed by Europe "Except by Recourse to War," Which, He Avers, "Would Not Justify the End"

If the suspension of payments on principal and interest on international debts for one year can restore some semblance of stability in Europe, the policy is fundamentally sound, according to Mayor Curley, in an address of welcome at the 36th annual convention of the National Association of Credit Men and Credit Congress of Industry at the Hotel Statler yesterday afternoon, attended by about 1200 credit executives from all over the country.

Mayor Curley devoted much of his address to a discussion and commendation of President Hoover's moratorium and also to economic conditions in general.

He urged the body to take up a position on the moratorium and also to give much thought to "an equally important project, the creation of a Federal Industrial Planning Commission. Such a measure is pending before Congress, so that we may at least mitigate, if not entirely prevent, depressions similar in character to the one we have witnessed during the past two years."

Sees Mellon Converted

In part the Mayor said: "I confess that in common with many Americans I was just a bit critical at a recent utterance of the President of the United States when he suggested that the only thing necessary for the salvation of America and its people was faith, and I was wondering if it wasn't about time that we took the viewpoint of St Paul in the matter of faith rather than that of St Andrew Mellon."

St. Paul said: "Faith without good works is of no avail." But, if we read the recent utterance of the President of the United States, St. Andrew has been converted to the theory as expounded by St Paul, the good works in this case being perhaps the most hopeful contributive to the restoration of sanity in the world and prosperity in America."

"No American who has been priviledged to journey through Europe during the past two years has failed to observe other than with the impression that it is a series of armed camps, and the only way that disarmament is possible in these communities is by lending financial encouragement from the bank of the world, the United States of America."

Doubts U. S. Ever to Collect

"Everyone realizes who has given any thought to the question that there isn't any possibility of the United States ever collecting the principal owed by the countries of Europe except by recourse to war, and the collection of the money by that method would not justify the end."

"If, by a suspension of payments on principal and interest for one year, we can restore some semblance of stability in Europe and as a consequence their buying power can be increased, and as a result a certain measure of prosperity may trickle down the arteries and avenues and canals of trade in America, then no individual other than one seeking an election will take issue with the President on a policy fundamentally sound."

"I think it rather significant that the announcement by the President of the United States should be made on the eve of the assembly of this splendid organization."
Credit Men Open Big Convention in Boston

Dr. Stephen I. Miller, executive manager of the National Association of Credit Men, sounded the keynote of the convention.

WILLIAM FRASER, PRES. OF NATIONAL ASS'N OF CREDIT MEN

RALPH S. JONES, PRES. OF BOSTON CREDIT MEN'S ASS'N

Mayor James M. Curley

Rev. J. Whitcomb Brougher

Governor Joseph B. Ely

CONRY URGES RECIPROCITY

Traffic Head Speaker at Halifax Dedication

HALIFAX N. S., June 25—Reciprocity between the United States and Canada was urged by Traffic Commissioner Joseph A. Conry of Boston, speaking here today at a ceremony in honor of General Cornwallis. Commissioner Conry represented Mayor Curley, Prime Minister Harrington, Mayor Gastonguay and others at the dedication of the monument to Cornwallis, who founded Halifax in 1749.

"The boast is often made," said Commissioner Conry, "that 1000 miles of border line has not a gunboat on the lakes nor an armed soldier on the land. Very good, but the rum boat has taken the place of the gun boat, while immigration inspectors, prohibition agents and customs officials continually harass the people of both countries among and between whom trade and social intercourse should flow just as freely as between the people of New York and Massachusetts.

"Greater Boston has more Nova Scotians as permanent residents than the population of Halifax. In the event of negotiations in Washington to frame a treaty in respect to the St. Lawrence waterway, some provision should be made that all future tariffs between the two countries shall be drafted in the same manner as other treaties, a senatorial judicial matter, and not the catch-as-catch-can method of local politics."

"I confess that in common with many Americans, I was just a bit critical at a recent utterance of the President of the United States when he suggested that the only thing necessary for the salvation of America and its people was faith, and I was wondering if it wasn't about time that he took the viewpoint of St. Paul in the matter of faith, rather than that of St. Andrew Molton.

"St. Paul said 'Faith without good works is of no avail.' But if we read aright the most recent utterance of the President of the United States, St. Andrew has been converted to the theory as expounded by St. Paul, the good works in this case being, perhaps, the most helpful contribution to the restoration of sanity in the world, and prosperity in America.

"No American that has been privileged to journey through Europe during the past two years has failed to leave other than with the impression that it is a series of armed camps, and the only way that disarmament is possible is by lending financial encouragement from the bank o
CURLEY HAILS HOOVER PLAN AS REMEDY

Other Leaders in Boston Also Look With Favor on Hoover's Project

Approval of President Hoover's proposal for a one-year moratorium on war debt payments by European nations continues to be expressed by men prominent in official life as well as by experts in economics and finance.

Mayor James M. Curley, in commenting on the President's proposal today, said he believed there was no possibility of collecting the total amounts owed America by European powers, "except by war," and that if suspension for a year would mean peace and promotion of business, "it is well worthwhile."

The statement of the mayor and others on the proposal follow:

**MAYOR JAMES M. CURLEY** - I had been critical of President Hoover's utterance that faith is the only thing necessary for salvation. This is contrary to St. James' principle that faith without good works is without avail. St. Andrew (meaning Secretary Mellon) is evidently converted to St. Paul's theory. Among his good works is the recommendation that war debts be suspended for one year. This is perhaps the most hopeful contribution to sanity and security in the world and to prosperity in America. No American visitor to Europe has failed to return without the impression that it is a series of war camps. There is no possibility of the United States collecting the total amounts owed by European powers, except through war. If by suspending the war debts for one year we can restore some semblance of sanity to Europe, and preserve peace and promote business, it is well worthwhile. Every sane individual recognizes that the only way the total amount of war debts can be collected is by recourse to war, and that abandonment of obligations is for better or for worse. I believe this is the first step toward permanent abandonment of the payment of reparations.

Mayor Curley today announced that the Boston transit commission is asking for proposals for the building of section B of the under harbor traffic tunnel between Boston and East Boston, which will cost approximately $500,000. This section will be the approach work and will include the construction of a steel and concrete underground tube about 450 feet in length between Cross st. and North sq. in East Boston, which will connect with the under water section from East Boston. The latter is now under construction by the Silas Mason Co.

Bids for section B will be received July 15 at the office of the transit commission. The contractor will be given nine months in which to complete the work.

CURLEY TO DEDICATE FLATLEY TABLET ON JUNE 27

The dedication of a tablet to be placed in the press box at Braves Field in memory of Nick Flatley will take place Saturday, June 27, at 3 o'clock. Mayor James M. Curley will be the chief speaker. The tablet will be unveiled by "Nick's" mother.

This tablet is erected by the sports writers of Boston and the Boston Braves, in memory and appreciation of the life and service of Nick Flatley.

The committee in charge is as follows:

Ben James M. Curley, honorary president; Austin Lake, chairman.


CURLEY THREAT AROUSES BOARD

School Committee Has
Heated Session—Building
Program Held Up

MAYOR WOULD CUT
$1,341,701 EXPENSE

A threat from Mayor Curley that he will refuse to approve a $1,000,000 bond issue for high schools unless the Boston school committee holds up appropriations for two new schools in East Boston and Dorchester, last night produced the most heated private session ever held by the committee.

Appointment of one headmaster and four masters and the transfer of seven school principals occupied the committee at its special meeting. This is the largest number of changes in major positions for several years.

Once the appointments were out of the way, the threat of the mayor was vigorously discussed, and the committee refused to vote last night on the building program, which includes an annex of 12 classrooms to the Emerson school in East Boston, to cost $342,300, and the construction of a 40-classroom intermediate school in Dorchester, to cost $1,341,701.92.

Both these items are opposed by Mayor Curley. They are included in the program, to cost $1,341,701.97, which was sent recently to the department of school buildings for a report. When the report is returned next Monday a sensational meeting is expected as the two factions on the committee, which have been waging warfare for two months, carry their battle on in the open.

BUILDING PROGRAM

The complete building program, which will take the entire appropriation of $1,341,701.92 obtained by law through a levy of 68 cents on each $1000 of valuation in the city follows:

1. Administration expenses $100,000
2. Rent of hired accommodations $40,000
3. Agassiz-Bowditch district, Jamaica Plain: Furnish one intermediate school (Mary E. Curley) 19,701.97
4. Thomas Gardner district in Brighton: Construction of an elementary building, with gymnasium and five classrooms 159,000
5. Furnishing of above building 3,500
6. Longfellow district in Roslindale: Plans, construction and grading of kindergarten and two classroom addition to the Mozart school; and venetian

with brick the present building 85,000
7. Furnishing of above school 2600
8. Emerson district in East Boston: Construction of an elementary annex of kindergarten, 12-classrooms and basement assembly room to the present Emerson building 242,500
9. Phillips Brooks district in Dorchester: Plans and construction of a 40-classroom intermediate school with gymnasium, assembly hall, lunchroom and shops for boys and girls 690,000

OTHER ITEMS APPROVED

All items except the schools in East Boston and Dorchester are approved by Mayor Curley. Those items which he approves total $400,201.97. Those he does not approve total $82,500, a little more than two-thirds of the appropriation.

Under the threat of the bond issue it must be approved by the city council and the mayor. This the mayor has said he will refuse to do unless part of the sum allotted by law for new school construction is left unappropriated. The reason given by the mayor is that "he wants to keep the tax rate increase as low as possible."

Under a "gentlemen's agreement" with the Legislature the school committee is virtually confined to building high schools with the $2,000,000 from the bond issue, and because of an agreement among the committee, a new girls' high school to cost $1,300,000 will be started.

Thus, if the school committee accepts the mayor's order and fails to appropriate the 68-cent levy, $1,341,701, and accepts the bond issue, only $700,000 will be available for construction when every one admits that new building construction has been needed for young school children out of unhealthy and insanitary school buildings now being used.

If the committee elects to defy the mayor and appropriate the full amount as called for in the building program, there will be no money available for the high schools, which are also badly needed. To meet the confusion, Mayor Curley recently stated that every Boston student should be given a seat in a "modern, adequate, sanitary building."

WRANGLING FOR TWO HOURS

Paced with these facts, the committee wrangled for more than two hours. Because four votes are needed to override the mayoral veto, and only three are available, definite action on the matter was postponed until next meeting when the members from the department of school buildings will be ready.

The three members of the committee were exceeding in wrath at the pair who refused to vote on the matter last night, and in view of their feelings it is expected that all appropriations will be freely discussed at the next meeting.

The sum of $19,701.97, approved by the mayor, will be used to partly furnish the Mary E. Curley intermediate school in Jamaica Plain, named in memory of his wife. The school will accommodate 1540 students.

In the Thomas Gardner district in Brighton, the old Harvard school building, which was burned, will be replaced. The school would have an immediate capacity of 258 pupils, and later 550 pupils. The building would probably be occupied in 1891, and take care of children now housed in portable and aging sanitariums in the burned building. Some children in the district now

PLAN TO FURTHER WIDEN L STREET

Work from Broadway to Emerson St. Planned

From an available balance of $200,000 of the original appropriation of $1,100,000 for the widening of L street, South Boston, and the replacement of the bridge destroyed by fire, the widening of the street from Broadway to Emerson street has been approved by Mayor Curley.

Completion of this addition to the original plans, made possible because of an unlooked-for saving in the cost of replacing the bridge, will make L street a thoroughfare 70 feet in width from Summer street in Emerson street.

The end of the widened street will be about 1500 feet from the L street bathhouse, but because of the character and the value of the residential property in this area, no further widening is contemplated by the mayor.

In preparation for the construction work which will be started within a few weeks the street commissioners have awarded damages of $94,750 to the owners of property necessary for the widening.

The awards approved by Mayor Curley yesterday are: Robert A. and Genevieve A. Grimes, $27,500; George A. Kostiuk, $37,500; George A. Mooney, $15,750; Giuseppe D'Amelio, $750; Thomas McGowan, $3500; Edward C. Mouradian, $3500.
Irish Film May Not Be Seen in Boston

"Juno and Paycock" Status
In Doubt as Theater and Censor Argue

To ban or not to ban seems to be the situation in regard to the film made from Sean O'Casey's Irish play, "Juno and the Paycock," which was to be shown at Fine Arts Theater next week. Because of the opinion expressed by John M. Casey, clerk of the censorship board, when he viewed the film at a private showing at the theater yesterday afternoon, George Kraska, manager of the theater, was of the opinion that the film was automatically barred from Boston and announced that it would be withdrawn in spite of preparations for its exhibition, and that a film of Sheridan's "The School for Scandal" would be substituted.

In the day when reporters asked Mayor Curley whether or not he had taken any action, the mayor replied: "It looks to me as if the management of the theater is looking for a little free publicity. I have heard no word in regard to banning the film, but I have no right to protest on it. And no meeting of the censorship board has been arranged. I have no ground on which we can close a theater or ban the presentation of a film or play is that the presentation is immoral in so far as it is said to be obscene. There can be no ban because of race, creed or color."

At the theater Mr. Kraska was unwilling to comment on the mayor's statement. In the past he said, however, that the management had been to some expense in preparing for the showing of the film and that there was no intention of cancellation until Mr. Casey expressed opposition. It was also understood that at the time of the mayor's statement, the latter had not had a conference with Mr. Casey and that consequently there had been no opportunity for Mr. Casey to submit his report.

The film was first produced by the Abbey Theater in Dublin and later was shown in London and New York. One other of O'Casey's plays, "The Plough and the Star, " also was shown at the Abbey, but his latest piece, "The Silver Tassie, " was refused production there. The picture was made in England and was directed by Alfred Hitchcock, who is generally regarded as the best of the English film directors. It has been shown in London, New York, Chicago and Detroit. The play was one announced for production in Boston by Mr. and Mrs. Jowett at the highly respectable Repertory Theater. When it was in New York, the Sun described it in part as follows:

"The first half of the picture is rich in humor. Captain Boyle, the Paycock, is a shiftless, swaggering fellow, succeeding at all times in evading work and in getting a drink when one is needed. His wife, Juno, shoulders all the responsibilities of the family, which includes a son who lost his arm in the wars for Irish freedom, and a daughter, Mary."

"While the Paycock is strutting from one saloon to another or staying at home in ease with his inseparable drinking companion, Joxer Daly, Juno is seeing to it that there's food in the cupboard. "Into their poverty-stricken lives steps a young and handsome lawyer, who tells them a legacy has been left them. The family begins to live accordingly, buying things right and left. The Paycock struts and talks more than ever, and is even high hat with his old friend Joxer. The legacy never materializes, however. Then tragedy strikes the little family. Mary's short but intimate acquaintance with the handsome young lawyer proves unfortunate. "Then there is the occasional rattle of machine guns in the streets in the fights between the Free Staters and the Die Hards. Johnny, the boy, lives in constant fear of death. There comes the day when he is seized as an informer, taken out and shot. This occurs just as Juno's furniture is being removed from her home for the payment of debts."

Conry Urges Reciprocity in Halifax
Believes Boston and Nova Scotia City Should Get Together on Trade

Pacifist Move Fails
Common Defeat Motion to End Cadet Training

Ottawa, June 23 (A.P.)—J. A. Conry, Boston traffic commissioner, declared the term "reciprocity" in trade relations should mean more than a "pretty sentiment." He spoke at a luncheon in Halifax following the unveiling of a statue of Edward Cornwallis, founder of the Nova Scotia city. He cited the two centuries of intimate social and commercial intercourse as an example of amity which exists between the city and Boston.

"We should get together on matters of commerce just as we get together and frame treaties on such matters as the St. Lawrence waterway," he said.

"The time is bound to come when matters of economy will be treated in that way. The makeshift of political aspirations is too often bounded by local ambition to endure."
NEW TRAFFIC LIGHT UNIT PLEASURES HURLEY

Engineer Finds System Running Smoothly on Massachusetts Ave

Traffic Engineer John F. Hurley today made an inspection tour of the unit No. 2 of the traffic light system on Massachusetts Ave, from Beacon St to Tremont St.

Mr. Hurley made the inspection before 9 o'clock and found everything running smoothly. He said that at Beacon St and Massachusetts Ave, where he expected some delay, everything moved rapidly.

At Massachusetts Ave and Boylston St, traffic was a bit slow, owing to the various street car movements. He says that he believes people will find the new system successful.

Mr. Hurley called attention to the fact that if operators drive at a speed of 20 miles an hour, they may go from Beacon St to Tremont St without stopping. It is useless for them to drive faster, as they will be stopped at each intersection by red lights if they do.

He pointed out that the police have been instructed to see that drivers move at once, when the green light appears, unless pedestrians are crossing the intersection. Police have also been instructed to watch for drivers who start while persons are crossing in the intersection.
For Those Who Wait

Mayor Curley wrote a letter suggesting that permission be given by the Washington authorities for the pasturing of a cow on the post office site. The cartoonists and the other humorists were prompt to enlarge upon the general idea conveyed in the mayor's letter. The land behind the fence in Post Office square was soon represented as devoted to a swimming pool, a miniature golf course, and numerous other purposes far removed from the construction of a tower-building. As far as Bostonians are concerned it may be said that the situation created by the mayor's letter has been much enjoyed by all.

But it appears that the latest delay in beginning the construction of the building is more apparent than real. The contractors send word that the steel was ordered as soon as the contract was awarded, that it is being fabricated, and that its erection will commence immediately after the last towers are made, about the middle of July. There is here reminder that as of old it was said bricks could not be made without straw, so in these twentieth century days our lofty towers cannot be built without steel. In view of the succession of real delays in its construction it is unfortunate that in the case of the post office the first steel columns could not arrive by the Fourth of July. Their presence in our midst might then be made to introduce something new to Independence Day celebrations. Placed on suitably decorated trucks they might be transferred to the building site with military and civic escort and an oration in which new treatment could be given to the old-time subject, All things come to those who wait.

For while we are assured that the contractors acted promptly in ordering the steel, the fact remains that the new post office will not stand as a monument to American efficiency. Since Congress authorized its construction greater buildings have risen in many places. The Empire State Building, greatest of them all, is an example. It rears its towering mast 1,200 feet aloft; the population of a good sized city does business behind its walls. Yet when the Boston Post Office was authorized, the Waldorf-Astoria was still standing on the site of the tower in which former Governor Smith now hangs his hat.

But as all things come to those who wait, the first red-painted steel column may be expected to rise in Post Office square within the next few weeks. It will have significance for many who have waited patiently for other desirable things. If at last the new post office arises in its dignity and glory, there may be renewed hope that in time Boston will decide how to improve Copley square, that the Huntington avenue subway will get itself built, and that the Greater Boston will even see the electrification of the railroads within the Metropolitan District.

FIRE CHIEFS PLAN CONVENTION HERE

N. E. Association Opens Four-Day Session Tomorrow

The largest exhibition of motor fire apparatus and fire fighting tools and implements of all kinds ever assembled is to be seen in Grand hall Mechanics building, in readiness for the opening tomorrow of the ninth annual convention of the New England Association of Fire Chiefs.

This display will be open to the public for the five days following the four days of the convention. At 12:30 P.M. tomorrow the Boston fire department band will give a concert in Copley square and then lead a parade of the chiefs and their guests up Huntington avenue to Mechanics hall, where Chief Seiden R. Allen of Brookline will open the convention.

Mayor Curley, Fire Commissioner McLaughlin and Chief Henry A. Fox will deliver addresses of welcome. There will be a memorial service and an address by Thomas A. Mullen, director of the municipal industrial, commercial and publicity bureau.

At 7 P.M. the Boston fire department will give a demonstration of high pressure fire streams at Congress street and D.ochester avenue with the fire boat and participating from Fort Point channel. On Wednesday there will be morning and afternoon sessions of the convention with a smoker, round table discussion and entertainment in the evening. There will be a morning session on Thursday and banquet in the evening in the Hotel Bradford tendered by the city of Boston.

The election of officers will take place on Friday morning. Chief Daniel B. Tierney of Arlington is chairman of the executive committee.

SUBJECTS FOR DISCUSSION

Subjects to be taken up during the convention include "Problems of the Small Town Fire Department," "A Model Arson Law," "Educational Programs and Training Courses for Firemen," "Current and Definite Prohibition," "Fires," "Forest and Brush Fires." Among the prominent men to address the chiefs will be John S. Caldwell of the New England Insurance Exchange, Chief John H. Evans of New Orleans, Chief Joseph N. Sullivan of Utica, N. Y., President of the International Association of Fire Chiefs; Acting Chief of New York City, Chief William C. Mahoney of Peabody, Chief J. W. Randlett of Richmond, Me., Chief Perry Hughey of the National Fire Protection Association.

UNVEIL PLAQUE TO GEN WOOD

Administration Building, City Hospital, Dedicated

The new administration building of the Boston City Hospital was dedicated this morning, with a ceremony in which Spanish War veterans participated by unveiling a plaque to the memory of Gen Leonard Wood, who once served as the hospital as an intern. Joseph F. Manning, president of the hospital board of trustees, presided at the dedicatory exercises. Mayor Curley and State Commander Emery Griswold, U. S. W. V., were the speakers and Commander Griswold unveiled the Wood plaque.

City Hospital opened the key to the new building, erected at a cost of $300,000. "I know of no man in this great city who has more sympathy for the sick, the needy and the unfortunate than the present Mayor," Mr Manning said. "He has always shown the greatest interest in this hospital, and during the whole of his official life he has stood out as the champion of appropriations for its enlargement. This building was initiated by him during the first administration as Mayor and it is eminently fitting that he should be here today to dedicate it in his official capacity."

Contrasting the changes in hospitalization today with the conditions that faced the city 33 years ago Mayor Curley paid tribute to the trustees of the City Hospital for their wise planning. The Mayor pointed out that the only reward given to trustees for their work is criticism and condemnation, but he reminded listeners that most criticism of hospitals and administrations comes from persons suffering mentally as well as bodily tortures.

The Mayor called attention to the fact that 400,000 men, women and children are treated in the out-patient department annually and declared that an organization as large as the City Hospital must expect some criticism. He asked for cooperation on the part of all connected with the hospital, and expressed the hope that the public would become acquainted with what is being done in the institution.

With the completion of two more buildings, one a model kitchen and the other for the pediatric section, Mayor Curley pointed out, the City Hospital would be entirely rehospit alized. There will remain standing none of the physical properties connected with the old and first hospital group. Everything will be new, modern and equipped with up-to-date methods.

The Mayor stated that he believed an expenditure of $5,000,000 more would provide a hospital that would meet the needs of Boston for 25 years, or more.
City Hospital Office Building Is Dedicated

Mayor Curley and Commander Emory Griswold of the state department, U. S. W. V., at right, standing before the bronze plaque in memory of Gen. Leonard Wood when it was unveiled as part of the exercises dedicating the new City Hospital administration building.

New Administration Section Cost Over $100,000; Plaque to Memory of Gen. Wood Unveiled

The new $400,000 City Hospital administration building was dedicated today and the keys to the building turned over to Mayor Curley for the city by Chairman Joseph P. Manning, president of the hospital board of trustees.

PLAQUE TO GEN. WOOD

In conjunction with the dedication of the building a bronze plaque to the memory of Gen. Leonard Wood, once an interne in the hospital, was unveiled in the lobby by Emory Griswold, state commander of the United Spanish War Veterans. A luncheon followed the exercises.

Several hundred persons filled the assembly hall on the first floor of the new building for the dedicatory exercises. President Manning of the trustees presided and he introduced Mayor Curley and Commander Griswold. The band of Capt. John D. Drum camp, U. S. W. V., played during the exercises.

THANKS MAYOR

In introducing the mayor, Manning stressed the interest shown by the mayor in the City Hospital and thanked him for his support and cooperation. He credited Curley with furnishing the impetus for the hospital building program which began in 1915.

Mayor Curley spoke of the surprisingly few complaints against the hospital and its staff despite the fact that 400,000 patients were treated by out-patients in a year. He said there was not more than one legitimate complaint in any one week of the year.

The mayor pointed out that the cost of hospital operation has mounted from $625,000 in 1914 to $3,091,000 in 1931, an increase of 400 per cent., while the increase in population of the city has been but 15 per cent. Salaries of employees have increased 150 per cent., he said.

Better Employees

Then he added: "If men and women are underpaid and discontented it is impossible for them to develop that degree of temperament which will make conditions more pleasant for those under their care. As a result of increased compensation we have a better class of employees."

CREDIT MEN OPEN CONVENTION TODAY

1500 Delegates Expected to Attend Five Days' Sessions

Credit executives of manufacturing, wholesale and banking establishments all over the United States began to arrive here yesterday by special trains, special Pullmans and airplanes to attend the annual convention and the credit congress of the National Association of Credit Men, which opens today at the Hotel Statler.

It is believed that about 1500 men will have registered at the hotel for the convention by this morning. The convention is to open officially at 2 P. M. today. It will be called to order by Frank S. Hughes of the Federal Reserve Bank of Boston, who is vice-president of the association and chairman of the convention committee.

Hughes will present the gavel to President William Fraser of New York, and following, invocation, greetings to the convention will be officially extended by Gov. Ely for the state, Mayor Curley for the city, and Ralph S. Jones, president of the Boston Credit Men's Association, which is host to the national convention this year. The sessions will last five days.

TRAFFIC SYSTEM STARTED BY CURLEY

Mayor Throws Switch for New Lights in Back Bay District

A newly installed traffic lighting system along Massachusetts avenue in the Back Bay and South end, with the lights set for travel at the speed of 20 miles an hour, was set in operation yesterday by Mayor Curley, who threw the switch in the Fenway fire alarm building that started the lights.

The new system provides for travel at three miles an hour faster than that of the downtown area, where the lights are set to 17 miles an hour. More than 300 guests tested the new lights yesterday by riding along the circuit from Beacon street to Shawmut avenue at 20 miles an hour without stopping. Later Mayor Curley and Traffic Engineer John F. Hurley were principal speakers at a dinner at Hotel Kenmore.
Mayor Curley Pulls Switch That Starts System From Beacon to Tremont Sts—Can Drive at 20 Miles An Hour Without Stopping

Traffic at all intersections on Massachusetts av in both directions from Beacon at to Tremont st is now controlled by the automatic signal system. Mayor Curley pulled a switch in the basement of the new fire alarm station in the Fenway at 11:30 yesterday morning and turned on the lights, in what is known as unit No. 2 of the traffic control system.

An autoist starting on the green light at Beacon st can drive beyond Tremont st without a stop under normal conditions and in most instances can go from that point back to Beacon st by driving 20 miles an hour.

The Mayor, city officials and members of the Massachusetts Avenue Association went over the route without a stop at that speed. They then adjourned to the Hotel Kenmore, where luncheon was served.

Mayor Curley, in speaking there, told of the fine work of the association and urged its members to have the Back Bay Councilors vote for his airport development appropriation. He asked them to keep alive the interest in aviation in this city.

The Mayor predicted that in 10 years one may have breakfast here and take a plane stopping for dinner in Paris and having supper at Calvo. He may then step into a plane and return in time to go to work at 8 o'clock the following morning, the Mayor added. He said that he wanted to have an airport that could accommodate any ship, no matter how large, that might be built in the next half-century.

Arnold for Plan

Councilor Seth F. Arnold said that he was not against the airport development and had voted for the first appropriation. He said, however, in view of the depression that taxpayers have a hard time meeting their taxes and holding their equities. He did not think it was the proper time to place any extra burdens on the taxpayers.

Publix Work Commissioner Rourke said that one of the commissioners spoke with a representative of one of the firms, which protested the awarding of the signal light contract. He quoted the member as saying that the man told him that the city would have been foolish to have done anything but award the contract as was done.

He added that the Good Government Association did not like the way it was done and attacked it and then the Finance Commissioners got the matter up. He said that after one of the protesting firms had received a letter of invitation to send a representative to a meeting of the Traffic Commissioners, a reply was received saying that the firm did not have a good engineering department. He said that the contract never bothered him, as he handled contracts amounting to $6,000,000 last year while the light contract amounted to only $32,000.

He said that the Good Government Association or the Finance Commissioners never bothered him in the slightest.

Myer Moskow presided and the other speakers included Representatives George P. Anderson and Richard E. Johnston, Albert A. Sutherland, Clarence W. Ryder, George L. Sleeper and Jay I. Moskow, president of the Massachusetts Avenue Association and Gustave Kelsey of the American Gas Accumulator Company, which installed the lights.

Band Escorts Mayor

The Oliver Ames Jr. Post, A. L., Band gave selections at the fire alarm station and escorted the Mayor to the hotel, where it rendered a program.

Those present included Cornelius A. Reardon, secretary to the Mayor; Traffic Engineer John F. Hurley, Fire Chief Henry A. Fox and officers and friends of the Massachusetts Avenue Association, which tendered the luncheon included: Joseph H. Brennan, Myer Moskow, George L. Sleeper, Clarence Rowley, Samuel Samuels and John J. Kelley.

Traffic Engineer Hurley in a talk on the new system said that although the cost of traffic control signals might seem heavy, he believed it would justify itself in the matter of a turner of the large number of accidents at intersections.

Mayor Starts New Traffic System

By throwing a switch at the fire department headquarters in the Fenway, Mayor Curley officially started the traffic signal lights in the Massachusetts ave., section of the Back Bay, as an "obstructionist," in the development of the East Boston airport.

The Mayor's remarks were made at the luncheon in the Hotel Kenmore of the Massachusetts Avenue Association Inc., as a part of the celebration of the turning on of the Massachusetts Avenue traffic lights.

Mayor Curley charged that Councillor Arnold did not favor the use of the full amount appropriated by the Legislature for the development of the airport.

The ceremony of turning on the signal lights by the Mayor was brief. After he posed for a photograph with Joseph A. Rourke, acting traffic commissioner, he threw a switch, remarking as he smiled, "She's off!"

Jay I. Moskow of the Massachusetts Avenue Association, Inc., George L. Sleeper of the building programme planned by the Christian Science Church as an aid to the unemployment situation; Clarence W. Rowley of the association; Acting Traffic Commissioner Rourke and Traffic Engineer John F. Hurley.

Back Bay Traffic Light System Open

Mayor Turns on System on Massachusetts Avenue

Mayor Curley yesterday turned on the lights of what is known as Unit No. 2 of the traffic control system which means that traffic at all intersections on Massachusetts avenue in both directions, between Beacon and Tremont street, is now controlled by automatic signals.

The mayor, other city officials and members of the Massachusetts Avenue Association, went over the route without a stop at speed of twenty miles an hour. They then adjourned to the Hotel Kenmore where luncheon was served.
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