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James Michael Curley

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Volume b7
GARBAGE CONTRACT APPROVED
Awarded to Brooklyn Company for $3,780,000

With a decisive vote of 21 to 1, the Boston City Council yesterday approved Mayor Curley's recommendation, awarding the $3,780,000 garbage and refuse disposal contract for the next 10 years to the Brooklyn Ash Removal Company of Massachussetts, the lowest bidder.

START JULY 1

Starting July 1, the new company will take over work at Spectacle Island, which has been operated since 1922 by the Coleman Disposal Company, with the new price $15,000 lower than that charged for the past decade.

Although it is the only contract which the Council is permitted to block under the city charter, there was no debate until after the roll call, when Councillor Clement A. Norton of Hyde Park asked unanimous consent to explain his works department to remove the offal end refuse collected by city workers in the city proper, Charlestown, Roxbury and South Boston.

The Mayor informed the Council that Governor Ely was not unfriendly to the proposal that the State pay $150,000 a year, representing 30 per cent of the maintenance costs of the enlarged court house in return for facilities provided for State courts and other bodies.

An attempt to withdraw the court house act from the executive committee and place it before the Council for a vote yesterday was made by Councillor Laurence Curtis, 2d, of the Back Bay, but his motion died down.

TENDENCIES FOR THE HOUSEHOLD

Contract for 20 years.

In a communication to the Council the Mayor warned yesterday that unless the court house act was approved before Dec. 31, it of this year it would become invalid. It is characterized as "equitable," the provisions of the act which would require the State to pay 30 per cent of the cost of the new building, while the city would pay 70 per cent, $3,500,000.

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Threatens Investigation

Legislative investigation of the city's meat purchases during the past year for the City Hospital and other municipal institutions was threatened by Councillor John F. Dowd of Roxbury, unless the supply department struck from the list the Mohawk Packing Company, which has been supplying the hospital.

Although the prices charged by the company were criticized by the Finance Commission in a report to the Mayor last November, Councillor Dowd protested that the firm is still getting city business, and bitterly attacked the Mayor and City Treasurer Edmund L. Delan. In criticizing the supply department, both Councillors Dowd and Norton sounded their praise of the integrity of Superintendent of Supplies Philip A. Chapman.

As measures of public safety for street car passengers, the Council adopted orders calling upon the public works department to reserve the reservations in the middle of Huntington avenue, Back Bay; Bennington street, East Boston, and Blue Hill avenue, in Dorchester and Mattapan.

APPROVES CHANGE OF NAME

At the same time the Council approved the recommendation of the Governor Square Associates to change the name of Governor Square to Kenmore square to correspond with the name of the subway station. Under the law, changes in names cannot be ordered by the Street Commission until March 1 of each year following a public hearing.

Construction of a Dorchester health unit instead of a municipal building, in view of the Mayor's opposition to the latter type building, was ordered by the Council at the request of Councillor Wilson, who also secured the police vote in an order calling for the opening of a branch public welfare headquarters at Dorchester, so that the residents of that district would not be forced to make three trips a week to the West End headquarters.

At the request of Councillor Francis F. Kelly of Charlestown, the Council adopted a resolution deploring the adoption of an electric doorknob device on Elevated trains which displaces 128 guards and brake men.

MISS CURLEY POURS AT PATIENTS' WORKSHOP TEA

Miss Mary Curley poured at an afternoon tea at the Sheltered Workshop, 35 Tyler at yesterday afternoon. The 40 men and women who are engaged at the Workshop are tuberculosis patients whose illness has been arrested. These men and women cannot enter strenuous occupations and are given light work, light, cheerful conditions daily. A mid-day hot luncheon and light milk lunches during the morning and afternoon are served to the workers.

The rooms yesterday were attractive with Christmas decorations and a large brilliantly adorned tree stood in the corner of the dining room. Articles made in the workshop were displayed for sale.

A musical program was given by George Dwight, cellist, formerly of the Milan Opera. Italy. Reginald Boardman was heard both in piano solos and as accompanist to Mr Dwight. The tea and sale were for the benefit of the annual Christmas seal sale of the Boston Tuberculosis Association.
ASHES AND GARBAGE
CONTRACT APPROVED

Bid $3,780,000 Covers a Ten-Year Period

The City Council, 21 to 1, Councillor Norton dissenting, yesterday gave its approval to the 10-year contract for the removal of ashes and garbage from downtown, Charlestown, South Boston, Roxbury and part of Dorchester, the contract being similar in a general way with the present one held by the Coleman Disposing Company, and which expires July 1.

A bid of $3,780,000 by the Brooklyn Ash Removal Company was the lowest received when the contract was advertised, and the company was awarded the contract by Mayor Curley after approval by Acting Public Works Commissioner. The Finance Commission commenting on the bids, said the price was not excessive.

After two public hearings, the Council called upon by law to pass upon it, yesterday passed it, the entire body being recorded.

An order offered by Councillor Dowd, which was passed, called upon the Supply Department to immediately discontinue doing business with the Mo-hawk Packing Company, which supplied meals to the Boston City Hospital. The Roxbury Councillor said that prices the company had charged were excessive.

New Courthouse
Councillor Dowd stressed that his attack was not directed at the purchasing agent. "The purchasing agent," said Councillor Dowd, "is strictly honest."

The councillor read at length from the recent report of the Finance Commission on the purchasing department; the report made public last Tuesday.

The acceptance of the act for the construction of a new courthouse at Pemberton sq was called but was placed on file. The order coming from Mayor Curley said that the basis of 70 percent assessment on the city and 30 percent on the State for construction appeared equitable and that though in the past Boston has borne the entire burden of maintenance that Gov Ely was not un-friendly to the suggestion that the State contribute 30 percent, or $180,000 annually to the upkeep.

Councillor Laurence Curtis 2d objected to the placing on file and asked for action on the measure. Councillor Fitzgerald, who represents the district which includes the courthouse, asked for a week to investigate and the delay was allowed. It must be passed by Dec 31.

On motion of Councillor Wilson the Mayor is requested to communicate with Gov Ely on the matter of Gov Ely's attitude toward the State sharing in the expense of maintenance. Councillor Fitzgerald pointed out that the State sharing the expense of maintaining the proposed $5,000,000 courthouse was a matter for the Legislature.

An order calling upon the Public Welfare to establish a branch office in Dorchester passed, with amendments for branches in Forest Hills and East Boston.

Street Car Reservation
Removal of the street-car reservation on Huntington av from Copley sq to Francis st was recommended in an order by Councillor Arnold, which passed without objection, but carrying a rider from Councilor Donovan, including Bennington at, East Boston.

Councillor Norton complained that enough money had been appropriated to properly light the city, and he called for safety on Commonwealth av and the installation of lighting sufficient for proper safety.

The Public Works Commissioner is ordered to investigate the possibility of early installation of incinerators, not only in sections not covered by the Brooklyn Company contract, but also with the idea of having certain districts covered by the company to be equipped for incineration.

Big Garbage Award Upheld by Council

With only one dissenting vote—that of Councillor Clement A. Norton—the City Council yesterday approved Mayor Curley's recommendation that the Brooklyn Ash Removal Company of Massachusetts be given a ten-year contract for the removal of garbage and refuse from five municipal districts, at an aggregate cost of $3,780,000.

The contract, because of an adverse ruling by Corporation Counsel Silverman will contain no clause permitting the city to withdraw any of the districts from its scope, in order to substitute incineration for the existing disposal system.

As has been the practice for many years garbage collected in Charlestown, the city proper, South Boston, Back Bay and parts of Dorchester and Roxbury, and a small part of Jamaica Plain will be taken to Spectacle Island for the recovery of valuable ingredients.

The refuse and ashes will be carted to the dumps at Dorchester and at Belle Isle inlet in Revere and East Boston.

The contract price is a reduction of $5,000 from the $3,780,000 which was awarded the Coleman Disposing Company, holder of the expiring contract.

Following approval of the contract, the Council passed three orders sponsored by Councillor Wilson pertaining to the establishment of incinerating plants.

One makes it incumbent upon the public works commissioner to hold a public hearing for discussion of the adoption of incinerating plants. Another asks the mayor to appoint a committee, including the public works commissioner, to investigate the advisability of the establishment of incinerating plants in parts of the city not included in the disposal contract and the third imposes on the commissioner the obligation of effecting an agreement with the Brooklyn Ash Removal Company which will allow the city to withdraw any district in the contract in which it may be held to be wise to dispose of refuse and garbage by incineration.

CURLEY TO VISIT SICK

Mayor Curley is to make his annual visit to the sick and the aged poor at Long Island hospital this afternoon.

City's Xmas Tree Rises to 71 Feet

After ten days of work by five men, Boston's official Christmas tree at the Parkman bandstand is completed. It is Hewitt pine, 76 feet high, and is made up of 762 individual trees, all symmetrically fitted to a stout pole and lighted by 1280 electric bulbs. The public will have its first opportunity to see the tree illuminated at 5:20 Thursday evening. Thereafter, until the day after New Year's, the tree will be lighted at 4 o'clock each afternoon.

Mayor Curley will officiate at the lighting on Christmas Eve, when he will broadcast Christmas greetings of the city over WEAI. The pageant of the Nativity will be given that evening by the park department traveling theater, Christmas carols and choruses will be sung through the evening until midnight.

There will be another celebration New Year's Eve, with sleigh bells ringing, and an address by the mayor to ring out the old year and ring in the new.

The park department also has a huge Merry Christmas sign over Parkman Bandstand. This will be replaced with a Happy New Year sign just before New Year.
FOLEY MAY PROBE CITY SUPPLY OFFICE

Legislative and informal investigations of the management of the city supply department and of the payment of alleged unwarranted prices for meals, fruits, automobiles and tires, about which the finance commission issued a highly critical report Nov. 7, were threatened yesterday.

A Dowd order calling on Superintendent of Supplies Philip A. Chapman to discontinue purchases from the Mohawk Packing Company was passed without debate by the council, but an order offered by Councilman Norton, requesting Mayor Curley to transfer Supt. Chapman to another department, was ruled beyond the scope of the council's authority.

Dowd and Norton concurred in expressions of confidence in the integrity of Chapman.

In a resume of the finance commission report, Dowd centred his fire on the packing company and charged that since the submission of the report to the mayor, Nov. 7, payments in excess of $3,000 had been made to it.

The councilman said no aid could be expected of the finance commission, which, he charged, failed to stress the essential deficiencies of its investigation by devoting little attention to the Mohawk concern.

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PASSES $3,780,000 GARBAGE CONTRACT

Council Upholds Brooklyn Co.—Norton Dissents

With Councilman Clement A. Norton the only dissenter, the city council yesterday approved a contract with the Brooklyn Ash Removal Company for the disposal of garbage and refuse collected in five municipal districts for 10 years, beginning July 1, at an aggregate cost of $3,780,000.

Norton based his opposition on the claim that control of the two dumps had been vested for 20 years in one group, which operated as two competing groups thereby creating a situation which prohibited competitive bidding for the disposal contract.

The contract, because of an adverse ruling by Corporation Counsel Silverman, will not contain any clause permitting City President to withdraw any of the districts from its scope, in order to substitute incineration for the existing disposal system.

As has been the practice for many years, garbage and ashes will be carted to the dumps at Dorchester and at Belle Isle inlet in Revere and East Boston, and a small part of Jamaica Plain will be taken to Spectacle Island for the recovery of valuable ingredients.

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The mayor failed to demonstrate his championship claim for he was the third money winner. He relinquished his right to claim any of his own cash.

A challenge to play the acknowledged champion was accepted by the mayor, who offered his opponent $5 if he won. He failed and received $1 while the two referees received $2 each.

In the two principal buildings the mayor made brief addresses to the inmates and his visit to which they had been looking forward was the most pleasing feature of the Christmas party.
Railroads Oppose Belt Line Scheme

See No Advantage of Tunnel Between North and South Stations

All Lines Co-operate

Expenditure of $15,000,000 Called Waste—Differentials Settlement Real Problem

By Forrest P. Hull

Opposition to the three leading railway systems of New England to the report of the City Planning Board for the construction of a tunnel between the North and South stations and the utilization of the Atlantic avenue Elevated structure for shifting freight back and forth from the wharves and terminals was voiced today at a conference held at the office of Mayor Curley. Representatives of the New York, New Haven & Hartford Railroad, the Boston & Albany and the Boston & Maine called the $15,000,000 proposal unnecessary, inasmuch as the railroads are now coordinating their activities and are able to accomplish all that the new plan would accomplish.

That the opposition of the railroads was a surprise to the mayor was plainly indicated by the attitude for he remained silent on the hearing. Apparently, he had received no indication that the work of the Planning Board, which covered many months and which apparently has the support of the Port Authority, would be thus uninviting to the railroads. The situation has been the subject of scores of official reports and investigator conclusions in the last twenty years. More over, there had been no recent evidence from the railroads that Mr. Mellen's tunnel scheme for a tunnel between the two leading terminals is now regarded as impracticable.

First to speak at today's conference, which attracted more than fifty persons to City Hall, was Frederic H. Fay, chairman of the City Planning Board, who outlined the findings which were submitted to the mayor last week. Mr. Fay expressed the belief that the scheme, by making so much more convenient, the handling of freight and passengers, would prove a tremendous incentive to the development of the port. Mr. Fay said:

"Let us look at the problem many years, spoke of the great advantages which had accrued to other railroads systems, particularly to the Long Island Railroad, by electrification and tunnel construction, particularly in increase of revenues. Walter Stewart Kelley, for many years a familiar figure at the State House with Union Station plans, asked Mr. Fay several pointed questions concerning the plans, particularly whether the State would take over the Union Freight Railroad or acquire operating rights and how charges will be made. Mr. Fay replied that certain takings would be necessary and that charges would be levied by tonnage. Mr. Kelley spoke of the latest scheme as a "magnified Union Freight Railroad," but one which does not touch the real problem of transit in Boston. He exhibited several drawings to show how freight could be routed around the city with great convenience to shippers and railroads.

Frank Rourke, superintendent of the Boston & Maine Mystic terminal, objected to any inference from Mr. Kelley's remarks that the railroads are not co-operating to aid the port. He gave several instances of co-operation and also objected to some of Mr. Kelly's statements on switching charges. Mayor Curley then asked if there was any objection to a Belt Line terminal to be established by the State and leased to private agencies, and Mr. McGrath of the New Haven railroad and Howard M. Biscoe of the Boston & Albany stated that the railroads would want to study the proposition. It seemed to be a question of spending a lot of money for a tunnel when no better results would be afforded than those of today.

It was Mr. Biscoe's contention that freight is handled in Boston as quickly, economically and conveniently as in any other port and he was convinced that there is no need of a tunnel between the two terminals. "What we need is business," Mr. Biscoe stated with emphasis. And when asked by the mayor what would be the greatest help for the port of Boston, he replied: "If the differential question were straightened out, it would help the railroads more than any other thing." There is no reason, he said, for any legislative action to accomplish what Mr. Fay's board has outlined, but there might be reason for deepening the waters around the Army Base to permit the largest steamships to move about freely. Mr. Biscoe, when asked what had operated against the port of Boston more than anything else in view of the shrinkage of exports, replied that New York had the advantage because of the stream of steamship lines that operate to many more ports than those from Boston, and accepted the statement from the mayor that there is also advantage in the fact that in New York shippers know when the various steamships sail, from week to week.

Arthur P. Russell, vice president of the New Haven railroad, was even more emphatic than Mr. Biscoe in his criticism of the proposed belt line scheme. He agreed absolutely with the previous speaker and stated that the railroad officials had sat in several conferences since the report was made public and could see no good in it.

"For example, if the elevated structure along Atlantic avenue were used for freight shifting, 150 consignees on the avenue would not have deliveries. The railroads are now extending all possible cooperation in the handling of freight and passengers and certainly nothing would be gained by the construction of a tunnel between the two terminals, in view of the present facilities round the city. It was Mr. Russell who declared that the Mellen tunnel plan had been dropped because it was found "impracticable."
MAYOR VISITS
LONG ISLAND

Plans to Lease Old Army
Buildings There

After making his annual Christmas visit to the patients at the Long Island Hospital, Mayor Curley last night announced a plan to lease at a nominal fee the brick army buildings on the island to provide additional quarters for the hospital employees.

Need for a new employees' building was observed by the Mayor, but instead of erecting a new building, he pointed to the advisability of taking over some of the officers' buildings which have not been in use since the War Department abandoned the fortification on the island.

On the occasion of the mayoral visit, each of the 106 patients at the island hospital, representing an enrollment of 500 more than last Christmas, was presented with a gift and with good cheer furnished by entertainers under the direction of the Boston Lodge of Elks.

The Mayor expressed his astonishment at finding at the home for the aged and destitute more than 50 men between 30 and 45 years old, he said, explaining that unable to get work on the mainland, they had gone to the island to avoid the temptation of crime.

5 Spot?

Mayor Curley, second left, playing his annual game of "45" at the Long Island hospital with group of inmates yesterday. Nate Matthew, right, won.

Mrs. Nobody

WE were on the way with the mayor, in his car, to deliver a broadcast one night not long ago.

"I met an interesting woman this evening," he said.

"Yes?"

"I was speaking before a woman's club," he went on, "and after the speech some of the ladies graciously came up and spoke with me. They introduced themselves and I was quite pleased.

"Finally," the mayor continued, "after all the others were finished, a sweet little old woman came up and said, 'Mr. Curley, you don't know me. I am Mrs. Nobody and I just wanted to shake hands with you.'

"'Mrs. Nobody!' I exclaimed. 'I've been wanting for years to meet you. It is a great pleasure.'"

In the semi-darkness of the car, the mayor grinned like a mischievous youngster. Yet how true the picture was! Many of us take ourselves very seriously, consider ourselves quite important, while in the background stands somebody far brighter and probably much more important.
WHISPERING IT TO SANTA

GIVING OLD ST NICK AN EARFULL

YOU'RE OUGHTA LUCK JIM, I WROTE SANTA CLAUS FOR IT ONLY A FEW MONTHS AGO.

OH BOY, I DO HOPE SANTA WILL BRING ME THAT SWELL PRESENT!

WHAT DO YOU WANT FROM SANTA JOLLY SANTA.

THE DEM. SANTA DOUBLE HAS BEEN PROMISING THE LIMIT TO THE BOYS

WINDOW SHOPPING ON BEACON HILL

UNCORKING AN APPEAL FOR SOMETHING MORE USEFUL
Lights and Song
To Welcome Day

Carolers and Candles on Beacon Hill; Navy Yard Aglow; Great Festival on Common

Beacon Hill, carolers, chimes, candles; the navy yard, her grim vessels of war bedecked in the color lights of a fantastic fairyland; out in the suburbs a million windows agleam; at midnight churches packed to the doors. Doors thrown open far into the night, a pulsating welcome awaiting within.

Tonight is Christmas Eve.

Sorrows Forgotten

The sorrows of a year are forgotten. Hearts beat faster. For to Boston and New England, Christmas Eve and Christmas Day are two days set apart from the other 365.

Tonight Beacon Hill once again becomes a joyland. Thousands will flock into the city for church services. The plans of months and even a year will be carried out in a spontaneous outburst of pleasure. From Cornhill, Penn, the old buildings are set so close together; maybe because they have cherished the old English manner of welcoming Christmas. Beacon Hill will be the object of thousands tonight from all over Greater Boston. This year's programme is an extensive as any in the past. Age-old hand bells will be carried through the streets of the hill, carollers will chant the ancient hymns of Christmas.

Most of the homes will be observing the festival faster. Mayor Curley will give an address. At Charlestown navy yard the prettiest sight of the year will be seen; when the decorated vessels and the crews will begin their Christmas celebration.

During the day the welfare social organization will begin the distribution of gifts to make homes happy where misfortune has struck during the year and poverty has prevented a more happy Christmas.

The overseer of the public welfare department of the city will distribute 10,000 baskets. Mayor Curley sent out the order after he had estimated the number of families who would otherwise miss a real Christmas dinner, yesterday. The Family Welfare Society, with headquarters in Hawkins, will distribute toys to 200 families now under the care of the organization.

CITY TO SEND OUT
10,000 BASKETS

Mayor Acknowledges Gift
From Codman

In a letter acknowledging a gift of 2500 from Russell S. Codman, Jr., Mayor Curley yesterday said that Christmas dinners will be provided by the Public Welfare Department for 10,000 families. Mayor Curley wrote in his letter:

"I beg you will accept In behalf of the unemployed of Boston my sincere appreciation for your most generous Christmas offering for the relief of the unemployed.

I have instructed the overseer of public welfare to send a Christmas dinner to every needy family in Boston this year. In keeping with the custom inaugurated last year, and I confess I was at a loss to know just where to obtain sufficient money to relieve in some measure the strain which the Public Welfare Department is under in providing Christmas dinners for some 10,000 needy families.

Your generous contribution has been forwarded to Mr. E. H. Willey, treasurer of the Board of Overseers of Public Welfare, who will apply the same to the purchase of Christmas dinners for the needy of Boston, and who has been instructed to acknowledge your gift.

"Trusting that the splendid example which you have set of interest in your fellow-man in his hour of need will serve as an incentive for others to contribute in like manner, etc."

MAJOR CURLEY FREES
12 FROM DEER ISLAND

The Christmas season brought release from Deer Island to 12 men yesterday. Mayor Curley informed that the men were in for minor offenses and, in the opinion of Penal Commissioner O'Hara, bad paid a small penalty, sent the men home to their families.

The Christmas messages received by Mayor Curley were of especial interest this year.

Hon and Mrs Edward A. Bailey, Deputy Mayor and Mayoress of St Fillans, Boston, Eng, sent the following message:

"At Christmas we light our candles at the altar of remembrance, and wish that all that is good and beautiful may be yours, now and always."

William F. Larkin of Collier's in his Christmas message declares: "May Christmas find you happy and content, and may the spirit of the Wise Men guide you through the New Year."

Rev William W. Shearer of St Timothy's Parish, Calvaria, Md, sends the following message:

"May the joy of the angels, the faith of the shepherds, and the love of the Child Child be in your hearts this holy day and abide forever."

Rev Mr Shearer was a guest of Mayor Curley's during the year and he visited Bunker Hill, Lexington Green and Concord bridge.

Capt Don H. Foster of Washington and the Texas and Oklahoma oil fields wrote:

"May the richest blessings of the Christmas attend you and the members of your family. May the New Year, marking the third twelve-month of your honored and admirable administration, bring to you again the full measure of health and happiness."

James W. Foley, Irish leader of Scranton, Penn, sends Mayor Curley the following message:

"I greet you at Christmas and wish you every happiness in the New Year."

Mr Foley sends this greeting on an etching of the restored Cathedral at Rheims. He was a guest of Mayor Curley and visited many historical places of interest last Fall.
FIRE INSURANCE RATES CUT URGED BY MAYOR

Curley Cites Prevention Work, Asks Underwriters For Reduction of “at Least 25 Percent”

Mayor Curley, in a communication today to the Boston Board of Fire Underwriters, declared that it is the duty of the board to revise rates downward at once by at least 25 percent. The Mayor said there is no valid reason for the rates at present existing and which were in force prior to the adoption of the program for prevention of fire adopted and now in full operation in Boston.

“Every request of the Board of Underwriters, and every recommendation for changes so far as the Fire Department is concerned has been complied with. Many recommendations representing large expenditures of money were carried into effect with the installation and extension of high-pressure mains throughout the city, complete motorization of the department, erection and equipment of most approved type of fire alarm system, a new fire boat, consolidation of apparatus in various sections of the city, an inspection system under which the number of inspections has been increased more than 50 percent.

“These improvements as outlined above represent an outlay by the municipality of many millions of dollars and apparently up to the present time have been given but scant consideration by the Board of Fire Underwriters.

Building Department Efforts

“I have conferred this day with the Building Commissioner with a view to ascertaining what has been done by the Building Department to supplement the work of protecting life and property from fire.

“In existing buildings and all new buildings, which are more than three stories in height and which contain more than 10 suites, sprinkler systems have been installed, and in addition a regulation has been adopted requiring that cellar openings in walls shall be protected with wire lathing at plaster. In all places of amusement and office buildings, schoolhouses and other buildings requiring acoustical treatment, such equipment is only installed under regulations promulgated by the Building Department with a view to preventing the spread of fire.

“All hospitals have been equipped with sprinkler systems and all buildings to be utilized for hospitals in the future are required to be equipped with sprinkler systems.

“The enactment of the Zoning law increased the distance between buildings, thereby lessening the fire hazard, and all dumbwaiter shafts and elevator shafts have been bricked up and in doing so. In addition, the Building Department has cooperated with the Fire Department on all fire hazards, including dangerous walls and chimneys. In addition, an energetic campaign has been conducted for the removal of disapproved and unsafe buildings. A new requirement of the Building Department provides that before a lathing permit is issued both the inspector and the licensed builder are required to sign a statement that the building conforms to the Building law and the Zoning law, with particular attention being given to fire-stopping and other fire prevention measures.

Compulsory Sprinkler Act

“The only additional work to my mind that can be done to reduce fire losses in Boston is the adoption by the Legislature of a compulsory sprinkler act requiring installation in all loft buildings and all first and second class buildings.

“I have been instrumental in the presentation of a bill of this character to the Legislature for about 18 years but have never, in a single instance, received the support of the insurance interests in its enactment. In view of the fact that the city of Boston through its various departments has done everything within its power to reduce the loss from fire it is clearly the duty of the Board of Fire Insurance Underwriters to revise rates downward at once by at least 25 percent, since there is no valid reason for the rates at present existing as which were in force prior to the adoption of the program for prevention of fire adopted and now in full operation in Boston.”

TRUMPETS TO GREETHOLIDAY ON COMMON

Mayor Curley to Light Christmas Tree—Concert Follows

The city of Boston will observe Christmas eve in appropriate fashion with a band concert on the Common beginning at 5 o'clock and ending at midnight with a fanfare of trumpets.

Mayor James M. Curley will light the city's Christmas tree with special ceremony about 5:20 o'clock. His address will be broadcast over WEEI, from the Parkman bandstand.

CAROLS ON PROGRAM

Many of the groups preparing to sing carols on Beacon Hill will take part in the Common exercises.

The tall Christmas tree, near the stand is aglow with myriads of tiny electric lights and is crowned with a shining red star.

The music of the band through the evening will be mingled with chimes from the various churches of the city.

Boston enters upon its Christmas day with the assurance that welfare organizations and hospitals are caring for hundreds of families and individuals who otherwise would have a cheerless Christmas day.

Many churches throughout the city will have services tonight and tomorrow as a part of their Christmas observance.

There will be special church services all over the city. Carol singers from many churches will be among the groups on Beacon Hill tonight.
MAYOR PLEASED WITH WORK OF SANTA AND SANTASON IN BOSTON

Santa and Santason from Jordan Marsh Company called on Mayor Curley today, made their report of their visit to Boston for the Christmas season, and the Mayor thanked both for the good cheer distributed to the children of Boston by those visitors from the ice and snow of the Northland.

MGR SPELLMAN PAYS CALL UPON CARDINAL

Here From Vatican City, He Visits Whitman Home

At Rev Mgr Francis J. Spellman, DD, attached to the office of the Secretary of State at the Vatican, paid a courtesy visit to Cardinal O'Connell yesterday afternoon following his arrival in this city yesterday morning for his annual Christmas visit.

Mgr Spellman, who arrived in New York Tuesday on the Bremen, left Boston last night to spend last evening and today with his parents, Mr and Mrs William Spellman, 459 Washington St, Whitman.

He was accompanied to Whitman by his two brothers, Dr Martin H. Spellman of 7 Lakeview H, Jamaica Plain, and Dr John W. Spellman of 6 Reedsdale Road, Milton.

Early in the afternoon, Mgr Spellman visited Mayor Curley in City Hall. He brought the season's greetings of Pope Pius, King Victor Emanuele and Premier Mussolini of Italy to the Mayor and his family.

It was Mgr Spellman, who, during this the past year, flew from Rome to Paris with a Papal encyclical that thus was sent over the world without being subject to the Italian Government's censorship. It was also Mgr Spellman who was selected by the Pope to translate into English his first message by radio to the world, on the occasion of the opening of the Vatican City radio station.

The monsignor expressed himself as delighted to be home again, even for a brief visit. He is in splendid health. He said that the Pope's health is good and that he is engaged with a considerable volume of work every day, but never seems to tire.

Mgr Spellman plans to celebrate midnight mass in Church of the Holy Cross, Whitman, Christmas morning, an annual custom, and to preach the sermon on that occasion. He will spend the holiday with his family.

Later he will go to Washington to visit the Papal delegate to this country. He will be in America a little more than a fortnight.

PARDONS FOR DOZEN APPROVED BY MAYOR

Pardons for a dozen prisoners at Deer Island were approved last night by Mayor Curley so that they might return to their families today in time to prepare for the celebration of Christmas. The entire group was composed of men who had been sentenced...
Shoes for Needy Children

Mayor Curley fitting the first of 5000 pairs of shoes which the Volunteers of America, following its annual Christmas custom, distributed today to needy children. Asst. Allty.-Gen. Louis H. Sawyer and Councilman Israel Ruby, shown in rear, also assisted in fitting the youngsters. The Volunteers of America received 31,000 applications for shoes this year.

CURLEY RECEIVES 6300 GREETINGS
Hundreds of School Children Send Cards to Mayor

More than 6300 Christmas greetings, from the United States and from foreign countries, had been received and read by Mayor Curley before he left his office yesterday. The mayoral Christmas cards included hundreds of greetings from Boston children personally unknown to the mayor.

Mayor Curley spent most of the day yesterday at City Hall opening Christmas cards that he had received from more than 6300 persons from all walks of life and from all parts of the world. A large percentage of the cards were from youngsters to whom the Mayor has showed some kindness. He took particular delight in reading these cards.

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HOW MAYOR WILL SPEND CHRISTMAS

Will Be Home Affair to Be Enjoyed With His Children

Mayor Curley plans to spend a peaceful Christmas at home with his children, having made no official appointments for today. But he will be out of bed the first thing in the morning to see what Santa Claus has brought to Francis, the youngest of the family, in the long red stocking hanging in the Jamaicaway fireplace.

GIFT FROM WAR VETS

With his three grown-up boys and his daughter, Miss Mary Curley, the Mayor will attend early mass and receive holy communion at the parish church, Our Lady of Lourdes, Jamaica Plain, and then return home for the distribution of the presents.

The family late yesterday made a pilgrimage to Calvary Cemetery, West Roxbury, to pray and place floral tributes at the graves of the late Mrs. Curley, James, Jr., the oldest son, and Dorothea.

Among the gifts which his Honor received yesterday was a pouch gladstone bag from his secretarial staff at City Hall. Of the thousands of greetings that poured in from the world over, one that made a big hit with the Mayor was from the 1100 war veterans whom the Mayor put to work on the construction of the $5,000,000 Governor square subway extension.

This was an elaborately-bound volume containing loose-leaf photographs taken underground at Governor square and showing the progress of the work. "The 1100 men you have employed on the Governor square extension of the Boylston street subway," head the veterans' message, "express their appreciation of your constant interest in their welfare, and offer to you and your family sincere wishes for a Joyous Christmas."

Among the cables messages sent out by the Mayor on Christmas eve were greetings to his Holiness Pope Pius XI, King Victor Emmanuel of Italy, Premier Benito Mussolini, the Duke of Genoa, Governor Luciovi Boncompagni of Rome, President Paul Doumer of France, His Worship Reuben Sister, 15th Lord Mayor of Boston, Eng.; President William F. Cosgrave of the Irish Free State; General Henri J. Gouraud of Paris, Ambassador William G. Dawes at London and Frederick A. Sterling, American minister at Dublin.

THINK OF U.S., CURLEY URGES IN XMAS TALK

Thousands swarmed Boston Common last night as Mayor Curley, on the occasion of lighting the municipal Christmas tree, delivered his Yuletide message to the people of Boston. His address was broadcast by radio.

The mayor said in part:

"Unfortunately the only time, apparently, we sense the presence of the Divinity, or are animated by his teachings, is when we are in the shadow of the adversity. In other words, adversity has brought us just a little closer to one another.

"As one American interested in American people and interested in our common country, I sincerely trust that in the days that lie ahead we will think a little more in terms of the welfare of America and the American people.

"There is a grave danger that in our endeavors to save other nations we may lose America, and the sooner we think in the well-being of America and the American people, the sooner it will be possible for us on an occasion of this character to truthfully say, 'A Merry Christmas and a Happy New Year' to everyone in America."

"Let us pray God, on this, the eve of Christmas, that we may begin the new year of 1932, animated by a faith in God, in our fellowman and our country to make this land of ours once more a land of opportunity."
ent national es and represent many section of the city.

Chairman William P. Long of the Park Department arranged the program after long study. These plays are given on wagons or floats, and they presented scenes of a saint's life and other sacred stories. Throughout the week, the Nativity Cycle has been seen in various parts of Boston. Two presentations were given on the Common last night.

The cast: H. Harding Hale, Miss Dorothy Goddard, C. R. Bissell, Richard C. Swan, Sherwood K. Lacombe, Tristram Coffin, Falla Shepherd, Robert Law, Arthur Foley, Willard Pickett, Harvey Huggins, Miss Peggy Creagh, Donald Smith and Wilbur Smith. George H. Beaulieu, director of the dramatic department of Community Service of Boston, Inc—which staged the presentations—was in charge, assisted by Miss Clara R. Wagner, Miss Doris M. Celley and Richard Kimball.

MAYOR DEMANDS CUT IN LOCAL FIRE RATES

Asks 25 Percent Reduction in View of Efficiency

A reduction of "at least 25 percent" in the fire insurance rates in Boston is sought by Mayor Curley in a letter addressed yesterday to the Boston Board of Fire Underwriters. He said there is "no valid reason for the rates at present existing and which were in force prior to the adoption of the program for prevention of fire adopted and now in full operation in Boston."

Mayor Curley declared that every request of the Board of Underwriters and every recommendation for changes, so far as the Fire Department is concerned, has been complied with. He cited the various improvements as representing an outlay by the municipality of many millions of dollars and said these improvements "apparently up to the present time have been given but scant consideration by the Board of Fire Underwriters."

"The only additional work to my mind that can be done to reduce fire losses in Boston is the adoption by the Legislature of a compulsory sprinkler act requiring installation in all loft buildings and all first and second class buildings," Mayor Curley wrote.

"I have been instrumental in the presentation of a bill of this character to the Legislature for about 15 years but have never, in a single instance, received the support of the insurance interests in its enactment. In view of the fact that the city of Boston, through its various departments, has done everything within its power to reduce the loss from fire it is clearly the duty of the Board of Fire Insurance Underwriters to revise rates downward at once by at least 25 percent."
CAROLS AND BELLS
SOUND ON COMMON
Thousands Hear Christmas
Music, and Mayor

Carols, bells, speeches, music and radio from across the seas mingled on Boston Common last night for seven full hours, giving to a large audience an assortment of Christmas good cheer in what city executives declared to be the most complete celebration ever staged at the Parkman Bandstand.

Bundled-laden passersby gathered at the bandstand at 5 o'clock to hear Mayor Curley's Christmas welcome and to see him flash upon the 1200 bright lights the tree—the real beginning of the evening festivities on the Common and on Beacon Hill.

Amid a setting of candle-lighted windows, glowing wreaths and distant music, the bandstand was just far enough down the slope from Beacon Hill to give a perspective to the city's celebration.

CROWDS JOIN IN SINGING

Thousands of men, women and children made the Common their first gathering place, stopping there long enough to listen to the carols and the music, and to join in with the group singing, before they walked up the Lafayette mall to mingle with the thousands of sightseers on the route of the carol singers.

Many of these people were attracted not only by the shrill carols, but also by the scores of "open houses" on Beacon Hill and in the vicinity. In their thousands, and the other organizations joined with the residents on the Beacon-st side of the Mall in welcoming guests.

The warmth of the evening brought out many of the older folks who would not have come in the cold weather that has marked so many previous Christmas Eve celebrations on the Common. Many families finished their shopping late in the afternoon and came to the Common bandstand on their way home to dinner and their warm beds.

Points to Maternity Hospital

"Conditions have changed somewhat, with reference to the opportunities for the conservation of motherhood in the world. In our own city perhaps our proudest boast is that we possess a municipal maternity hospital with every facility for the care and protection of expectant mothers, and that institution within the last year more than 2000 babies were born, with the lowest death rate of any institution in the entire world.

"Have a profound realization that the eve of the Christmas Day that is dedicated to good wishes and happiness, is not a proper time to deal at too great a length with these developments that have contributed in such large measure to the unhappiness and the misery that obtains in our own and in other lands.

"If the song groups that have sung on the Frog Pond fountain, the effect was none the less spectacular—dagger, red, purple, gold and white slowly revolved upon the spray.

"The biggest feature of the Common celebration was the traveling "Nativity," the tableaux, from the Park Department's development of community activities. The production was given in conjunction with the various churches of the city and with a community cast made up of several differen...
Governor Sq. Subway Extension
Months Ahead of Schedule

Excavation Under Beacon Street Bridge, One Of Hardest Engineering Jobs, Is Being Accomplished Smoothly

By CARL JOHNSON

While ponderous railroad trains rumble uninterrupted overhead, workmen employed on Boston's newest subway extension are toiling night and day below the ground at the Beacon street bridge, southwest of Governor square, to support the shoulders "brawnly enough" to support the additional weight of the bridge and the hundreds of 25-ton EL cars and the thousands of automobiles which daily speed across it.

And as the work progresses, under the expert hand of Thomas F. Sullivan, chairman of the transit commission, the trains, cars and automobiles go their respective ways without interference. So smooth has been the progress of this marvelous feat of engineering that there is no holdup in the schedule, according to the engineers.

It is estimated that 15,000 persons cross the bridge each day on EL cars and that another 16,000 automobiles and trucks do likewise. On the four arterial tracks of the Boston & Albany, So much of a difference below the level of the street, more than 20,000 persons are borne into or out of Boston each day.

Of the tracks, supported by temporary wooden "cribbing" and steel girders which eventually will be encased in concrete to form the roof of the subway proper, there are approximately 200 train movements a day, not counting clearing rights of way and to and from the yards. Of this number, 122 are passenger trains. Despite the speed and size of construction problem being undertaken directly beneath the rails, the railroad is able to maintain a normal schedule.

TRAINS SLOWED

When asked for comment, James L. Truden, general superintendent of the Boston & Albany, said, "The only interference that occurs in strictly holding trains to a 15-mile-an-hour speed limit is as they pass over the stretch of track which has been undermined by the subway builders."

By re-routing trains on the four-way set of rails, the railroad is able to keep one track at a time free from traffic so that workmen can substitute steel girders for temporary wooden cribbing below. From 11 o'clock at night until 6 o'clock in the morning, the subway builders are assured of two free tracks.

The presence of two massive granite ashlar abutments, supporting the bridge, has necessitated the use of 98 feet of track lying under the bridge, where the two outer girders, composed largely of gravel and cinders, was removed, more stringers and block were introduced to provide support. All excavation in the "light" locomotives running schedule, according to the engineers.

The Beacon street extension will come to the surface near St. Mary's st., just across the Brookline town line. The Commonwealth avenue extension will end near Blanford street. The immense project, which probably will cost almost $5,000,000, was launched on the morning of July 21. Mayor Curley broke ground with an engraved silver shovel. It will be completed within a year.

TIES ARE REPLACED

When the job of excavating below the bridge was commenced, it first was necessary to replace the ties on which the trains were running. Heavy timbers, eight inches square were substituted for the standard sleepers. Ten inches thick and slightly bent by long bending, the yellow pine, were then laid under and parallel to the rails. The work, which took several weeks, was commenced on the surface and the stringers were blocked on timbers measuring 10x14 inches, to provide head-room, as the excavation advanced. The timbers were placed five feet apart along the entire 96 feet of track lying under the bridge. As the distance from the newly placed, composed largely of gravel and cinders, was removed, more stringers and block were introduced to provide support.

As the excavation deepened, wooden cribbing was placed below the stringers and the shovels of the workers soon were biting into good soil. Steel girders were then lowered into the excavation and cross-ribbed through the wooden cribbing. The girders, now in temporary positions, are at the elevation where the roofs of the subway tubes will be built and they will later form its structural support.

Four-inch wooden sheathing has been erected on the sides of the excavation to prevent cave-ins which might be caused by the tremendous lateral pressure exerted on the soil by the heavy trains passing over it. The only serious accident on the entire project to date occurred in July. Two workmen were seriously injured when a sandbucket dropped on a pipe as it was being hitched out of the excavation. The cable parted.

CONCRETE SIDEWALLS

When the 12 or 13 feet of earth yet unexcavated is removed, the concrete side walls and the center wall of the subway tubes will be erected. Then the steel girders will be lowered into their proper places and encased with concrete to form the roof.

Dirt will be placed on the roof and the excavation will be filled much to the railroad track level. The road-bed will consist of gravel and the regular ties will be restored. It is the belief of the engineers that the roof will be completed in February on that part of the subway beneath the bridge.

The two strange sounding supports providing the three girders of the bridge proved a real challenge to the ingenuity of the engineers. They were penetrated to provide passageways for the subway tubes. Because they are of hewn stone construction, and therefore liable to crack, dynamite could not be used. Pneumatic drills for weeks have been grating away the massive stone of the abutments. As each indentation is made, it is necessary to block up the stones above with wooden supports. Induced draft fans have been installed to suck away the dust kicked up by the drills. Nothing, has been deviated, however, to modify the terrific noise made by the whirling, toothed shafts of steel.

GIRDERS "NEEDED"

Steel girders are being "needed" through the abutments just above the point where the roof of the tubes will be constructed. When the weight of the entire bridge and abutments has been transferred to the girders, it will be possible to tunnel through for the subway tubes.

A massive piece of work is going on beneath the bridges without cessation, practically shielded from the public's eye. Three shifts a day relieve each other at eight-hour intervals. The noise is terrific down the "right-seer"—there are few—is forced to crawl almost on his hands and knees in the muck to make his way through the maze of wooden cribbing and steel girders.

In the company of the engineer of the evening shift, Thomas A. Berrigan, the writer was permitted to examine the entire project before it opened. Now climbing shaky ladders and now scaling massive timbers, every feature was studied. The greatest thrill came at a point just below the railroad tracks, when we crouched down beneath steel girders, talking between rows as trains passed only a foot overhead.

When the extension is completed, persons using the line will save approximately eight minutes on each round trip. Mayor Curley started the demand for the project over six years ago. The bill authorizing its construction was signed by Gov. Allen late in May, 1930.

Mayor Takes 40 Baskets to Poor

After receiving Holy Communion with members of his family in the Church of Our Lady of Lourdes, Mayor Curley delivered 40 good cheer baskets in Roxbury, Dorchester, South Boston and the South End. All the families visited by the mayor had been late in making application for the baskets.
Mayor Will Have It Long After Others Are Gone

Of the mountain of presents that all but submerged the lofty Christmas tree in the living room of Mayor Curley's Jamaica Way home, yesterday, the one gift that he liked best was a pipe.

He would not exchange it for the best colored meerschaum in the world, for the simple reason that it was presented to him by his son, Francis, 8-year-old king of the mayoral mansion.

WENT THE LIMIT

Francis picked it out himself for his daddy. And he went the limit, paying the highest price that a youngster or even an older could pay in one of the great big red-front stores downtown. So the little wooden, ten-cent pipe will command an honor niche in the Mayor's den. He will always preserve it, even after the other expensive, big-bowled pipes which he got yesterday have been burned out with his usual filling of hand-cut plug.

Francis, in his turn, got the best deal from Santa Claus. After all, his was the only blooding that went up over the Jamaica Way fireplace. And the tree was for him, as well. Santa must have heard of his prowess at catching record trout in Jamaican pond, for outstanding among his presents were brand new fishing tackle and a fish basket to carry the catch home. He also liked the stamp album and the miniature punch and Judy show that Santa dugged down the chimney.

Next in Line

George, next in line and Francis' best pal, got a gold watch and chain from his father, as well as a riding suit, cuff links, a collar pin, shoe skates, a sweater and other things. The Mayor also gave Paul, the eldest son, a watch and a chain, and Leo received a set of dress shirt studs from his dad, while Miss Mary Curley, the Mayor's only daughter, got everything she wanted.

The entire family were up the first thing in the morning to look over the presents that Santa brought to Francis, and then they attended early mass at the church of Our Lady of Lourdes, Jamaica Plain, in the Mayor's home parish.

Back to the house, the Mayor found baskets to their homes.

Dinner at 2

 Except for a visit to the family lot in Old Calvary cemetery, where he knelt in prayer and placed bouquets upon the graves of Mrs. Curley, and their son and daughter, James M., Jr., and Dorothea, the Mayor spent the remainder of the day and Christmas night at his home.

Dinner in the Mayor's home started at 2 o'clock with the Rev. James P. Kelly, his pastor, as guest of honor. During the afternoon many old friends dropped in to extend the season's greetings to the Mayor and his children.

This morning he will be back to his desk at City Hall for two conferences, the first with a group of planning experts to discuss the proposed elevated trunk line along Atlantic avenue between the South and the North stations, and the second with his city department heads to perfect his municipal programme for 1932.

MAYOR ORDERS ALL CITY BUDGETS CUT

They Must Be Presented Within Ten Days

City department heads attended a conference with Mayor Curley yesterday and were directed to cut their 1933 estimates to the bone and have their budget requirements in shape for presentation within 10 days so the Mayor can get the budget ready for presentation to the City Council.

The department heads were warned that there will be no increases in salary; no cash payment for overtime work; no home telephones at city expense, and that he intended to install a drive-yourself auto system in several departments.

City chauffeurs will be retained to drive the autos which will be supplied by a company which will be paid only for the actual mileage; no cash payment for overtime work; no home telephones at city expense, and that he intended to install a drive-yourself auto system in several departments.

City chauffeurs will be retained to drive the autos which will be supplied by a company which will be paid only for the actual mileage. Mayor Curley said that in Buffalo the system was tried out with a saving of $7500 to the city. Automobiles put out of commission by the plan will be sold.

Money needed to meet demands on the Public Welfare Department will make rigid economy necessary. For the month of December 200 new or renewal cases were registered a day—a matter of 6000 additional families.

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Boston Big Board

Business Men, Rail Men and Officials Confer to Make Boston Big Board

Boston will be the leading port of the Atlantic Coast and the terminal for speedy four-day passenger and freight liners sailing to and from Europe, if plans discussed by Mayor Curley, city officials and leading business and railroad men yesterday are carried to a successful conclusion.

In attendance at the meeting were members of the board of port authority, the city planning board representatives of the Boston & Albany, and the New York, New Haven & Hartford railroads.

After lengthy discussion concerning the future possibilities of the port it was decided by the group that active work would begin at once to secure early action by the federal authorities on the plan to expand $4,000,000 for dredging of Boston harbor in order that there may be ample accommodations for large liners.

In addition it was decided to secure legislation which will permit State authorities to take over and operate the Army Base in South Boston, to enlarge that place and to make it a terminal for the four-day ships.

The sum of $2,000,000 will be sought for expenditure by the Commonwealth in improving the Army Base and for adding equipment to Commonwealth Pier which would make that place a terminal for the faster liners.

Railroad officials promised to cooperate in every movement which will result in fast shipment of freight through this port.

Among the many topics discussed were fast trains connecting with the Army Base and travelling between Washington and other cities.
base of an army base to supplement the facilities of the Commonwealth pier which is ambitious to attract to the port.

**$7,000,000 DROP IN CITY REVENUE FORCES SAVINGS**

Mayor Bans Salary Increases and Payment For Overtime Work

**OFFICIALS MUST USE HIRED CARS**

Welfare Expenditures Soar—Hope to Avert $3 Jump in Rate

By JAMES GOGGIN

Confronted by the most serious financial situation in his administrative service, Mayor Curley proposes to avert a tax rate increase due to an unavoidable reduction of $7,000,000 in municipal revenue by the immediate inauguration of a rigid program of economy in public expenditures.

The present Boston tax rate is $3.50.

If expenses soar at their present rate, city officials are convinced that there will be an increase of $5 or $6. The mayor's plan, however, will in their opinion reduce this to a maximum of $3, but the mayor plans still further economies later to prevent, if possible, any increase over the present rate. This is his determination and department heads have been asked to regulate the expenditures accordingly.

The chief points in the Curley program are:

1. The 1932 budget which provides funds for the maintenance of all municipal service will be pared to the lowest possible limits.

2. Certain valuable services which have been enjoyed by the public through the beneficence of the state will presently have to be stopped.

3. No salary increase other than those due to firemen and policemen on departmental sliding scale schedules will be allowed.

4. No cash payments for overtime work will be permitted in any department.

5. The plan of replacing city maintained automobiles by cars rented on a mileage basis by drive-yourself agencies is expected to effect a saving of more than $75,000.

**WARNS DEPARTMENT HEADS**

A warning to department heads yesterday that he wants their budget requirements submitted within 10 days, when he will start to perform major surgical operations upon the requests, was coupled with the announcement that economy such as has never been known in Boston, will characterize the administration of city business in 1932.

Mayor Curley faces a perplexing situation, not of his making, which demands the most skilful administrative skill to extricate the taxpayers from the burden of a substantially increased rate which at present appears certain.

In addition to a large falling off in the city's share of the state income tax, every other source of revenue seems sure to suffer similar shrinkage. There will be no offset next year in the form of a $1,000,000 contribution to the city treasury by the Boston Elevated, but in drain contrast there appears likelihood that the city will have to provide the greater part of a $3,000,000 deficit which the Elevated is expected to ask the communities which the road serves to absorb.

To complicate the situation further, another decrease in taxable valuation is anticipated and there is grave apprehension that property owners will insist with the legal aid which they can command upon material reductions in the assessments upon downtown properties.

Mayor Curley is not minimizing the task which he must solve. He knows that there is no secret cache from which the city can draw to offset the anticipated loss in revenue which is apt to be greater rather than less than that figure.

Department maintenance costs can be slashed in the aggregate to the extent of millions which cannot be solved by the city's financial experts.

The situation would not be so serious except for the fact that the expenditures of the welfare department have soared with startling rapidity during the past two months. An average of 200 new applicants daily will result in the addition of close to the department rolls for December and an estimate of monthly costs of $250,000 for the New Year is expected to appear too conservative.

The measure of economy which the mayor will insist that the department heads roll December and one at a time as previously stated, are the withdrawal of telephone service from the homes of practically every departmental official and subordinate. Thereafter, they will assume the cost of such service.

The mayor does not propose to deep automobiles to all officials. He favors a contract with an agency which will furnish and maintain cars to be operated by city chauffeurs for which a stipulated price per mile will be paid. There will be no charge while the cars are idle.

The ultimate necessity of unification of the railroads serving communities within a radius of 15 miles of Boston and an asumption of his belief he pointed out the lack of service which will permit uninterrupted trips from Boston to Lynn.

He spoke favorably of electrification within this metropolitan area and forecast a tremendous increase in passenger traffic within the district if such a service is established.

In countering this idea Vice President Russell of the New Haven said the position outlined by Mr. Biscoe and company with Dr. McPherson of the Boston & Maine, he stressed the interconnection of the railroads.

Mr. Russell vigorously opposed a plan of Mr. Kunhardt which he considered too ambitious to attract to the port.

Mr. Kunhardt argued at length on the merits of the railroads and the necessity of the railroads' cooperation in erecting a bridge across the Charles river.

In reply to the mayor, Mr. Biscoe defended his plan and the former's attitude that Boston will not make serious strides toward regaining its lost position as the result of the superior steamer service of New York by New England shippers.

He explained the preference shown by the state or the city can make to the railroads.

Mr. Biscoe explained the preference shown by New York by New England shippers as the result of the superior steamer service maintained with scheduled regularity by all lines making that city their port, in comparison with the spasmodic schedules in effect in Boston.

The fact that steamers which visit Hudson, the established Boston freight base or commonwealth pier and any three roads as desirous of aiding in rapid consummation of plans of Mayor Curley and port authority to re-examine the export business which Boston has lost.

The railroad official explained that from originating places west of the Hudson, the established Boston freight rate absorbed switching charges, while such a charge of $5 per car is added to the established rate on freight originating east of the Hudson river.

"If we can ever get this differential issue straightened out," said Mr. Biscoe, "it will be the best contribution that the state or the city can make to the railroads."
RAILROADS HIT BELT LINE PLAN

Say Cross-City Proposal Would Not Aid Business

Conference Urges Money To Bring Four-Day Liners

Expenditures of around $15,000,000 for a belt line system between the North and South stations, as part of the City Planning Board scheme for improving the port of Boston, failed to meet the favor of railroad authorities yesterday at a meeting of the executives of the Boston Port Authority and the City Planning Board, at the office of Mayor Curley.

It was deemed unnecessary in that it would not bring business to Boston and the sense of the meeting appeared to be that plans for the belt line called for neither a tunnel between the terminals or the utilization of the present Atlantic av elevated and the old tracks of the Way Line on Atlantic av should be scrapped.

Federal aid of $1,000,000 was favored for the dredging of the channel to make the Army Base available for super four-day liners to and from Europe, and with it a proposal for $2,000,000 for improving the Army Base, placing its operation in State rather than federal hands and also improvements of Commonwealth Pier.

It was planned in improving the Army Base to install waiting rooms, baggage and other accommodations for the handling of passengers from liners docking there.

If business warranted it, railroad executives declared, trains could be run direct from the Army Base to New York or elsewhere similar to boat trains in England.

Original Project

The original project placed before the meeting was the proposal for a belt line terminal to be established by the State, under the control of the Public Works Department, but to be leased and operated privately.

H. M. Bisceo of the Boston & Albany Railroad said his road opposed such a project, but would like to see the super-ship service brought to Boston.

With connections with the New Haven at Framingham, available on one hour's notice, he said that the Boston & Albany could run direct from Chicago to the Army Base Pier.

He declared that freight is handled speedily and that the real trouble with Boston is not lack of facilities, but lack of business. He favored instead of the belt line expenditure that some money be spent by the Commonwealth and Publicity Board of the city in bringing business to the port. Mr Bisceo said that if the differential rate was straightened out it would do more for the port of Boston than anything else.

Vice President A. P. Russell of the New Haven said that a tunnel or utilization of the development at the

KILL BELT LINE PLAN FOR PORT
Rail Heads Block Move to Send Freight Overhead On Atlantic Ave.

FAST STEAMERS CALLED BIG NEED

New England railroad officials yesterday killed in its infancy the proposal of the port authority to convert the Elevated structure on Atlantic avenue into a belt line railroad to provide the major factor in the improvement of port facilities essential to the upbuilding of Boston's commerce.

A frontal attack by railroad executives on the plan conceived by Frederic H. Fay, involving an estimated outlay of $10,000,000 which Mayor Curley intended to ask Congress to incorporate in a new program, forced the shrinkage of the proposal to an agreement to limit immediate objectives to the adequate deepening of harbor channels and to the acquisition of the commonwealth of the army base in South Boston.

In attracting to Boston passenger steamers of sufficient speed to span the Atlantic in four days may be achieved by the expenditure of $1,500,000 of state funds for the improvement of existing facilities at Commonwealth Pier and the army base and by stressing the ultimate value of the whole-hearted co-operation for the upbuilding of the port guaranteed by the New Haven, Boston & Albany and Boston & Maine Railroads.

Mayor Curley at a conference yesterday in his office capitulated to the opinion of railroad executives who dramatically denounced the plan of utilizing the Atlantic avenue structure for the replacement of the existing street railroad as impractical and unwieldy. It was called a positive detriment to the continuance of the service now provided to concerns which is represented by a monthly movement of an average of 1,000 cars.

Vice-President H. M. Bisceo of the Boston & Albany, Vice-President Arthur P. Russell of the New Haven, and Foreign Freight Manager Frank Rourke of the Boston & Maine joined in criticism of the Fay plan and forced its submission a month ago on a regular schedule, direct passenger and freight service will be provided.
NO LONGER TO RIDE IN CITY CARS

Heads of Departments Must Use "Drive-Yourself" System

Introduction of the "drive-yourself" system for the members of Mayor Curley's staff of department heads at City Hall this week will not deprive the municipal chauffeurs of their civil service jobs. His Honor informed his cabinet yesterday in the course of a "fight talk" demanding the practice of rigid economy in 1932.

SEES BIG SAVING

After the municipal automobiles now operated by city officials have gone under the auctioneers' hammer, the chauffeurs will continue to draw their pay for driving the "drive-yourself" machines when necessary and fill in the remaining hours by performing such municipal chores as filing records and helping out generally in their departments.

Pointing out that the city of Buffalo saved $75,000 in a year through the use of the "drive-yourself" cars, the Mayor insisted that Boston must save more than this sum in 1932, to help meet the demands for cash from the poor and the lobbies.

Two hundred new applicants appear daily for relief at the public welfare department, making 6000 new cases for this month or more than the total number of cases last year, bringing the number of families being aided up to 15,000, the Mayor said.

Because of the decreased income which the city will receive next year from the federal income and corporation tax collections and the increased demand for public welfare funds, the Mayor insisted that the most rigid economy must be maintained by every civic official who desires to remain in the cabinet.

Cash for Overtime

There will be re-staff in the city payroll and worthy employees discharged, but at the same time there will be no salary increases and no cash overtime allowed for extra hours of work. Those who work overtime in the city services will be given compensation in days of rest.

The Mayor's order requiring city officials to pay for their home telephones, beginning New Year's Day, has brought no rash of applications to the telephone company for the removal of the instruments. The Mayor will start the order at the top of the list by paying for his own.

KILL PROPOSED BELT LINE PLAN

Rail Heads Against Link Between Hub Stations

Proposed legislation seeking the construction of an Atlantic avenue Elevated railroad belt line to connect the North and South Stations, as advocated by Chairman Frederic H. Fay of the City Planning Board, was spiked and tossed into the discard by New England railroad executives yesterday at a conference held by Mayor Curley at City Hall.

 Officials of the Boston & Maine, Boston & Albany and the New Haven railroads contended that passengers and freight would be transferred quicker here than at any other port in the country. The expenditure of $9,000,000 for an Elevated structure or $11,000,000 for a tunnel between the two stations would be unwarranted in the face of existing facilities, they declared.

Direct train service through Boston would rob the hotels, restaurants and merchants of the patronage they now receive from the passengers who stop over to buy while passing between the two terminals, theconference was warned by Vice-President Howard M. Bisbee in charge of the Boston & Albany railroad, who led the attack upon the belt line project. He was heartily supported in his opposition by other railroad presidents and President Henry L. Harriman of the Chamber of Commerce.

With the belt line and the Union Station, advocated by Walter S. Kelly of experts went on record as favoring the expenditure of $4,000,000 by the federal government and $2,000,000 by the State to prepare the harbor and the South Boston waterfront for the proposed installation of four-day super steamers between Boston and Europe.

Faced With Reduction of $7,000,000 in Revenues, Mayor Orders Pruning

Faced with a reduction of $7,000,000 in the city's revenue, Mayor Curley last night outlined a rigid economy program in the hopes of keeping a threatened tax rate increase under $3 mark.

No salary increases, other than those provided for police and firemen on the sliding scale and no cash payments for overtime are included in the program.

A sharp pruning of departmental budgets was ordered and replacement of city maintained automobiles by drive-yourself cars were also in the economy provisions.

BUFFALO SAVED CASH

Mayor Curley pointed out that the latter system resulted in a saving of $75,000 a year when it was tried out in Buffalo, N. Y., recently.

Much of the reduction was attributed to a falling off in the city's share of internal revenue collected by Massachusetts and anticipated decreases in taxable property valuation.

This, together with the additional funds required to care for 12,000 needy families, threatened to skyrocket the tax rate to the $5 or $6 mark, the Mayor said, unless some steps were taken to curtail other expenses.

EL NEEDS HELP

Instead of a $1,000,000 contribution to the city treasury given by the Boston Elevated Railway last year, the city is faced with a possible receipt for contribution to the road of $2,000,000 this year for a deficit that looms.

The contribution, provided in the public control act, means a difference to the city of $5,000,000 this year, Curley said.

Curley made the announcements at a meeting of department heads, and expects to call a similar meeting to receive reports on the progress they have made.
FOR A POLICE DISTRICT

We placed a number of water, sewerage and park systems in one metropolitan district about twelve years ago and provided a centralized control. The advantages have been great from the very first. The benefits which it was thought would accrue to the districts as a whole and to the various communities have been realized. Nobody advocates a change. About two years ago we set up a metropolitan transit zone, an arrangement which is manifestly desirable. Now Police Commissioner Hultman raises again the question of a metropolitan police district.

He favors it strongly. Ex-Mayor Nichols is a hearty advocate of it. Mayor Curley would go a long way in co-operation with surrounding towns and cities to perfect such a scheme. The chamber of commerce, it is to be hoped, will consider Mr. Hultman's suggestion carefully and appoint a committee of inquiry, which will furnish all the facts.

Obviously, criminals have an easier time in an area containing a score of independently-operated police departments than in a section where law enforcement comes under a single man, who can galvanize all his forces into action almost instaneously. To be sure, the police of the metropolitan district co-operate to some extent, but they would work together far more effectively if they were consolidated. Unified supervision is all-important in the prevention of crime. Speed is the greatest necessity in the detection of violators. Nothing is attainable under present conditions.

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The various communities which we know as Greater Boston do as they please in enforcing their own laws. The different captains and superintendents are as likely to work at cross purposes as to be of mutual assistance in safeguarding life and property. They do not know what the other units are doing. They waste hours of valuable time while hunting criminals—and it should be remembered that the lapse of even a few minutes may determine whether a gang of thugs is to escape or to be arrested.

If the police of all the Greater Boston towns and cities could be spurred into action as quickly as the men of all the divisions of Boston itself, arrests would be more numerous, more convictions would follow quickly as a matter of course, and probably the Boston field would be less inviting to gangsters.

The automobile, wonderful implement that it is for all human intercourse, is a major utility for the use of criminals where towns and cities are packed together as they are around the Hub. A fugitive may speed over a boulevard which is subject primarily to the jurisdiction of the metropolitan police, and in a few minutes pass through a dozen local municipal jurisdictions, all of which must be notified that his car is wanted by the Boston police. It all takes time. Under such circumstances every minute is precious.

We are constantly building highways for fast through traffic, and such facilities are appreciated alike by honest citizens and predatory gangsters. It was because of similar conditions of multiple jurisdictions that England, long before the era of the motor car, established the extensive Scotland Yard district for London. It works well there. Why should not some such system work well here? Local autonomy is the only valid ground for objection to such unification. It ought not to prevail. While much police work is routine and localized, there always are serious crimes to
FOR WATERWAYS IMPROVEMENTS

Mayor Sends Congressmen Copies of Federal Report

The Massachusetts delegation in Congress, said to be unanimous for the improvement of the port of Boston, today received from Mayor Curley copies of a communication from Secretary of War, Patrick J. Hurley, bearing on Federal action concerning improvement sought in channels and harbor facilities at Boston Harbor and at Weymouth Fore River.

According to Secretary Hurley, the preliminary studies indicate that additional improvement, such as a deep draft anchorage area and a channel of a suitable depth for large liners to enter and leave without regard to tide, should be undertaken provided the expense is not too great. Secretary Hurley’s letter, in part, was as follows:

“Full and thorough study is being given in the survey, and in the report by the division engineer, to the views of local interests, including those of the port authority, as to the measure of additional improvement that may be warranted. I can assure you that the situation is being thoroughly investigated and that in the final report to Congress consideration of data presented by all parties interested in the improvement of navigation facilities will receive careful consideration.”

At Weymouth Fore River, the preliminary examination and survey have both been completed. The survey reports by the district and division engineers are now before the Board of Engineers for review. In the opinion of the division engineer, further improvement at Weymouth Fore River is worthy of being undertaken by the United States to the extent of increasing the present authorized project depth to 27 feet at mean low water at an estimated cost of $506,500 for new work and $2000 for annual maintenance, provided local interests furnish assurances satisfactory to the Secretary of War that they will dredge and maintain a channel of equal depth and suitable width through, and extending at least 2500 feet upstream from the Weymouth Fore River Bridge. The question of further improvement at Weymouth Fore River will receive thorough review by the Board of Engineers before the final report is presented to Congress.

BOSTON NEEDS DEEP CHANNEL, SAYS HURLEY

Additional improvements, among them creating of a deep draft anchorage and a channel that will permit transatlantic liners to enter Boston Harbor without regard to height of tide should be undertaken by Federal authorities soon unless the expense is too great, Secretary of War Patrick J. Hurley wrote Mayor Curley today.

A survey of conditions in the harbor is now being made by the War Department, Secretary Hurley wrote, and it is expected that a report will be ready for the Army Engineers at an early date. A similar survey has already been completed at Fore River, he wrote, and a report now before the Board of Engineers recommends dredging there that will increase the mean low water depth there to 27 feet. The project would cost $506,500.

MAYORS AS ARBITERS

There seems to be plenty of doubt as to whether Mayor Walker of New York is actually to be invited to act as supreme arbiter of Cuba’s internal difficulties. There have been affirmations and denials, and “Jimmy” himself allows it to be said that such an invitation does come it will be accepted. It opens up a glamorous prospect for mayors. If Mayor Walker can take time off to fix up Cuba’s troubles, why isn’t Mayor Curley superbly equipped to step into some South American country and end threatened revolution by his dictum? Or Mayor Cermak of Chicago to bring peace between Japan and China? One trouble is that the United States government might object. There are several other reasons, but that one would be enough.

USE OF BRITISH STONE ASSAILED

Council Calls Halt Where U.S. Article Is Specified

The city council yesterday demanded immediate cessation by the schoolhouse department of the practice which permits contractors to substitute British stone or Tennessee marble and asks Mayor Curley to designate the municipal departments from which he proposes to take 26 pleasure cars as the initial step in his 1932 economy program.

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CITY HALL 12/7/31

Harbor Surveys Soon for Review

Additional improvements in Boston harbor at and Weymouth Fore River will soon be ready for official review at Washington, according to a letter received by Mayor Curley from Patrick J. Hurley, Secretary of War. As for the harbor, the preliminary examination indicates, Mr. Hurley says, that provision for a deep draft anchorage area, and a channel of suitable depth to enable large transatlantic liners to enter and leave without regard to the tide, should be undertaken, provided the expense is not too great.

As to Weymouth Fore River, in the opinion of the division engineer, further improvement is worthy of being undertaken by the United States to the extent of increasing the present authorized project depth to 27 feet at mean low water at an estimated cost of $506,500 for new work and $2000 for annual maintenance, provided local interests furnish assurances satisfactory to the Secretary of War that they will dredge and maintain a channel of equal depth and width extending at least 2500 feet upstream from the Weymouth Fore River bridge.
**Threatens Down Addition to Courthouse**

Council Refuses to Accept $5,000,000 Proposal

At its last regular meeting of the year, the Boston City Council last night refused to accept the legislative act providing for the construction of a $5,000,000 addition to the Suffolk County Court House.

**Likely to Void Act**

The measure was tabled by a 12 to 8 vote and unless a special meeting is held within the next few days for the reconsideration of the proposal, the court house act will become void Thursday at midnight. It will then be necessary for the advocates of an enlarged court house to go back to the Legislature next year for another act.

Failure of State officials to agree that the Commonwealth should pay 30 per cent of the maintenance costs of the court house was the argument offered by the Council in blocking the proposed bond issue. The act was condemned as timed to benefit the advocates of an enlarged court house over and above the needs of the city.

Under the act, the State was committed to 30 per cent of the construction costs amounting to $1,600,000, but the Council insisted that inasmuch as the Governor of the Commonwealth said that the State would also pay a similar portion of the maintenance costs or about $600,000, a year in view of the fact that the State courts occupied the needed space.

**No Reply Received**

When no reply was received to the Council's request for written assurances of a partition of the annual charges of a portion of the annual charges of the buildings here were ordered barred by the Council, after a complaint had been received from the Central Council of the Irish County of Boston, the Council ordered the partition of the annual charges.

In an effort to save the act, Councillor Israel Ruby of Dorchester protested that the city was not getting a square deal and urged the Council to have the partition of the annual charges dropped.

The Council voted the appropriation of $15,000 for the commercial, industrial and public use of the building, but the Mayor refused to accept the legislative act providing for the construction of a $5,000,000 addition to the Suffolk County Court House.

**British Stone Barred**

British stone and other foreign materials in the construction of public buildings here were ordered barred by the Council, after a complaint had been received from the Central Council of the Irish County of Boston. The Council, after a complaint had been received from the Central Council of the Irish County of Boston, ordered the use of British stone and other foreign materials in the construction of public buildings here was ordered barred by the Council, after a complaint had been received from the Central Council of the Irish County of Boston.

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Want Special Session Called on Court House

Boston Lawyers Ask Curley to Act at Once, and Labor Also Interested

Mayor Curley was waited upon this afternoon by the City Council, and by Frank Curtis, 2d, escorting Charles S. Racke, Iwo yearn. The Council had requested written assurance from the governor, which was not forthcoming.

The bill will lapse at midnight Thursday when the act expires by limitation. If a Change is the attitude of the Council is within the possibilities, not only, in our opinion, should the meeting be called, but there should be prompt and vigorous expression of public opinion in support of action without further loss of time.

Here is a project designed to meet a need generally recognized. The present court house was located 40 years ago. Its appointment is in many respects far from conformity to modern standards of comfort and decency. Further delay in remedying these conditions not only means their continuance for a length of time which nobody can measure, but it will be another example of futility and inefficiency in the conduct of public affairs.

School street and Beacon Hill have been at odds over the respective share of each in the cost of the improvements. There have been differences of opinion concerning the manner in which the changes should be made. The present act, under the circumstances, could not be expected to please everybody. But, as it takes two to make a bargain, there is no assurance that another act this year will be another example of futility and inefficiency in the conduct of public affairs.

The circumstances of the bill's defeat were similar to those of the closing days of the Nichols administration. The bill which the Legislature had passed on recommendation of a special commission was submitted to the City Council several weeks before the end of the year and was defeated on arguments that the State was not paying its proper share of the costs. This year's bill was similarly submitted by Mayor Curley only a few weeks ago and was defeated, not on the apportionment of the cost of construction, which was 30 per cent for the State and 70 per cent for the city, but upon the argument that the State should pay its proportion of the cost of maintenance, or about $160,000 a year.

The Council had requested written assurances from the governor of a partition of the annual charges. The mayor talked the matter over with the governor but was unable to report an assurance that the state would grant the request. It was Councilor Ruby of Dorchester who led the fight against the bill as he had led the fight three years ago. In an effort to save the act, Councilor Wilson urged the council to hold an extra meeting, but the council voted to adjourn until Saturday, Jan. 2, when it will meet for the last time preparatory to the inaugiral of the new council next Monday.

Time to Go Ahead on Court House

With a majority of the City Council apparently firm in the intention to present acceptance of the legislative act providing for the enlargement of the Suffolk County Court House, the chances are that the act is dead, although there still opportunity for a reversal of the action of the Council. A special meeting might be held before midnight Thursday when the act expires by limitation. If a change in the attitude of the Council is within the possibilities, not only, in our opinion, should the meeting be called, but there should be prompt and vigorous expression of public opinion in support of action without further loss of time.

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Secretary of War Sends Views to Mayor

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According to Secretary Hurley, the preliminary examination shows that additional improvement, such as a deep draft anchorage area and a channel of a suitable depth for large liners to enter and leave without regard to tide, should be undertaken provided the expense is not too great.

Secretary Hurley's letter, in part, was as follows:

"Full and thorough study is being given in the survey to the views of local interests, including those of the Boston Port Authority, as to the measure of additional improvement that may be undertaken. I can assure you that the situation is being very thoroughly investigated and that in the final report consideration of all parties interested in the improvement of navigation facilities will receive careful consideration."

At Weymouth Fore River, the preliminary examination and survey have both been completed. The survey reports by the district and division engineers are now before the Board of Engineers for the opinion of the division engineers. Further improvement of Weymouth Fore River is necessary according to the United States to the extent of increasing the present authorized project depth to 27 feet at mean low water at an estimated cost of $500,000 for new work and $200 annually for maintenance, provided local interests furnish the necessary funds. The survey reports from the Secretary of War that they will dredge and maintain a channel of equal depth and suitable width through, and extending at least 20 feet upstream from the Weymouth Fore River Bridge. The question of further improvement at Weymouth Fore River will receive thorough review by the Board of Engineers before the final report is submitted to Congress."
Council Tables Courthouse Act

Sets Aside $5,000,000 Project, Also Curley's Plan to Sell Department Heads' Autos

Votes $7000 For Municipal Job Bureau Assailed by Critic As "Political Roost"

Council seeking approval for the sale of 26 automobiles used by heads of departments, which he plans to dispose of as a matter of economy and to substitute therefor drive-yourself cars for which the city only pays for the miles actually-covered, failed of passage by the City Council.

Accompanying the order for the sale of cars was a letter from Mayor Curley declaring that every reasonable economy will be necessary to prevent an increase in the tax rate, and in addition it will be necessary to devise new sources of revenue. He indicated that the Public Welfare Department for January, February and March will require $1,000,000 a month in order that the unemployed and needy of Boston shall be protected against cold and hunger.

Mayor Curley pointed out that Boston's allotment from the State for January next year will be $1,500,000 less than for January last year; that the city, according to indications, will be compelled to contribute $1,000,000 to Elevated support, where this year the city received $1,000,000; that the falling off on real and personal taxes will be approximately $500,000; and there was a surplus of $2,300,000 from the School Department last year which was available this year, but there will be no available surplus for next year's needs.

An order from Mayor Curley calling for $7000 for the Municipal Employment Bureau was attached by Councilor Dowd who called the establishment a "political roost." In the course of his attack he charged that one woman employee was married to a Boston fireman and another to a man with a trucking business. The Councilor called upon the Mayor to discharge the women, and said there were cases of a similar nature in other departments which should not be tolerated in these times of unemployment.

Amount Cut, Then Raised

In executive session, Councilor Dowd had the $7000 scaled down to $1000, but it later was raised to $3000 on amendment by Councilor Wilson, and when the Councilors got back to the chamber, Councilor Norton sprung a surprise, calling for the $7000, and the order passed.

An order calling for $15,000 for maintenance and expense of the Commercial, Industrial and Publicity Bureau met some opposition and, after being once tabled, was passed.

Orders introduced by Councilor Cox called for improved street lighting on Center St., traffic lights on that street from Manthorne road to LaGrange at a new playground in the Weld Hill section, a new high school in Ward 20, a new station house for Division 17, a branch library and a new firehouse for the Germanstown section.

Demands Practice Halt

Mr Dowd's order was a call upon Mayor Curley to make immediate demand on the Schoolhouse Commission, superintendent of construction and city inspectors to see that the installation is stopped. He named the Bennett, Chapman, Hancock, Mozart, Sumner and Seaver Schools as buildings under construction in which the imported material might be used. Supt of Construction Louis K. Rourke, when informed of the matter, said that there was no intention of using the stone in the schools under construction and that it would not be used. A small amount, on recommendation of the architect, had been used, said Mr. Rourke last night.

Mayor Curley's order to the City:

Opponents of the present form of the legislative act calling for a courthouse costing $5,000,000 had the edge on the supporters of the measure in the City Council yesterday and the act, which was up for approval, was tabled. The time limit on acceptance is next Thursday, and the Council adjourned to Saturday, Jan. 2. A special meeting can be called by Dec. 31, if necessary.

Under the terms of the act, Boston was to pay 70 percent and the State 30 percent for construction. That no concrete assurance has been given that the State would pay 30 percent, or in fact any part of the maintenance cost of the new structure, was stressed by councilors who favored the tabling and insist on the State bearing some of the maintenance cost.

Curtis Leads Fight

Councilor Laurence Curtis 2d led the fight for approval of the act and he was supported by Councilor Fitzgerald. Councilor Ruby was the principal spokesman for the opposition, receiving considerable support from Pres McGrath.

Councilor Ruby denied that tabling of the act would have any bearing on unemployment and declared that if passed, a matter of two years would elapse before construction would start.
DEAL KILLS PLAN FOR COURTHOUSE

Councilmen Find Realty Operators Have Options On Property

MAYOR MAY CALL SPECIAL SESSION

Real estate operators involved in a secret deal connected with the proposed enlargement of the Suffolk county courthouse were responsible for the repeated refusal of the city council, yesterday, to accept the legislative act committing the city to participation in an expenditure of $5,000,000 for necessary additional court accommodations.

Unless the council votes acceptance prior to midnight, Thursday, the enactment authorizing the expenditure and the creation of a commission to supervise the building enlargement will be void.

Mayor Curley has flatly declared his approval of the act, which divides the cost between the city and the commonwealth on the basis of 70 and 30 per cent, respectively, but the council, for the first time in two years, has refused to concur with the mayor's judgment on a major municipal problem.

The mayor can convene the council in special session for consideration of the issue, but the prospect of converting a majority of the members to his viewpoint appeared last night to be a very remote probability.

Two of the operators named as participants in the deal to which the council is unalterably opposed, realized hundreds of thousands of dollars by capitalizing advance knowledge of the route of the East Boston tunnel after they had enriched themselves by similar operations in street widening projects.

Though councilmen claim to be without knowledge of the extent of the ramifications of the deal exposed by the purchase of options on numerous properties on Howard and Cambridge streets, they are suspicious that plans for the courthouse addition have been secretly agreed on despite the specifications of the legislative act which enforces a commission, not yet appointed, with full control of the project.

PROPERTY INVOLVED

As outlined, the plans call for the taking of a vast amount of property including the Howard Athenaeum and the Old Colony Apartments on Howard street, the extension of Somerset street from its terminus at Howard street to Cambridge street and the wiping out of all property between extended Somerset and Scollay square, much of which was involved, in the Cambridge street widening.

Suggested plans for the enlargement of the courthouse point out the advisability of extending it to Howard street. The famous fire and the apartment block at Somerset and Howard streets are directly in the rear of the courthouse.

The continuation of Somerset street from Howard to Cambridge street has been urged to provide a direct approach to the rear entrance of the courthouse and the idea of destroying the properties in the block between Howard and Cambridge street, which would include the wiping out of narrow Stoddard street, is based on the need of obtaining land to furnish a plaza adjoining what is contemplated to be the main entrance to the enlarged courthouse.

Confirmation of the charges of councilmen that the courthouse enlargement project has become a real estate deal was disclosed by the interest which operators displayed in the action of the council.

VOTE TO TABLE ORDER

Despite appeals to make possible adequate court facilities, 12 councilmen held resolutely to their refusal to favor acceptance of the act. They were President McGrath and Councilmen Bush, Cox, Donovan, Dowd, Fish, Gallagher, Gleason, Kelly, Lynch, Murray and Ruby.

In executive session they twice voted to table the order submitted by Mayor Curley accepting the act. Councilmen John I. Fitzgerald and Lawrence Cur- tis, 2d, urged favorable action and in open session, Fitzgerald renewed the fight by offering a new order of acceptance.

Again the vote was 12 to 8, with the minority made up of Councilmen Arnold, Curtis, Engler, Fitzgerald, Green, Norton, Power and Wilson.

After meeting defeat Fitzgerald re-introduced an identical order but President McGrath refused to accept it because it conflicted with parliamentary procedure.

NAMES OPERATORS

The final attempt to prevent the death of the legislative act was made upon the question of adjournment. A motion to set 11 o'clock Saturday at the time of the final meeting of the present council was followed by an amendment of Councilman Wilson for a meeting at 2 Thursday afternoon. The majority held firm and despite pleaded that the courthouse project would expire with the present year they let it be known that they had no objection.

During the entire discussion no reference was made to the discovery that real estate operators were directly involved in the courthouse project but privately councilmen were not so silent. Names of operators named the buildings upon which they have purchased options.

CURLEY TELLS COUNCIL WHAT CITY MUST PAY

It will cost the city of Boston $1,000,000 a month in public welfare work during January, February and March. Mayor Curley told the city council yesterday in a special appeal to them together with an order providing that certain city department heads shall dispose of city owned autos and hire cars when they need them.

He declared this practice would result in a substantial saving and the order was referred to the council's executive committee.

The mayor also stated that during the coming year the city would lose $6,600,000 revenue through decrease in income from taxes.

At the council meeting, Councillor John F. Dowd of Roxbury introduced an order providing that no materials from foreign countries should be used in city buildings here.

He quoted the Central Council of Irish Societies as authority for the statement that British materials had been used in the New administration building at City hospital, the Mary E. Curley school in Jamaica Plain and the Gillett-Stuart school in Dorchester.

Councillor Dowd blamed the city for using British materials to the machinations of a Boston bank and a former governor of the state, who, he said, is one of the bank's directors.

Dowd also introduced another order, calling for Supt. of Supplies Philip A. Chapman to cut 25 per cent from his budget for 1932.

Declaring that 16 people had been injured by autos recently on Central St., West Roxbury, Councilor Joseph Cox of West Roxbury called upon the Public Works Dept. and Traffic Commission to supply better street lights and new traffic signals on that artery.

MAYOR CALLS CONFERENCE ON LINK FOR TERMINALS

Members of the City scavenging Board, Board of Port Authority and other organizations will meet at the office of Mayor Curley Saturday for a conference to draft a program for development of rail connections between the North and South Stations and the various steamship docks.
**NEWSBOYS PLAN A “DERBY”**

Mayor Curley buying the first box sold for the races to be run by the Burroughs Newsboys Foundation. Left to right; Peter James, Milton Mykyton, Walter Mykyton, Milton Slate, Harry Yonkilvitz, James DeLuca and William Fallon, the latter handing Mayor Curley the invitation.

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**REORGANIZATION PLAN FOR BANK DISCUSSED**

Federal National Group

Raising Subscriptions

Plans looking toward the reorganization and reopening of the Federal National Bank were discussed at a meeting of about 100 prominent depositors and interested parties held yesterday afternoon in the bank building. The meeting was one of unusual harmony and accord and not a dissenting voice was heard of the plan proposed by Pres. Daniel G. Mulloney.

The gathering represented depositors and other interests in Greater Boston, practically all representing projects of importance. Pres. Mulloney outlined the plan that he believed would result in the reopening of the bank in the immediate future.

The plan provides substantially for the recapitalization of the bank and a subscription for new stock, either for cash or by the assignment of a portion of their deposits. In a few days further details along this plan will be formulated and forwarded to every depositor, so that this will give opportunity for individuals to share in the plan proposed as well as the important interests represented at yesterday’s meeting.

Mayor Curley was in attendance and he said that he was ready to do everything possible as an individual, and also pledged whatever could be done by the City of Boston. State Treasurer Charles F. Hurley also addressed the gathering and he made it clear that the State authorities were doing all they could in behalf of all banks in the commonwealth and would lend their support to any feasible plan that was adopted by the reorganization committee and supported by the depositors.

Among other speakers who addressed the meeting were Gen Charles H. Cole, Chester I. Campbell, James L. Cran dall, Eldar Markson, Matthew Cummings, Eben Hutchinson, Edwin C. Lewis and F. J. Bagocius. All of these paid tribute of regard and esteem for the ability of Mr. Mulloney in handling the affairs up to the present and pledged their support to developments along the line that was proposed.

There will be a committee on reorganization formed directly, with Charles J. O’Malley acting as chairman. He will have associated with him between two-score and 30 prominent depositors and others interested in developing the plans.

The group last night was understood to have subscriptions for substantial part of the requirements that will be necessary for carrying out the reorganization and reopening plan, and it is expected that by the end of the week the whole project will have assumed a position where something definite will have been arrived at.
Curley Sees Victory for Court House

Labor and Business Interests Bring Pressure on City Council

Though Mayor Curley will not appear before the City Council tomorrow noon to argue in behalf of the $5,000,000 court house which is now being considered by the City Council, he expressed confidence today that a sufficient number of members of the City Council would support the bill. Mayor Curley's assurance that the bill would become law if the City Council were to act as his opponents have said, was made public today in a statement issued by the mayor's office.

The announcement of the mayor's intention to press for the passage of the bill was made today in a message to the City Council. The message said that the mayor would use all his influence to secure the passage of the bill and that he would not allow the bill to die for lack of support in the City Council.

Area Involved in Site

There are no legal restrictions on the site of the proposed courthouse. The site is located on the corner of Cambridge Street and Washington Street, and is the property of the city of Boston. The site is large enough to accommodate a courthouse, and the city of Boston has already made arrangements to purchase the necessary land for the construction of the courthouse.

Appel by the Bar

The Bar Association has appealed to the City Council to pass the bill. The president of the Bar Association, Charles S. Rackemann, has sent a letter to the mayor asking for his support in the passage of the bill. The letter states that the Bar Association is fully aware of the importance of the bill and that it will do everything in its power to see that the bill is passed.

The Bar Association has also appealed to the City Council to pass the bill. The president of the Bar Association, Charles S. Rackemann, has sent a letter to the mayor asking for his support in the passage of the bill. The letter states that the Bar Association is fully aware of the importance of the bill and that it will do everything in its power to see that the bill is passed.

Sees Real Estate Racket

Mayor Curley has called a special meeting of the City Council for 12:30 P.M. tomorrow, to give representatives of the Bar Association an opportunity to urge acceptance of the legislative act authorizing expenditure of $5,000,000 for the enlargement of the Suffolk courthouse.

In granting the request of the association, made yesterday by Charles S. Rackemann and J. Colby Bassett, the mayor gave no indication that he will make a further attempt to convert a majority of the council to the advisability of accepting the bill.

The council must act favorably before midnight tomorrow to make possible extension of existing court accommodations under the bill enacted by the Legislature this year.

Refusal to recede from the position disclosed in several 12 to 8 votes against acceptance at the regular council meeting Monday, will force the Legislature to consider again the project which has twice been approved in bills which the City Council has rejected.
Third of Fund
for Private Aid

Chairman Taylor and C. F. Weed at Work on $3,000,-
000 Relief Goal

In a statement issued by William H. Taylor, chairman of the Boston Emer-
gency Relief Commission, on unemployment, a three-third statement by
Chairman Taylor announced that
Charles F. Weed, vice president of the
First National Bank of Boston, had agreed to serve as chairman of the com-
mittee in charge of raising the necessary
$3,000,000 and has been actively engaged
in the leading philanthropic, citizens
and dividends in such amounts as in their
judgment can most efficiently serve the
cause of unemployment relief. The com-
mittee consists of Henry B. Suyver,
chairman; Louis E. K. 'rin, the Rev.
Thomas R. Reynolds, Arthur G. Rotch
and Frederic S. Snyder. Charles M.
Reynolds is secretary.

"The personnel in charge of discharging
the public welfare department's propor-
tion of the money received will be the
overseers of the public welfare, who are,
Simon E. Hecht, chairman, William H. Taylor, Jr., Margaret J. Goodin,
Vinne Branch, Edward H. Willey, Mrs. Eva Whiting White, Assad
MdArri, Mrs. Thomas F. McMahon, Miss
Sophie Friedman, Charles J. Mahoney,
Amber W. Hall, Morris Brainman, Walter
V. McCarthy is secretary."

Mr. Weed, chairman of the money
raising committee, reported to Mr. Tay-
lor that his group will start a
most intensive drive to raise the money
during the latter part of January. "It
is hoped and expected, he said, "that
each employee in Boston will contribute something to help those less
fortunatly circumstanced.

"Under the plan more than fifty of the
leading trades will have committees of
their own to solicit their members and
to offer their employees the opportunity
to subscribe one day's pay per month
for five months, to be deducted from
their pay and paid into the fund by the
treasurers of the firms. Carl P. Dennett,
vice president of the Boston Chamber
of Commerce, will serve as chairman of the
trades committee and Paul F. Clark of
the John Hancock Mutual Life Insur-
ance Company as vice chairman.

"The campaign headquarters will be
established on the ground floor of the
building at 43 Federal street. In spe-
cial locations in the stores, the owners, Edward W.
Longley, F. C. Munroe and Stuart Walker
will be in charge.

The First National Bank of Boston
will be the treasurer of the campaign and
the firm of Messrs. Lybrand, Ross Bros.
& Montgomery, certified public account-
ants, will be in charge of the accounting
system."

Serving as vice chairman of the money
raising campaign is Robert S. Weeks,
executive vice president of the Chase
Harris Forbes Corporation. The campaign
committee will also include many of the
leading figures in the financial and
industrial professions of Boston. The
drive-yourself companies. The "drive-yourself"
company will then keep five cars waiting at
the home of the chairman of the drive-
out in charge of the city, the city will rent a car on the speed-
for a month to any one, without any extra cost for
waiting time, the Budget Commissioner
Fox explained.

Chaffeurs to Be Clerks

Only four city chauffeurs will be af-
fected by the change and they will be
absorbed in their departments per-
cforming clerical work.

Ten of the cars were small semi-
trucks, used by the Boston Public
Works Department, and the other
six cars ranged from a year to four years old
and have been appraised from $25 to
$125, as the mileage read from 80,000 to
88,000 miles.

The top record was for Traffic
Engineer Hurley's machine, a 1929 sedan
which was appraised at $25, although
it had been driven only 60,000 miles in a
little over two years. The traffic,
building and public buildings depart-
ments will lose three cars each. The
chauffeurs are expected to drive them and the
street, supply and penal
institutions, one year each, when, the
"drive-yourself" system is accepted. If
successful, the policy will be extended to
the other city departments.

7 OF CURLEY AIDES MUST
LOSE AUTOS

New Plan Estimated
to Save City
$26,000

Seven members of Mayor Curley's
administration, together with 19 subordinate
officials, will lose their city-owned
automobiles through the installation of
the "drive-yourself" system which will
become effective at City Hall next
week as an economy measure.

WILL SAVE $26,000

The elimination of these 26 cars will
save the city $25,000 in gasoline, garage
services, private garage and mainten-
ance expenses next year, it was esti-
mated last night by Budget Commissi-
oner Charles J. Fox, who is prepar-
ing the information for the City Coun-
cil's approval.

Listed among the cars not required
for constant service are those now un-
der the direction of Chairman Edward
T. Kelly of the Board of Assessors,
Building Commissioner Edward W.
Reeher, Institutions Commissioner
James E. Maguire, Penal Institutions
Commissioner William G. Others, Su-
pervisor of Supplies Philip A.
Griffin, the chairman of the Street
Commissioner's Office, and Traffic
Engineer John P. Hurley and two
officials of the traffic department.

Conry to Keep His

Traffic Commissioner Joseph A. Conry
will continue, however, to retain his
police sedan and one of the few
servicing cars in the service, be-
cause of the requirement of his official
position.

Dr. Francis X. Mahoney, health
commissioner, for the same
reason will not be deprived of a city
sedan. He will have more than the William T.
Long of the Park Commission, Police
Commissioner Eugene C. Hullman, Pub-
lic Works Commissioner Carl, and
Public Buildings Superintendent
Ernst.

As soon as the Council grants ap-
proval, the 26 cars will be sold to a
propriately-known drive-yourself
company at turn-in prices which have been
offered by four leading automobile
companies. The "drive-yourself"
company will then keep five cars waiting at
the home of the chairman of the drive-
out in charge of the city, the city will rent a car on the speed-
for a month to any one, without any extra cost for
waiting time, the Budget Commissioner
Fox explained.

TWO LINES OPEN
BOSTON OFFICES

Grace and Panama Mail
Executives Greeted
by Mayor Curley

Two international steamship lines,
the Grace Line and Panama Mail
Service, operating 21 ocean liners in
the South and Spanish American
trades, took the first step of a New
England expansion program today with
the opening of a Boston office in the
Little building. Executives received an
official welcome to Boston from Mayor
Curley at his office in City Hall.

The step marked the beginning of an
intensive program for the develop-
ment of New England passenger and cargo
trade in conjunction with the vast
building program of the Panama Mail
Service, now under way in Kearney,
N. J. The first vessel, the Santa Rosa,
in the $20,000,000 program, will be
launched in February.

In welcoming the representatives of
the lines, William B. Wheeler, assistant
passenger traffic manager; Joseph Shyr-
ley, assistant passenger traffic manager; and
John H. Hewlett, publicity manager,
Mayor Curley outlined to them the ad-
vantages of Boston as a port of call.

Wheeler responded with an invitation
to the mayor to visit Joseph D. Grace
and the heads of the lines in New York
to consider the possibility of making
Boston a terminal port for the Grace
ships.
MAYOR CURLEY

William B. Wheeler, an executive of the Grace Steamship lines, in conference at City Hall with Mayor Curley over making Boston the terminal port of the lines. The Grace company operates 21 lines to South and Central America and to Los Angeles and San Francisco, in addition to the Panama mail service. (Staff photo.)

CURLEY CALLS MEETING ON COURTHOUSE

Mayor Curley last night called a special meeting of the city council tomorrow to consider the $5,000,000 appropriation order for the new Suffolk County courthouse enlargement, which the council tabled at its meeting Monday.

The mayor issued the call for the special meeting after an appeal by Charles J. Rackemann and J. Colby Bassett, members of the courthouse committee of the Boston Bar Association, who urged reconsideration of the order.

When they offered to appear before the council personally to voice the sentiments of the association on the proposed enlargement, Mayor Curley agreed to call the special meeting. Herbert Parker, former attorney-general and former president of the Boston Bar Association, will also appear at the meeting.

WILLIAM B. WHEELER

William B. Wheeler, an executive of the Grace Steamship lines, in conference at City Hall with Mayor Curley over making Boston the terminal port of the lines. The Grace company operates 21 lines to South and Central America and to Los Angeles and San Francisco, in addition to the Panama mail service. (Staff photo.)

INVITES LINE TO MAKE BOSTON PORT OF CALL

An invitation to the Grace line and its Panama Mail Service, operators of lines in the South and Spanish American and Pacific coast trade, to make Boston a port of call for its vessels will be extended by Mayor Curley this morning.

William B. Wheeler, an executive of the line, will represent both the Grace line and Panama Mail Service at the conference with the mayor today. Opening of the New England office is the first step in a program for the development of New England passenger and cargo trade in connection with the Panama Mail Service's extensive shipbuilding operation now under way in Kearney, N. J., it was announced by the Grace line yesterday.

CALLS CITY COUNCIL TO SPECIAL SESSION

Mayor Wants Courthouse Measure Reconsidered

At the request of Councillor Laurence Curtis 2d and a committee representing the Boston Bar Association, Mayor Curley yesterday sent out notices to the 22 members of the Boston City Council, calling for a special meeting of the Council tomorrow at 12:30 p.m. to reconsider the $5,000,000 Courthouse legislation.

The last regular meeting of the Council before the end of the year was held last Monday, and at that meeting the legislative act calling for a $5,000,000 Courthouse for Boston met opposition and was tabled. The act, to become a law, must be approved by the City Council not later than Dec 31. It was tabled by a vote of 12 to 10.

Yesterday Councillor Curtis appeared at Mayor Curley's office accompanied by Charles S. Rackemann and J. Colby Bassett, representing the Boston Bar Association.

Committee members told Mayor Curley that the committee had endeavored for several years to have constructed in Boston a Courthouse worthy of the dignity, character and volume of business here.

Because of the failure of the City Council to give favorable action on the legislative act for the construction of a $5,000,000 building, the Boston Bar Association expressed the wish that a special meeting be called before the time limit on the act expired and at that meeting committee members would appear and present their reasons why the City Council should immediately accept the act.

Councillor Curtis, Mr Rackemann and Mr Bassett expressed the opinion that if the act lapses it will be difficult to get favorable or speedy legislation from the next session of the Legislature.

Budget Tomorrow

Mayor Curley, other city officials and Chairman Frank A. Goodwin of the Boston Finance Commission will meet tomorrow at noon to discuss ways and means of reducing municipal expenses so the loss of revenue from the state and increase in the demand for money to care for the needy may be offset.

The conference will be attended by City Treasurer Edmund L. Dolan, Budget Commissioner Charles J. Fox, City Auditor Rupert S. Carpenter and Corporation Counsel Samuel Silverman.
Charles F. Weed Heads

Drive—All Workers to be Sought

"One-third of the total amount of money raised through public subscription for the relief of Boston's unemployed will be distributed through the leading private social agencies and the remainder through the officers of the public welfare." Such was the announcement made by C. F. Weed, vice-president of the First National Bank of Boston, at a meeting of the committee in charge of raising the necessary $3,000,000 and has been actively engaged for the past week organizing his group.

THE COMMITTEE

The money to be given to private social agencies, he said, "will be allocated by a committee of five of Boston's leading philanthropic citizens and in such amounts as in their judgment may most effectively serve the cause of unemployment relief." The committee consists of Henry B. Sawyer, chairman; Louis E. Kirstein, the Rev. Thomas R. Reynolds, Arthur G. Roche and Frederic S. Suyder. Charles M. Rogerson is secretary.

"The personnel in charge of disbursing the public welfare department's proportion of the money received, will be the overseers of the public welfare, who are as follows: Simon E. Hecht, chairman; William H. Taylor, Mrs. Margaret J. Gookin, Vincent Brogna, Edward H. Willey, Mrs. Eva Whiting White, Amaud Dukatari, Mrs. Thomas F. Mahon, Miss Sophie Friedman, Charles J. Mahoney, Andre Tellstrom, Morris Bots, and Mrs. L. E. Parker. Miss Sophie Friedman is secretary.

Donors may, if they so desire, designate to which group their subscription is to be allotted. In either case the money will be expended solely for unemployment relief. The entire plan of distribution meets with the approval of Mayor Curley and the executive committee of the emergency committee on unemployment.

FOR EARLY START

Weed, chairman of the money-raising committee, reported to Taylor yesterday that his group will start a most intensive drive to raise the money during the last part of January. "It is hoped and expected," he said, "that every employed person in Boston will contribute something to help those less fortunately circumstanced.

"The organization in charge of raising the funds will be known as the United Boston Unemployment relief campaign. It will consist of both trade and ward committees and every business house and home in the city will be notified for contributions.

"Under the plan more than 50 of the leading trades will have committees of their own to solicit their members and to offer their employees the opportunity to subscribe one day's pay per month for five months to be deducted from their pay and paid into the fund by the treasurers of the firms. Carl F. Denneit, vice-president of the Boston Chamber of Commerce, will serve as chairman of the trades committee and Paul F. Clark of the John Hancock Mutual Life Insurance Company as vice-chairman.

"The ward committees will establish precinc committees in each precinct and each ward that a house-to-house canvass may be made, to the end that there may appear in the window of every home in Boston a card or poster indicating that the occupants have contributed to the cause. Col. Carroll J. Swan, president of the Boston Advertising Club, is chairman of the ward committees.

CAREFULLY SAFEGUARDED

"The campaign headquarters will be established on the ground floor of the building at 43 Federal street, in space donated by the owners, Edmund W. Longley, F. C. Morrison and Stuart Walker will be in charge.

"The First National Bank of Boston will be the treasurer of the campaign and the firm of Messrs. L. R. Tresner, Ross Bros. & Montgomery, certified public accountants, will be in charge of the accounting system.

"Serving as vice-chairman of the money raising is Robert S. Weeks, executive vice-president of the Chase Harris Forbes Corporation. The campaign committee will also include a number of the leading figures in the financial, industrial and professional centers of the city.

"The campaign will not be launched until the organization is completed which will probably be the latter part of January. It is expected that when the drive starts there will be more than 5000 volunteers enlisted in the work."
MAJOR CURLEY AIDS NEWSBOYS

Buys First Box to Horse Derby

Mayor Curley yesterday purchased the first box placed on sale for the horse races which will be held for the benefit of the Burroughs Newsboys Foundation at the Arena from Mar. 26 to Apr. 2.

The newsboys explained to the Mayor that in addition to running races, the indoor show will include high jumping, sledding, miniature racing, polo games and other features showing horses in action, as well as pony races for children.

The delegation of newsboys who called on the Mayor included William Dellig, of Walter Myktyow, Milton Myktyow, Milton St. Louis, Henry Yanklowits and John De Luca.

GLOBE 12/30/31
SON'S CLASSMATES HONOR MAYOR CURLEY

Made Honorary Member of Boston College, 1928

Mayor James M. Curley was made an honorary member of the Boston College class of '28 last evening at the class banquet held at the Hotel Brunswick. It was to this class that his son, the late James M. Curley Jr., was attached. He was president of his class in his senior year.

The Mayor was presented with a certificate suitably inscribed, entitling him to all the privileges of a Boston College man. The presentation was made by Thomas M. Gemelli, chairman of the banquet committee.

Following the presentation of the certificate, Edward F. McLaughlin, president of the Alumni Association, accepted Mayor Curley as a member of the Boston College Alumni Association.

Honored by the people of the city, by neighboring States, and by foreign Nations, Mayor Curley said that he prided above all the honor bestowed on him by the class of '28, at Boston College, and hoped that he would be able to carry on as a Boston College man. He touched briefly on his late son in a moment of reminiscence, mentioning how dearly the boy would have been loved to have been present with his classmates at the banquet.

Anthony McCram was toastmaster. Other speakers were William J. Killic, class president; Rev. Charles D'Airien, S. J., of Boston College, and Charles B. Birmingham, B. C. '22.

COUNCIL IS CALLED IN BY CURLEY

Special Session Tomorrow on Court House Addition

Mayor Curley last night sent out notices to the 22 members of the City Council, calling them into special session tomorrow noon at City Hall to consider the appeal of the Boston Bar Association for a $5,000,000 addition to the Suffolk County Court House, before the legislative act authorizing the project dies with the end of the year.

REFUSED ON MONDAY

On the heels of the Council's refusal by a vote of 12 to 8 to accept the courthouse act at its last regular meeting of the year, Monday, Attorneys Charles S. Rackemann and J. Colby Bassett of the Boston Bar Association courthouse committee pleaded yesterday with the Mayor to call a special meeting in an effort to save the legislative act on the last day.

With former Attorney-General Herbert Parker, retired president of the Bar Association, they will appear before the Council tomorrow at 12:30 and urge the acceptance of the act, so that a commission can be appointed without further delay to select a site and do that important addition.

Having made their appeal to the Mayor, the commission workers expressed regret at the possibility of losing out in the end. If the Council does not accept the act at the special meeting, it will be necessary for the sponsors of the courthouse addition to carry the roundabout fight once again through the Legislature next year.

Two Not Yet Recorded

Whether the Bar Association will be able to collect four more votes in favor of the $5,000,000 project was a matter of speculation yesterday, for this would require some of the Counsellors who have gone on record as opposed to the courthouse to change their front. Eight have already voted for it, but an even dozen are required to pass.

Councillors Michael J. Mahoney of South Boston and James Hall of Brighton have not taken sides yet. Should they heed the appeals of the Bar Association spokesmen tomorrow, it would be necessary for only two Councillors to change their votes to pass the measure over.

The only objection to the act voiced in the Council was a failure to include a provision requiring the State to pay $200,000 a year, or 30 per cent of the maintenance charges of the proposed enlarged courthouse, Insufficient as the State bodies will occupy much of the space in the building. The act requires the State to pay 20 per cent of the $5,000,000 construction charges, leaving the city to pay the remaining $3,000,000.

Rumors that real estate speculation who had cleaned up big profits in other public land takings were about to make another killing in the courthouse takings were born out yesterday by records in the Registry of Deeds, according to expert conveyancers.

Few Ownership Changes

They reported that few changes of ownership have been made in the vicinity of the courthouse because of the fact that the necessity of building an addition nearby has been a subject of common knowledge for the last five years.

The site will be selected, the land takings made and the building erected by a commission. The act, however, provided that the City Council votes to accept the act before Thursday midnight.

This commission would select a site within the area bounded by a line running from Scollay square through the center of the present courthouse and through Ashburton place to Bowdoin street, then down Bowdoin street to Cambridge street and along Court street back to Scollay square.

While the commission has not even been appointed to select the site, the most likely place suggested has been the property occupied by the Howard Athenaeum and the Old Colony apartments, which back up to the present north wing of the Pemberton square courthouse.

PASS IT

The City Council at its special and last meeting tomorrow should pass the court house act and permit this greatly needed project to get under way. It has met with approval from all sides and it will be indeed unfortunate if the members of the Council kill it at the last moment. Suffolk County greatly needs an addition to its courthouse and will secure it, but it will be a pity if the matter must go to the Legislature again and thus be subjected to long delay.

Our councillors made a mistake Monday when they failed to give their approval. They have a chance to rectify the error. It may be that certain people will profit by land taking, but that is nothing new. Shrewd speculators usually anticipate public improvements of this kind to their own advantage. That ordinary circumstance is not sufficiently grave to warrant abolishing the entire project.
Renting Agency Cars to Displace
25 City-Owned Automobiles Friday

Municipal department heads who are scheduled to be deprived of chauffeur-operated city-owned automobiles Friday, when 25 such cars will be turned over to a drive yourself company, are Institutions Commissioner James E. Maguire, Building Commissioner Edward W. Roemer and Superintendent of Supplies Philip A. Chapman.

Others who will lose the cars which have been at their disposal include Chief Engineer John F. Hurley of the traffic commission, whose car has covered 68,569 miles in 21 months, 10 deputy sealers of weights and measures, the board of assessors and two officials of the public buildings department.

The appraisal value of the cars ranges from $25 to $1325 and the mileage which they have covered stretches from 8,260 to 68,569.

After Saturday officials and subordinates who have had cars at their disposal will have machines operated by city chauffeurs available when they are engaged in legitimate city business. The city will pay the renting agency nine cents a mile for the use of the cars.

Five will be parked about City Hall and the use of officials and records will be kept of every trip made.

The withdrawal of the 25 cars from the various departments affects only four permanent chauffeurs. They will be assigned to drive the rental machines.

Ten light cars will be given up by the deputy sealers of weights and measures; three machines will be taken from the airport commission; three from the building department; three from the public buildings department; two from the assessors; two from the institution department and one each from the street laying out and supply departments.

The expensive sedan assigned to Penal Institutions Commissioner William G. O'Hara was withdrawn by Mayor Curley yesterday from the list of machines scheduled to be disposed of. The appraisal value of $1500 was held to represent an avoidable heavy loss and it is the plan to retain the car for eventual assignment to some other department.

Municipal statisticians have figured out that a saving of $25,000 will be made next year under the new system of municipal taxicabs. Further saving is expected to be made by enforcement of drastic regulations about the use of city-owned cars. Wives of officials will be denied the privilege which has been enjoyed, free of transportation, to bridge parties, theatre and other social affairs in city-chauffeured cars, and restrictions upon the use of such cars is expected to result in substantial reductions in the expenditures for gasoline, oil, tires and repairs.

PARKER TO URGE
NEW COURTHOUSE

Will Appear with Keliher at Council Meeting

Herbert Parker, former attorney general, and Sheriff John A. Keliher called upon Mayor Curley today to urge acceptance tomorrow by the city council of a fifth annual banquet held at the Hotel
Brunswick. The mayor's son, the late James M. Curley, Jr., was president of this class for two years. About 75 members attended.

Speakers included the Rev. Charles O'Brien, S. J., of B. C., Charles Birmingham, former president of the alumni association; President Edward McLaughlin of the alumni association, and William Killoy, class president. Anthony McGrann, was toastmaster.

Mayor Curley is B. C. '28 Member

Mayor Curley was unanimously elected an honorary member of the class of '28 at Boston College at the class's fourth annual banquet held at the Hotel.

Fire Head Has Five Cases

for Prosecution

In a drive to stamp out an alleged arson gang which has been setting incidental fires, particularly in Dorchester during the past month, Fire Commissioner Edward W. O'Hara informed Mayor Curley last night that he has prepared five cases for presentation within a few days to the district attorney's office for formal prosecution.

Of the fires in Dorchester last month, 16 were investigated as incendiary or suspicious by the arson squad of the fire department headed by Deputy Chief Albert J. Caulfield. At least 40 of these were in dwelling houses.

Mayor Seeks Panama Line
Sailings from Boston

Mayor Curley yesterday made an effort to have the Grace Line Panama Mail service steamship company arrange for direct sailings from Boston. New England headquarters of the line were opened yesterday in the Little Building and the mayor expressed the hope that it would result in direct sailings.

The mayor in his letter to William Wheeler of the line called attention to the excellent facilities of the port for South American and Panaman sailings and that the Canadian National Railways has arranged for more than 100 sailings from the port of Boston. He said that the Boston Chamber of Commerce and the Boston Industrial, Commercial and Publicity Bureau can be depended upon to cooperate.

Last Tribute Paid
To John J. Leahy

Final tribute was paid yesterday to John J. Leahy, cashier of the collector's office at City Hall, who died Sunday. Funeral services were held in Our Lady of Lourdes Church, Jamaica Plain.

Rev. James Kelly, pastor, was the celebrant of a solemn high mass of requiem, with Rev. William O'Connor as deacon and Rev. Leo McCabe as subdeacon. Within the sanctuary were Rt. Rev. Mr. Richard J. Haberlin, vicar general of the archdiocese and Mayor Fitzgerald, as well as North End and Jamaica Plain residents.


The burial was at St. Joseph's Cemetery at West Roxbury.

Mr. Leahy leaves two sons, of Dedham and D. Cranbrook, Jamaica Plain, also two daughters, one of Buckingham, England, and another of Dedham.
Council Rubs
the Slate Clean
for New Year

Meeting at eleven o'clock today for the
COURT HOUSE BILL, REJECTED ON
Thursday, Was Biggest
final session preceding the reor-
FIGHT IN MONTHS
ganization of next Monday, when Mayor
Curley will make his annual address
MAYOR'S AUTO SALE
and five new members will be installed.

Court House Bill, Rejected on
The city council had no business of con-
Thursday, Was Biggest
sequence to occupy its attention, for the
FIGHT IN MONTHS
slate has been well cleaned by the de-
posal of the Suffolk County Courthouse
mien to occupy its attention, for the
embraces all municipal buildings. A mayor asks the council to co-
would be involved in the plan at present
operate with him in every possible en-
but that the work of the committee to
deavor to retrench and yet to make pos-
the books is to be closed, large-
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Though the mayor has had the usual
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ters which have failed of passage. Had
the mayor given the courthouse matter
his enthusiastic attention, there is lit-
tle question that he would have had
better success with it than Mayor Nicho-
las had with a similar measure in the
closing days of his administration.

The council will come together next
Monday, with five new members who
will replace an equal number of the best
men of the last few years. Representative
William H. Barker of East Boston will
replace Timothy F. Donovan; George W.
Roberts of the South End will replace
Dr. Seth F. Arnold, who voluntarily re-
tired; George P. Donovan of the Re-
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Michael J. Mahoney; David Brackman of
Ward 12 will occupy the seat of Coun-
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The strength of mayoral influence will
be in no way impaired by the new
CITY COUNCIL OF '30-'31 ENDS
members. Mayor Curley still retains a good
MAYOR'S AUTO SALE
working majority in the council who can
be depended upon to consider his meas-
sures without prejudice. And if ever
there was a time in the recent history
of the city when the necessity of active
and interested cooperation between the
chief executive and the City Council was
apparent the time is now, in view of the
danger of a higher tax rate.

Thursday's conference in which the mayor
held with the school authorities and his
financial experts, when he announced
that he would not favor the spending of
a dollar from the tax levy for the con-
struction of new buildings but would
support a bond issue for $3,500,000, is
indicative of the financial extremity which
faces the city with the beginning of the
new year. With a loss of revenue and
unexpected demands totaling $7,000,000
which the city must meet as the bud-
gets are prepared, there is cause, as the
mayor has announced, for the utmost
economy. There will be no treasury sur-
plus when the books are closed, largely
because of the demands of the Public
Welfare Department and the non-collec-
tion of $12,000,000 in taxes.

Adopt "Drive-Yourself" Order

The most important action of the Coun-
cil today was the adoption of the order of
Mayor Curley to establish a "drive-
yourself" automobile service for city offi-
cials as a measure of economy. The
Council had considered the order at a
previous session but tabled it to ascertain
what city officials would be willing to
sell their car and how much saving would result
from the plan. Budget Commissioner Charles
J. Fox was questioned by the Council on
the proposal of the Suffolk County Courthouse
embrace all municipal buildings. A
mayor asks the council to co-
operate with him in every possible en-
deavor to retrench and yet to make pos-
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COURTS NOT TO BE GIVEN MORE ROOM

Council Again Refuses to Approve of Addition

MAINTENANCE COST STUMBLING BLOCK

Vote Stands 14 to 8 Against Law as Passed

Casting aside the final appeals of the judiciary, organized labor, county officials and the bar, the Boston City Council ended its six-hour special meeting last night by rejecting the legislative act which authorized the construction of a $5,000,000 addition to the court house at Pemberton square.

Without the approval of the Council, the enabling act would have become void at midnight with the end of the old year, but in make it a double killing, the Councilmen sacrificed the measure in advance. With the decisive roll-call vote of 14 to 8.

Without all possible sponsors of the plan for relieving congestion at the Court House promised to support the movement to force the State to pay its proper share of the operating expenses. Testimony was presented refuting rumors that political real estate speculators had bought in the property suggested as a site for the new building.

But the Council refused to waver from its position, contending that it had no official assurance that the city’s rights would be protected. And when the vote was counted two more opposing Councilmen had been added since Monday’s meeting.

The measure was defeated by Councilmen Bush, Cox, Donovan, Dowd, Fish, Gallagher, Gleason, Hehn, Kelly, Lynch, Mahoney, President McGrath, Murray and Ruby.

Eight Fight for Approval

Standing out in favor of the project were: Councilman Arnold, Curtis, Engle, Fitzgerald, Green, Norton, Power and Wilson.

Pending the ultimate construction of additional courthouse space, President Joseph McGrath suggested to Chief Justice Wilfred J. Bolster of the Municipal Court, the advisability of holding afternoon sessions and also night traffic court, in order to relieve the morning congestion.

The presiding justice of the lower court explained that it was policy to get rid of the violators the first thing in the morning, and while there were already enough judges in the lower court, it would probably be expensive to pay overtime to the court attaches.

Judge Bolster questioned the demand that the State pay 30 per cent of the maintenance costs of the court, claiming that the figures he had seen showed that the State occupied only from 11 to 15 per cent of the space at the courthouse.

Agree on Maintenance

Former Attorney-General Herbert Parker of Lancaster, with Attorneys William Phelps, Ranney and Charles S. Rackemann of Milton, representing the Boston-Bar Association courthouse

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Curley Sends Greetings to Gov. Roosevelt

Election of Franklin D. Roosevelt as President would be the nation’s richest New Year’s gift, Mayor Curley stated last night in a telegraphed message of greetings to the New York Governor and his family.

“I pray you will accept,” wired the Mayor, “my tribute of greeting and affection.

Governor Square Changes Its Name

Governor sq. yesterday became Kenmore sq. when Mayor Curley gave his approval to a City Council order to that effect. The order was introduced to the council by Councilman Seth F. Arnold of Back Bay, who took that action at the request of the Governor Square Associates.

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TO CUT SCHOOL COSTS $1,000,000

Mayor Would Also Finance All New Construction With Bond Issues

SEES APPROPRIATION REDUCED $4,250,000

A reduction of $1,000,000 in school costs and the adoption of a building program providing for the financing by bond issues of all new construction this year were specified yesterday by Mayor Curley as the contribution of the school committee to the retrenchment program which he will inaugurate immediately in every other municipal department.

Compliance, which was practically assured by the school committee and the schoolhouse commissioners, will make possible a reduction of $4,250,000 in 1932 appropriations for school purposes. If the need of eliminating a direct appropriation for schoolhouse construction can be successfully impressed on the Legislature, the normal annual appropriation for this purpose of $3,500,000 will be avoided.

The school committee and the board of superintendents agreed to devote the next week to the preparation of a budget which will aim at the saving of $1,000,000 from the 1931 budget of approximately $29,000,000.

The mayor asked the school officials to attempt a reduction of 10 per cent., but when he was convinced that he was asking the impossible and that a drop of 5 per cent. would represent the maximum reduction possible, he accepted the offer as the best that can possibly be made.

There was no disposition among the large group of school officials to criticize the mayor's insistence on retrenchment, and his positive declaration that he is determined to save every dollar possible to every department brought a pledge of whole-hearted support from the committee.

In advocating a departure from the policy of an annual assessment on taxpayers to meet the cost of new school buildings, the mayor intends to elaborate on the outstanding schoolhouse debt as his principal argument for legislative sanction to finance construction this year entirely by bond issues.

"The school officials," said the mayor at the conclusion of the conference, "have agreed that they believe it possible to effect a reduction of 5 per cent.

COUNCIL KILLS COURTHOUSE ACT

Rejects Plan for $5,000,000 Addition to Suffolk County Building

FIRM IN DEMAND STATE AID UPKEEP

BY JAMES GOGGIN

The city council refused yesterday to heed the plea of Sheriff John A. Kelley, representatives of the judiciary, the Boston Bar Association, county officials and organized labor and rejected, 14 to 8, the legislative act, which became imperative at midnight, authorizing an expenditure of $5,000,000 for enlargement of the Suffolk county courthouse.

Arguments predicated on the urgent necessity of relieving the overcrowding of the courthouse, which Sheriff Kelley declared would necessitate the renting of outside accommodations, fell on the ineptitude of the desirous state officials, who were more concerned about rejecting the act than about the plea of advocates of acceptance.

The council served notice on the Legislature, to which consideration of a courthouse extension bill was returned, that an amendment to the 1931 act, which would commit the state to the payment of 50 per cent. of the maintenance cost of the enlarged building, must be preliminary to acceptance of any new bill.

Behind the demand for a division of maintenance costs on the same proportion as the Legislature split the construction cost—70 per cent. by the city and 30 per cent. by the state—the council aimed a blow at real estate operators who are extremely anxious to have the courthouse addition started.

Despite the declaration of Charles S. Rackemann, representing the bar association, that his search for speculators who held options on property on Howard and Cambridge streets had failed to reveal proof that they have been active,
COUNCIL AGAIN SAYS NO ON COURTHOUSE

Special Session Votes 14 to 8
Against $5,000,000 Project
Despite Pleas of Bar

By a vote of 14 to 8 early last night the Boston City Council in special session rejected the Legislative act providing for the expenditure of $5,000,000 for additional accommodations at the Suffolk County Courthouse. The vote was taken in open session after an executive session which lasted four hours and during which the Councilors heard arguments by the proponents and opponents of the act.

At the regular Council meeting last Monday the order for the acceptance of the act was tabled by a 12 to 8 vote, and the act came before the Council again yesterday at a special meeting of the Council called by Mayor Curley at the suggestion of the Boston Bar Association.

Several well-known persons addressed the executive session yesterday in favor of accepting the act, but from the beginning the measure seemed doomed, and the many fine arguments stressing the dire necessity of enlarged Courthouse facilities failed to sway the majority of the Council they should vote for the act.

Those voting for acceptance of the act were Councillors Arnold, Curtis, Emery, Fitzgerald, Green, Norton, Power and Wilson.

Those voting against it were Councillors Bush, Cox, Donovan, Dowd, Flah, Gallagher, Hohn, Kelly, Lynch, Mahoney, McGrath, Murray and Ruby.

New Act Now Necessary

Refusal of the majority of the Council to concur with the judgment of the proponents and Mayor Curley means, in all probability, that a new County Courthouse, or additional court facilities, are ineluctably postponable until the Legislature can pass an act imposing the entire cost of construction on Boston.

Ex-Atty Gen Herbert Parker, of the State for the cost of maintenance.

Four Real Estate Men Opposed

The act was opposed by four members of the Massachusetts Real Estate Association, Henry J. Dixon of Dorchester, M. C. Ryan of Dorchester, John F. Bolen of M. J. Risquard, and John A. Keliher told the Councilor's motion that the order for the acceptance of the act before the Council should be accepted to put an end to what he termed abominable conditions.

Register Fitzgerald Heard

W. T., Fitzgerald, register of deeds, treated the proposition as a necessity in his review of the long standing efforts to gain relief for the taxpayers. He told of his earlier agitation for a bill were normal, his registry had room to transact business.

Cyrus Sargent, who with his sister owns several pieces of property in the suggested area, said that no options had been solicited on any parcel owned by him.

Secretary E. A. Johnson of the Building Trades Council said the erection of a Courthouse addition would give work to 200 craftsmen for a period of two years. Vice Pres Dwyer of the Boston Central Labor Union presented the way some of the Councilors questioned Mr. Johnson, and Councilor Gallagher, presiding, was forced to call to order. Pres J. T. Moriarty of the State Branch, A. F. of L., favored the act as an aid to the unemployment situation.

Councilor Cox said he was more concerned in the cost of maintenance than the cost of construction. If he felt there should be some provision by which the State should pay 30 percent of the maintenance cost, he would give the additional tax burden on the taxpayers.

Hints City May Yet Pay All

Speaking gladly, he said, for those who use the courthouse, Chief Justice Bolster of the Municipal Court said that if the courts are to have relief, the City can not afford to allow the present bill to go into the discard. He told of overcrowded conditions at the courthouse and hinted the incoming Legislature could pass an act imposing the entire cost of construction on Boston.

Ex-Atty Gen Herbert Parker, of the Boston Bar Association committee on an enlarged courthouse, dwelt on the burdens of maintaining conditions at the courthouse, and the need of legislation to improve the situation.

The act was defeated 12 to 8, and the executive committee carried Councilor Ruby's motion that the order be reported back "ought to pass," but this was defeated 12 to 8.

Councillor Wilson felt that Boston should accept the act now, for it would put the question to rest, but the city could iron out the matter of maintenance costs with the State.

Governor Square Name Is Changed to Kenmore

Governor square was officially changed to Kenmore square yesterday, when Mayor Curley gave his approval to the judgment of the city council.

Business and professional men who have become accustomed to the use of Kenmore square successfully asked the city council to make the official change. The rapid transit station, now under construction, will be designated as Kenmore. No objection to the change was made either to the mayor or to the city council.
NAUGURAL CEREMONIES AT CITY HALL

Mayor Curley began the new year yesterday with a full session of hard work in the preparation of his annual inaugural address for delivery to the new city council at its meeting to be held Monday at City Hall.

Accomplishments of the first half of his administration and plans for the second half to meet the demands for municipal reform of public welfare, and yet supply the needs of public welfare relief will be outlined by the Mayor in his annual address.

This morning at 11 o'clock the old council chamber will open up the new council business and then Mayor Curley is scheduled to deliver his inaugural address at the Parker House to the old council chamber to be given by the Mayor.

Members of the incoming council last night received messages from City Hall. Wilfred J. Doyle, new mayor, summoned them to the inaugural ceremonies which will start Monday morning at 10 o'clock in the council chamber at City Hall.

IN AUGURAL OF NEW COUNCIL

Ceremonies at City Hall on Monday

Mayor Curley, the new mayor of Boston, yesterday held a conference with representatives of the city's schools. The school committee chairman, to the post of mayor of the state's capital.

Mayor Curley yesterday held a conference with representatives of the school department and presented a program relative to his renunciation program for every department of the city, and afterward announced that the school department officials present had agreed to effect a five percent reduction in school expenditures next year.

Based on the budgets of approximately $20,000,000 in 1931, this would result in a saving of $1,000,000 on school buildings. The schools would also apply a building program for the next five years for the possible effecting of bond issues of the city for new construction.

Mayor Curley was encouraged by the whole-hearted support he received from the school authorities, and he said that he was determined to save every dollar possible in every department of the city to avoid the serious plight in which the city would face due to the city's financial difficulties.

Mayor Curley said that only by cutting every expenditure can the burden on the taxpayer be relieved.

SCHOOL ECONOMY PROMISED CURLEY

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TO SELECT DONAHUE AS COMMITTEE MAN

Election to Democratic Body Expected Today

Members of the Democratic state committee are expected to elect Frank J. Donahue their committee chairman today at a meeting of the state committee from Massachusetts at the Copley-Plaza hotel in Boston. The post has been vacant since the death of the former national Democratic Committee chairman, Edward W. Quinn of Cambridge.

Donahue's election will not be unanimous because Whitfield, the chairman of the committee, believes that the post should be held by some one other than the state committee chairman.

Letters urging the election of Donahue have been sent to many members of the committee by Mayor Michael C. O'Neill of Everett, a war admiral of Gov. Ely and active worker for his election in the 1930 campaign.

Considerable support had been gathered for Mayor John F. Fitzgerald, but he indicated recently that he was not interested in the job, probably because of the relative unimportance attached to it with the two Democratic senators in Washington having the task of patronage at their command.

Senator Walsh will be the only speaker at this afternoon's meeting.

Neither Gov. Ely nor Mayor Curley will attend the council meeting of the city council at lunch at 12:15 o'clock, this noon, and an hour later he is scheduled to address the Mayors' Club of Massachusetts at the Parker House.

Mayor Curley is expected to deliver his inaugural address to the legislature.

MAYOR ASKS 5 CT. TAX ON GASOLINE

Mayor Curley will urge proposal to relieve cities' financial troubles.

Mayor Curley will urge members of the Mayors' Club of Massachusetts today to join with him in support of legislation seeking an increase in the state gasoline tax from 3 to 5 cents a barrel to relieve financial difficulties of the cities of the commonwealth.

Mayor Curley will outline his proposal this afternoon at the scheduled meeting of his associate mayors at the Parker House.

The only alternate proposal he sees is an increase of from 6 to 10 percent. At present state income tax, in other instance, he would have the revenue thus derived returned to the cities and towns. The result would be to formulate a legislative program for presentation to the legislature.

GOVERNOR SQ NOW OFFICIALLY KNOWN AS KENMORE SQ

Governor sq in the Back Bay, will no longer be known by that name as a result of the approval yesterday by Mayor Curley of a City Council order changing the name to Kenmore sq.

MAYOR SENDS MESSAGE TO WIDOW OF OULAHAN

Mayor Curley last night spoke his high regard for the late Richard W. Oulahan, dean of the Boston Daily News and for whom a newspaper correspondent sent a message of sympathy to Mr. Oulahan's widow at Georgetown, D.C.

The message: "Dear Mrs. Oulahan: I pray you will accept my sympathy in your sorrow and express to the dear family of our beloved husband who in my judgment was the most beloved figure of American journalism. In the crucible of our national life he was for nearly a century a most inspiring leader. "May Divine Providence in Its Infinite Mercy guard and protect you in your sorrow and best wishes for an eventful, prosperous and happy New Year." The local Franklin D. Roosevelt Club sent this message:

"The Franklin D. Roosevelt Club of Massachusetts wishes you a happy New Year and greets you as the new President of the United States."

"Massachusetts is proud of your fair service to the State and your service to the State's interest when you were Assistant Secretary of the Navy, and remembering your loyalty and devoted service to Gov Smith for many years, has adopted you as her favorite candidate for President. Walsh, who said of you: "Your record of accomplishment, this Nation must have another Roosevelt. Here is an opportunity to bring back the principles of Democracy. Millions are praying to follow him."

"Massachusetts" 30 delegates will be with you.

This message was signed by John J. Cummings, president, and John H. Merriam, secretary.

CITY WILL SAVE $40,000 ON FUEL OIL CONTRACTS

Purchase of fuel oil for the City Hospital and other municipal buildings at the lowest prices ever quoted the city, will affect an estimated saving of $40,000 this year, Mayor Curley yesterday awarded a contract to the Shell Eastern Petroleum Company to deliver oil in barges to the hospital at 89 cents a barrel, and to the Petroleum Export & Power Company to furnish oil by truck delivery.

The City Hospital will save $20,000.
Happy New Year!
Better Days Coming

A very Happy New Year for each and every one of you is the wish of the Boston Evening American.

The entrance of 1932 finds some of our major troubles still unsolved.

But progress has been made. The stern lessons of the past three years have not been entirely lost.

There has probably never been in all our history a more lively spirit of charity, kindliness and helpfulness.

This the Boston Evening American knows because of the Christmas Basket Fund, the Good Fellow Club, the Give a Job campaign and other movements for the relief of unfortunate people which this newspaper has sponsored and conducted.

Governor Ely and Mayor Curley in Massachusetts and Governor Winant in New Hampshire have laid down extraordinary programs of public works that the unemployed might find dignified labor.

Some of our wealthier people have given to eleemosynary causes with admirable generosity.

But to the great mass of our people, to those of very ordinary means, the wreath of honor is due. They have "taken care of their own," they have ministered to their fellow beings in adverse circumstances with a lack of selfishness and with a tenderness that constitute the glorious page of our time.

Conditions are going to improve.

New England, everyone admits, is in better condition than the remainder of the country.

Let us resolve at this New Year's time to strengthen and consolidate that position.

THE NAME NOW OFFICIALLY IS KENMORE SQ, IN BACK BAY

Governor sq, in the Back Bay, will no longer be known by that name as a result of the approval today by Mayor Curley of a City Council order changing the name to Kenmore sq.
aggression of Japan, and if, as a consequence of what Franklin referred to in lending money, 'That you not only lose your money, but you lose your friends,' we lose the friendship of the European Nations and in losing them we lose that spirit of internationalism that placed the welfare of Europe above the welfare of the average American citizen, perhaps the loss will in reality prove a gain.

"If out of this period of depression, which represents hardship to more than 20,000,000 people in America today, if out of it all comes an economic program that will make for a shorter working day, the control of automatic machinery in industry, that will make a more profound realization in the hearts and minds of every American of his obligation to his fellow American, perhaps in truth we can say 'Happy New Year in 1932.'"

**INCENDIARISM FOUND IN DORCHESTER AREA**

McLaughlin Reports Arson Squad Has New Cases

According to a report of Fire Commissioner Edward F. McLaughlin, filed with Mayor Curley yesterday, there were 328 fires in November, and, according to a separate report, 58 were in Dorchester and 10 of the 58 were investigated as suspicious or incendiary.

Commissioner McLaughlin said the department has been called upon recently to extinguish many fires of supposed incendiary origin. The list of causes of fires, he said, shows 30 of incendiary origin, 16 of unknown origin.

The arson squad, Commissioner McLaughlin said, has done satisfactorily and effective work. The Commissioner said six persons have been arrested on indictments and five more arson cases will be presented to the district attorney within a few days.

The fires in Dorchester included eight in single houses, seven in two-family, 17 in three-family and one in four-family dwellings. One fire was listed under "stores and dwellings" and 11 fires in mercantile establishments, one involved eight buildings. There was one fire in an amusement place, one in a manufacturing establishment and four were classed as miscellaneous.

"I wish to call Your Honor's attention to a fact that lately this department has been called upon to extinguish many fires of supposed incendiary origin," the commissioner wrote. "The list of causes of fires shows 30 fires of incendiary or suspicious origin and 13 of unknown origin. Fires of unknown origin generally have an element of suspicion about them and are usually followed up by a thorough inspection by this department. There is a certain section in Dorchester where the department is being called continually to extinguish fires of this type."

"For Your Honor's information I enclose herewith a report marked Schedule No. 2 which gives the number of fires in buildings in Dorchester in November and describes the type of buildings involved. Of these 58 fires 10 were investigated as suspicious or incendiary."

"This department is taking every possible step to identify and arrest persons who may be guilty of setting fires. The arson squad, which has been organized in the city by a delegation under Deputy Chief Albert J. Caufield, has been doing very satisfactory and effective work. The warrants in the six cases which I have already reported to Your Honor have been served and the indicted persons have been taken into custody. About the two more cases will be ready to present to the district attorney within a few days."

**LIKELY TO PASS COURTHOUSE ACT**

**RUBY STANDS PAT**

Council Will Hear Bar Association Leaders and Others Today

He Says 1932 May Be One of Best Years in History

FAITH IN FUTURE URGED BY CURLEY

Mayor Curley yesterday voiced a plea for faith in the future with the prediction that 1932 may prove to be one of the most beneficent years in American history.

In a radio address over WNAC in which he expressed New Year's greetings, he called for a display of the faith by which the early settlers conquered the obstacles and the dangers that confronted them and contrasted to the advantage of those who are bitterly complaining about conditions, the dire days of the colonists.

He said, in part:

"I wonder if 1932 will not prove one of the most interesting and beneficent years in the history of our country. I am firmly of the opinion that we of today have a more profound respect and appreciation than ever before of the teachings and the precepts of the father of our country: "That you not only lose your money, but you lose your friends." We lose the friendship of the European Nations and in losing them we lose that spirit of internationalism that placed the welfare of Europe above the welfare of the average American citizen."

"If out of this period of depression, which represents hardship to more than 20,000,000 people in America today, if out of it all comes an economic program that will make for a shorter working day, the control of automatic machinery in industry, that will make a more profound realization in the hearts and minds of every American of his obligation to his fellow American, perhaps in truth we can say 'Happy New Year in 1932.'"

The city council, at a special meeting this noon, will probably accept the act to enlarge the Suffolk county courthouse at a cost of $5,000,000. The council must act favorably today to make possible extension of existing court accommodations, under the bill enacted yesterday by the state legislature.

Representatives of the Boston Bar Association, Sheriff John A. Keilher and 20 business agents of building trades unions will urge acceptance of the act at 12:30 P. M.

Indications that there may be a shift in the council division, with enough votes deserting the dozen opponents of acceptance to swing the decision to approval of the legislative act, were apparent yesterday after Councilman Laurence Curtis, 2d, had pleaded with his colleagues to join the minority favoring to acceptance.

NO DEFINITE PLEDGES

No definite pledges were made to Curtis, but opponents of acceptance did not appear to be as assertive as previously. Mayor Curley will not make any personal appeal to the council to prevent voiding of the legislative act, but has taken every day of the session to transmit another communication to the council asking for favorable action.

There is certain to be considerable debate at the meeting, but representatives of the bar association, Charles B. Rackemann and J. Colby Bassett, and possibly Herbert Parker, propose to continue their appeals for acceptance of the act to brief arguments.

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"FAITH" MAYOR'S PLEA FOR 1932

Hopes for a Happy Year in New Year Broadcast

Draws Comparisons With Some Earlier Days of Nation

Lays Our Woes To Trying to Save Europe

"Have faith in God and American," and the words of George Washington.

Friendly intercourse with all Nations; enabling alliances with none," played and lays our woes to trying conditions with the handful of the ragged saints, entangling alliances with the handful of the ragged nations, that filled the woods, in the minds of the settlers. And yet they survived, and were enabled by faith and fortitude the establishment of the Massachusetts Bay Colony.

"Beginning with January, 1932, we have observed in every city and town in America the bicentennial of the birth of America's first President, Gen. Washington, whom we lovingly refer to as the 'Father of our country.'

"We feel that our lot is hard. Contrast it with their lot: On the fringes of the forest and in that forest the savage redman, the dangers of the savage redman, the dangers of the savage redman, the dangers of superstition were rife, the superstitions that filled the woods, in the minds of the settlers. And yet they survived, and were enabled by faith and fortitude the establishment of the Massachusetts Bay Colony.

"Perhaps the outstanding characteristic of the early settlers was their faith, an abiding faith not alone in themselves, but in God and in their fellow-man. And through this faith they made it possible for the establishment at a later date of the American Republic.

"But those gloomy days were dispelled and there came the period, perhaps the most crucial of all, when our nation was engaged in the greatest internecine struggle ever known in the history of the world, when we had for a leader a plain man of the people in the person of Abraham Lincoln, whose name is so splendid, almost divine leadership it was possible to carry on for nearly four years a great Civil War to the Union or the flag, making possible the emancipation of the black man the world.

"Have faith in God and America,

Hopes for Happiest of Years

Mayor Curley's address follows:

"It is an exceeding pleasure, as Mayor and citizen, to extend greetings and good wishes for a most happy year during 1932 for every individual who is listening in.

"I have an appreciation that to the many millions of Americans who are without employment, who have witnessed the closing down of savings banks in America, where their meager reserves were located as a measure of safety to guard against the rainy day which comes all too frequently, that perhaps the wishing of a happy new year may appear somewhat in the nature of a mockery, but after all, everything in life is largely a matter of comparison, and when we contrast conditions in our day with conditions during other periods in the life of our Nation and the world, and of the people who inhabit the world, there is much room for consolation, and there is certainly sufficient basis to justify the belief that 1932, although it opens with gloomy prospects, may develop into one of the healthiest years that we have known in the history of our country.

"Speaking of all matters in this life being largely a question of contrast, I am reminded of those Christmas days in the early and the courageous days when the Massachusetts Bay Colony came into existence—back in 1631 when the settl...
ACT TODAY ON COURT ADDITION

Appeals to Council for $5,000,000 Project

Labor organizations, county officials and officials of the Boston Bar Association will appeal to the City Council, meeting in special session at City Hall this noon, to permit the construction of the $5,000,000 Suffolk Court House addition by accepting the enabling legislative act before it expires at midnight tonight.

TO MAKE STATE PAY

In an effort to meet the Council's demand that the State agree to pay 3 per cent of the maintenance costs of courthouses, sponsors of the court house act last night agreed to appeal to the incoming legislature to make this provision mandatory.

And to combat rumors that real estate speculators were about to make a cleanup by unloading their holdings on the city by the purchase of property adjacent to the court house, experts reported to bar association representatives, after days of investigation, that the illegal real estate ring had not been able to obtain the property to be taken from the long-time owners.

Attorney Charles S. Rackett, chairman of the bar association court house committee, which led the fight before the legislature for the passage of the act now awaiting the acceptance of the council, expressed the firm conviction that the city will take advantage of this chance.

Final Opportunity

"The City Council will have its final opportunity to accept the provisions of the act of the legislature passed last May to enlarge and improve the court house, today," said Attorney Rackett. "It is hoped that it will not fail to take advantage of this chance.

"While the present proportion in which the state and the city shall bear the expense may be criticized, it is the opinion of the bar association that it is being remedied by legislation requiring the state to contribute to the annual expense of maintenance and operation.

"Such a course would be so reasonable for the state and the city that it cannot be much doubt of its being taken, if the city now accepts the act. The need of more space was never more pressing. The subject matter has been before the legislature for several years. Two special commissions, each composed of a capable representative man, have investigated the subject and reported to the General Court and the present bill is the result of all this study and deliberation.

Delay Undesirable

"Further delay is most undesirable. The defects of the present situation, if there are such, are remediable, and nothing is being foreclosed on the city. There is nothing extreme in the situation. It is earnestly hoped that the Council will accept the act, and so make way for the next steps in this most important work."

Representing the bar association committee, Mr. Rackett, with Attorney J. Colby Bassett and former Attorney-General Herbert Parker will appear before the Council at today's final session.

E. A. Johnson of the Building Trades Council with 26 or 27 agents and representatives of the Central Labor Union will also urge the Council to accept the court house act to provide work for building tradesmen in the construction of the $5,000,000 addition.

Sheriff John A. Kelly and Attorney Parker yesterday called at City Hall and discussed the project with the Mayor. While the Mayor expressed the belief that the Council might reverse its 12 to 8 vote against the courthouse act, the individual members declined last night to state their opinions, expressing a desire to wait until after hearing the proponents at today's meeting.

Our City Finances

The Need for Rigid Economy

The financial affairs of the city of Boston strikingly illustrate the economy which must be practised during the impending year.

The city will have to pay $1,000,000 toward the Boston Elevated deficit, in contrast to the $4,000,000 it received this year from the Elevated in repayment of past deficits.

It will pay an increase of $1,800,000 in State taxes, while its receipts from the State for income taxes will be $1,600,000 less than in 1931.

The city began the year with a surplus of $2,300,000 in the treasury. The new year begins with no treasury surplus, but with $12,000,000 of 1931 taxes unpaid.

The receipts from city taxes are expected to decline by $600,000, due to reduction in property valuations. The appropriations for charity relief are expected to mount to $1,000,000 each in January and February.

These conditions will test the administrative ability of Mayor Curley, his official family and the Boston City Council. Yet they are by no means so drab as they seem on the surface. We have undertaken huge developments, such as Governor Square and the East Boston tunnel, not to mention expansion of the Southern artery, and the benefits from them will be realized in the near future. We have the advantage of some 200 new industries which located in Boston during the year. There is an atmosphere of confidence taking the place of the gloom which prevailed throughout two years of business depression.

We can finance these temporary expenses and fiscal losses by the issuance of bonds or short-term notes which the taxpayers will gladly liquidate when prosperity is fully restored. The future can be as bright as our civic leaders have courage to make it.

PARKING PLACE FOR CITY CARS VOTED

At its regular meeting today the traffic commission voted to establish a parking zone at City Hall annex for cars used for the city departments. This step was taken, it is believed, in view of the mayor's recent order to cut down the use of city cars to save expenses.
Big Fight for Court House Draws Crowds

Lawyers Advise Council to Act and Depend on Legislature to Perfect Bill

Though admitting that the Suffolk County Courthouse bill, authorizing the expenditure of $5,000,000, was unfair in the absence of a provision requiring the State to share in maintenance charges, former Attorney General Herbert Parker, representing the Bar Association of the City of Boston, advised the City Council today to accept the measure and delay in its passage until the coming session of the Legislature to deal fairly with the city.

Mr. Parker was the third speaker addressing the City Council in special session today. Sheriff John A. Kellner and Chief Justice Wilfred J. Bolster having preceded him and having been equally insistent for immediate action in order to save the measure from death by the lapse of time.

The executive committee corridors were crowded with spectators and interested persons when Councillor Edward M. Gallagher of Brighton, chairman of the committee, called the meeting to order and the clerk read the mayor's call for the special session. The committee of the Bar Association and an equal number of opponents of the bill were the only persons admitted besides the councilors and the press.

Sheriff Kellner called considerations "intolerable," and stated that they were rapidly getting worse. It was about time to seek additional courthouse quarters elsewhere, for, as a statement of the building was rapidly getting to the "end of the rope." He gave it as his opinion that the city would not get any better of the rope." He gave it as his opinion that the city would not get any better of the rope." He gave it as his opinion that the city would not get any better.

Mr. Parker, who had been seated with the Bar Association representatives, including Charles S. Rackemann, William Flaherty, Robert G. Dodge, W. T. A. Fitzgerald, J. Colby Bassett and others, listened to Judge Bolster's summary of conditions and later endorsed them as true. The judge had figured tract for oil by the barge load delivered to the city, and had estimated the saving of $40,000 over last year's figures. It was able to contract for oil for the large bond delivered at the City Hospital for 89 cents a barrel and oil by the truck load for 92 cents a gallon. The Shell Eastern Company sold the large contract and the Petroleum Heat & Power Company the other contract.

School Authorities, Fin. Com. and Financial Experts Listen to His Appeal

Never before in his ten years of executive leadership at City Hall did Mayor Curley appeal so vigorously or so boldly, or so assertively for economy in expenditures as during the afternoon conference of today with the school authorities, the Finance Commission, and leading city officials.

The mayor went over the situation at length and admitted that with several millions in loss of revenue facing the new municipal year, and the probability that the Public Welfare department would need two or three millions more next year than the $7,000,000 spent for relief this year, the situation required the most rigid city planning.

It was made clear by the mayor, however, that the city could not afford to neglect its essential activities of health, hospitalization, schools, public works and charity, no matter what the increase in the tax rate might be. But from the fact that he always has been able to prune the departmental budgets from $1,000,000 to $3,000,000 annually, it was clear that department heads might assume a greater share of the responsibility of economy and use their talents more effectively in securing a higher value from every dollar expended.

Nobody could tell at present how much the city's valuation would be reduced by abatement proceedings, with so many petitions on file, and on the other hand, there was every indication that the city would be unable to maintain its present financial values by April 1. It would be necessary for the school authorities to plan in the matter of new construction and to save every possible penny, and the same advice was true in every department where extensions of service are always a problem at the beginning of the new year.

Governor Sq. Is Now Kenmore Sq.

Mayor Curley today approved action by the Council, last Monday in rejecting the name of Governor's Square to be changed to Kenmore square.

The change in name had been objected to by the neighborhood interests of that locality for several years, inasmuch as there is more or less confusion by the use of the same name on Kenmore station by the Elevated and similarly in the Superior Court clerk's office at times and remarked, "Everywhere I go I see people make needed improvements and I meet this terrible housing problem. It's time to talk about it."

Councillor McGrath declared that he had ever considered the feasibility of holding night sessions for traffic cases, and the judge replied that afternoon sessions had been tried and had proved a failure.

Mr. Parker maintained, in his opening, that all courthouses should be built by the State, but that had not been the usage and the present situation was in conformity with the past. He called the Suffolk County building a "deplorable" refuge to the State and city, and remarked that if the bill should fall of passage before midnight tonight the opponents who had been fighting for legislation for years would be discouraged.

Mayor Would Think in Terms of America

In a New Year's radio address over WNAV yesterday afternoon, Mayor Curley declared that the cause of the present trouble in the United States and Europe may be traced to the desire to save certain countries of Europe. He pleaded for faith on the part of American people and drew lessons from the struggles of the Puritans and the later struggles of the colonies in fighting for liberty.

"If out of this period of depression, which represents hardship to more than 60,000,000 people in America today, comes an economic program that will make for a shorter working day, the control of automatic machinery in industry, that will make a more profound realization in the hearts and minds of every American of his obligation to his fellow American, perhaps in truth we can say 'Happy New Year in 1933.'"

Curley Claims $40,000 Saving in Fuel Oil

By the award of contracts today for the winter's supply of fuel oil for the City Hospital and other Institutions, Mayor Curley claims a saving of $40,000 over last year's figures. It was able to contract for oil for the large bond delivered at the City Hospital for 89 1/2 cents a barrel and oil by the truck load for 92 cents a gallon. The Shell Eastern Company sold the large contract and the Petroleum Heat & Power Company the other contract.

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Last Chance

Dingy, depressing front of the present Suffolk County courthouse is shown here.

Boston City Council has its last chance of the year to accept the courthouse enlargement act.

Suffolk County needs a new courthouse. The construction dates of the present building, 1887-1893, furnish one argument by themselves. There are plenty more.

The courts and other agencies of the law in the old courthouse sorely need bigger and better quarters.

Construction of the proposed $5,000,000 addition will provide building jobs.

The very appearance, inside and out, of the dingy, old Pemberton sq. building now in use is an affront to Justice. It invites disrespect of Law, which is meanly housed.

The dignity of our judicial processes is upheld in retention of many of the olden forms and ceremonials. But it is weakened by such a home as the Suffolk County courthouse.

The Boston City Council will meet today in special session called by Mayor Curley for a last chance to accept the act for courthouse enlargement. If no acceptance results before the end of this year there will be further delay, two years or more, at the most favorable estimate.

Under the act the city is to pay 70 per cent of construction cost, the State 30 per cent. There is no provision for the State sharing in the maintenance or upkeep expense. Mayor Curley naturally desires the State to pay its due share of upkeep as the State will occupy 30 per cent of the proposed enlarged structure.

If Boston accepts the enlargement act and thereby makes possible this sorely needed improvement, it will be the plain duty of the Legislature to see that the State meets its due share of the running expenses.

Meanwhile, let the Council accept the act today as a worthwhile New Year resolution.
The rehabilitation of Boston's fire department, which insurance engineers and other qualified experts agree is representative of the unequalled standard of efficiency at which other large American cities are constantly aiming, is striking example of the invaluable benefits of separating public service and politics.

A no previous policy have the morals and discipline of the intensively trained officers and men who compose the department been comparable with conditions which have been intelligently enforced by Commissioner Edward F. McLaughlin and Chief Henry A. Fox. The rebuilding of the department is attributable to the baptism received by Commissioner McLaughlin, a few hours after he had assumed control, and typifies the progress which a prize-winning pianist, who later achieved success in politics, has achieved in his determination to attain an ideal.

Few know why "Eddie" McLaughlin, after accepting a post which was literally forced upon him, devoted himself with such assiduous zeal to the training and discipline of the department of which he had no more knowledge than the average citizen.

The stock emblem of the loss of morale failed to save several occupants of the South End apartment merely did their duty. It was not because of lack of courage that the fire department to the people but that he would inaugurate an intensive campaign against fire hazards.

The firemen who risked their lives to save the occupants of the South End apartment merely did their duty. It was not because of lack of courage that the fire department to the people but that he would inaugurate an intensive campaign against fire hazards.

CURLEY PLANS NO PAY SLASHES

Aims to Effect Savings in Departments and Keep Salaries Stable

NEW COUNCILMEN ENTER TOMORROW

No salary reductions are included in the plans of Mayor Curley to reduce the cost of municipal service this year. He aims to effect a saving of 20 to 25 per cent in departmental expenditures and to avert pay cuts.

He made the announcement yesterday at the final meeting of the city council which has served during the first half of his administration. In expressing his appreciation of the cooperation which the councilmen, five of whom will not be members of the new council which will be sworn in at 10 A.M. tomorrow, the mayor said:

"You're the luckiest and you ought to be the happiest fellows in the world, because you're out."

The mayor spoke at a luncheon which he tendered the council at the conclusion of the final meeting at which four of the five retiring members ended their service after they had authorized the mayor to withdraw 23 pleasure cars from the municipal fleet used by department officials and subordinates.

"If I have instructed department heads to try and cut from 20 to 25 per cent from their expenditures last year, I do not want to reduce salaries. It has taken 50 years to bring salaries to their present levels," said the mayor. "I prefer to save in non-essentials."

Joseph McGrath, council president, who will be succeeded by Edward M. Gallagher of ward 22, Brighton, received the appreciation of his colleagues, expressed in a resolution commending him for his impartiality in decisions and for his fairness and courtesy throughout the year.

Councilmen Seth Arnold, Robert Gardiner Wilson, Jr., Michael J. Monahan and Herman L. Bach, whose official service was terminated yesterday, expressed regret at leaving their colleagues.

Brief exercises and the reading of Mayor Curley's address will form the program at the swearing in of the new council tomorrow. The new members are William H. Barker of East Boston, George W. Roberts of ward 4, Back Bay, George P. Donovan of ward 6, South Boston, David M. Brackman of ward 12, Roxbury, and Thomas Burke of ward 17, Dorchester.

The Rt. Rev. Samuel G. Babcock, suffragan bishop of the Episcopal Church, who are unfamiliar with the department, will offer prayer after the council has been called to order by Councilman Joseph P. Cox of West Roxbury. Curley will administer the oath to the 22 councilmen and then will read his address. It will be broadcast over station WAB and associated stations.

The council will elect Gallagher president and after passing the necessary orders providing for the financing of municipal activities will be the guest of the mayor at luncheon at the Parker House.

The McLaughlin plan was only visionary. Before he launched it, he unskilled discipline such as had not been known for years into the entire department. He made every fireman recognize that Chief Fox was in supreme command of the fire-fighting force and that every subordinate officer was to obey without question. The commissioner placed every fireman on a parity. He banished favoritism and politics.

He kept away from City Hall. He has never visited the mayor's office unless specifically sent for or in the discharge of duties which demanded his presence. Mayor Curley has given him whole-hearted co-operation. He has kept his hands off the fire department and the commissioner takes greater pride in the tangible achievements of Commissioner McLaughlin.

The commissioner absolutely refuses to accept an invitation to speak at a social function in Boston. He insists on sending a member of the department who are unfamiliar with the department into intimate contact with members of its personnel, and your comrades to the people who employ you and who depend upon you. In the songs which the commissioner has made popular with his men.

To prove his sincerity he organized the fire department band at a cost to him of more than $3000. It will never be an organization of musicians at the beck and call of politicians or department heads. Before the commissioner will permit the band to deteriorate from the high stand which he hopes it will reach, he will disband it.

He hopes that the band will provide needed funds for the widows and families of firemen killed in the performance of duty. Already one public concert last year provided a profit of $3000 and permitted a contribution of $1000 to the widows of three firemen killed in the year preceding the concert.

Firemen admire their commissioner. They laughingly call him "Rusty-Eddie" but they always add: "He's the squaruest shooting commissioner we ever had and bel he's a square deal but don't try to take advantage of him."

Musically the commissioner is a professional. He is of a musical family. His father was a widely known soloist, and his sister Miss Mary McLaughlin is the director of bands and orchestras in Boston public schools made up of children not more than 12 noon old.
DONAHUE, SICK, ROUTS ENEMIES

Elected National Committeeman While Abed in Hyde Park Home

PROTEST BY TUCK FAILS TO REGISTER

Serious sickness prevented Chairman Frank J. Donahue of the Democratic state committee from presiding over the meeting of his associates yesterday at the Copley Plaza Hotel, at which he was elected to the position of national committeeman.

A recurring attack of stomach ulcers, which caused concern among attending physicians last night, forced him to remain abed at his Hyde Park home.

Although the election fell short of being unanimous by the casting of a single vote, the impression must not prevail that it was a peaceful procedure. His election was stubbornly resisted by Whitfield Tuck and what he lacked in the support of numbers was more than counterbalanced by the vehemence of his protest.

TUCK READS LIST

He reads the names of 40 Democrats, anyone of whom in his opinion, is more entitled to the honor. He successively placed in nomination the names of James Hoehn of Lowell and Mayor Lawrence Quigley of Chelsea, but failure to have either seconded prevented them from being placed in the running against Donahue, who was nominated by former Mayor John F. Fitzgerald.

During his nominating speech Tuck was halted by a point of order registered by Miles Neff of Fall River, who objected strenuously to having the financial affairs of that city and Donahue's connection with them dragged into the political meeting. The point was well taken and Tuck was ordered to restrict his protest against Donahue to other grounds.

Tuck declared that he was speaking in the interests of the young Democracy and that he did not refer "to the B. Loring Young Democracy." He objected to listing Donahue with another office to add to those of chairman of the state committee and chairman of the Fall River finance commission at an annual salary of $6000.

DONAHUE LAUNDERED

Fitzgerald lauded Donahue's services to the party and characterized him as the foremost political strategist that either party ever has produced in the Commonwealth.

Donahue for responding to the plea of Gov. Ely to assume the disagreeable tasks of directing the operation of the Fall River finance commission.

The climax to his nominating speech was a plea for Donahue's unanimous election. It was seconded by John L. McDonald of Cambridge, but Tuck refused to stand for unanimity and announced that he desired to be recorded as having voted for Quigley.

The election of the national committeeman out of the way, the committee members proceeded to pay the lid off other contentious issues by unleashing a ferocious attack on the Republican members of the executive council for their threatened refusal to confirm Gov. Ely's nomination of former Atty.-Gen. Thomas J. Boynton to be chairman of the state parole board and their delay in action on the confirmation of Miss Mary E. Meehan to the state board of labor and industries.

A REAL ISSUE

Fitzgerald urged the Democrats of Massachusetts to carry their fight against the councilmen into the respective districts at the next election and punish them for their alleged arrogant attitude to the Governor's appointments.

Frank A. Brooks, the present parole board chairman, declared, is not being re-nominated. It is no crime, he said, for a Democratic Governor to appoint Democrats to office and now, he urged, is the time to make a real issue of it.

He reviewed the alleged scandals unearthed among Republican officeholders in Massachusetts and in the federal service. He referred to the faithlessness of a former attorney general, a state treasurer, an auditor, a former Republican Senate president, the alleged corruption of the Harding administration and the spectacle of a former Republican cabinet member, now in prison in the Southwest.

He declared that he had recently examined the election returns of 1930 and said that nearly every Republican in the council can be defeated this year if the voters raise the issue of executive appointments against them.

Fitzgerald told his audience that the Governor has given him his personal assurance that Miss Meehan's nomination will be confirmed.

"SINISTER INFLUENCE"

Mrs. Ellen McCarthy then injected the direct accusation that a member or members of the state committee had exerted influence to securing the nomination of DeWitt Clinton DeWolf, former Mayor of Fall River.

At the demand of Miss Mary H. Ward, the committee was placed unanimously on record in support of the confirmation of both Boynton and Miss Meehan. A suggestion that every "fit" appointment of the Governor be similarly investigated met with the instant objection of DeWolf Clinton DeWolf, secretary to the Governor, that his ex- cense never would be guilty of submitting an unfit nomination to the council.

Senator Walsh expressed his gratification at the election of Donahue. The new national committeeman, in his opinion, is the peer of any member of the party in political sagacity and fully qualified to serve even on the supreme judicial court.

The senator's plea for co-operation with Gov. Ely was met with a demand by Thomas J. Giblin that the committeeman be placed on record as unanimously favoring his re-election to office regardless of the ambitions of any other members of the party. Senator Fitzgerald was adopted by acclamations.

WALSH DOMINANT

The climax of the meeting saw Senator Walsh firmly entrenched for the first time in his long career as the one outstanding dominant figure in the Democratic party of Massachusetts.

Not at any time since his entry into politics 20 years ago has he occupied so powerful and dominating a position. It is freely admitted that he exerts widespread influence on Senator Marcus A. Coolidge, his colleague, Gov. Ely and National Committeeman Donahue to such an extent that he is in position to dictate party policies and appointments throughout the entire commonwealth.

Except for the city of Boston, over which Mayor Curley is supreme, Senator Walsh is monarch of the Massachusetts Democracy.

Seated at the head table yesterday were Vice-Chairman Charles F. Reardon, Senator Walsh, Secretary DeWolf, former Mayors Fitzgerald and Andrew J. Peters, Mrs. Francis B. Sayre, the daughter of Woodrow Wilson; Mrs. Larue Brown, Miss H. Ward, Sheriff Edmund P. Talbot of Bristol county, Dr. Helen I. McG. Doherty, and Mrs. Nellie W. Sullivan, national committee woman from Fall River.
MAYORS OF BAY STATE MEET

Left to right, Mayors Andrew Casassa of Revere, Charles S. Ashley of New Bedford, George J. Bates of Salem and Mayor Curley of Boston.

GREETINGS TO JOHN SHEPARD

Mayor Congratulates Him on 75th Birthday

Mayor Curley yesterday wired his congratulations to Mayor John Shepard, Jr., of Palm Beach, Florida, retired merchant of Boston, Providence and Lenox, upon the occasion of the latter's 75th birthday anniversary. In his message the Mayor said:

"Dear Mr. Mayor:

"Upon the morning of your 75th anniversary, I pray you will accept a renewed assurance of my congratulations and regard.

"The Shepard family has for many years stood for all that is best in the mercantile life of Boston, and I can never forget the delightful acquaintance which I enjoyed with your father.

"You have lived up to the finest precepts of the Shepard family, and the great stores in Boston and Providence are deserved tributes of your place in mercantile life of New England.

"I learn that the citizens of Palm Beach are to extend you a delightful tribute of their regard, and you are certainly entitled to their every consideration and affection.

"Sincerely yours,

"JAMES M. CURLEY,
"Mayor."

CURLEY'S PLAN TO BE OFFERED TO LEGISLATURE

Cities Hard Pressed for Revenue to Pay Off Maturing Loans

HESITATE TO ASK STATE GUARANTEED

Executives Fear Establishment of Board to Control Finances

By JAMES GOGGIN

Revenue producing legislation will be sought this year by the mayors of Massachusetts cities to re-establish on a sound financial basis municipalities in an admittedly precarious financial condition and to prevent the development of similar situations in cities which have successfully met their monetary obligations.

Among the proposals to be presented to the Legislature are the plan of Mayor Curley for the substitution of a 5-cent gasoline tax for the existing motor excise tax law, radical changes in the basis of tax assessments on intangibles, personal incomes and corporate revenues, and a vigorous demand for a cessation of the legislative practice which imposes unnecessary burdens on cities by mandating laws requiring additional local expenditures.

FEAR FINANCE BOARD

Apprehension among the politically shrewd mayors that too many demands for remedial legislation may hasten the establishment of a state board of control of municipal finances may deter the presentation of a plan which would commit the commonwealth as the guarantor of payment of loans made by municipalities in anticipation of taxes or to use state funds in the making of loans to cities and towns.

Salary cutting, already receiving serious consideration by many mayors, promises to be the last medium to be utilized in the reduction of municipal expenses.

Mayors of several cities frankly declared at the Mayors' Club yesterday that they are unaware of the sources from which money will be obtained with which to meet temporary loans maturing within the next few months.

The most striking example of the seriousness of the financial outlook is that of Woburn, which owes more money per capita than any other city including Fall River, and which will be unable to pay temporary loans of $400,000 falling due in March and succeeding months.

Other cities in need of immediate cash have been unable to negotiate loans even at the high interest rates which their officials are willing to pay.

CURLEY'S TAX PLAN

Mayor Curley believes that the abolition of the motor excise tax and the increasing of the gasoline tax to five cents a gallon, with a provision stipulating the division of the additional two cents among the cities and towns, is an equitable assessment on automobile owners.

Such a change would, in his opinion, provide considerably more revenue than is now collected under the excise tax law and would place every automobile owner on a parity as far as payment for the use of roads is concerned.
WILL ASK STATE TO HELP CITIES

Mayors’ Club to Consider Five Cents “Gas” Tax, Intangible Increase, Less Assessing

Mayor Curley again vigorously attacked the State Tax Appeal Board, which he called “a safe resort for political home ducks, who serve the money power of every big case that comes before the board.”

Mr. Curley’s suggestion that the time of the imposition of municipal assessments be shifted from April 1, the present date, back to Jan 1, met with general favor, and the club may decide to back such a Legislative bill, it appeared.

Mayor Bates of Salem, presiding, declared that the State Government must rescue distressed municipal governments throughout the State, saying that one of the alternatives is a general slashing of public salaries and wages, which, in his opinion, is bad for the situation little if any.

There was some talk that the club might possibly record itself as in favor of biennial sessions of the Legislature, which would represent, to begin with, a saving of perhaps $75,000 in salaries.
Mayor States Salary

Reducions Against

Proper Policy

Boston's 20,000 or more municipal employees will not suffer any salary reductions this year, Mayor Curley announced yesterday at his testimonial dinner to the outgoing City Council at the Parker House.

-Cuts in pay had been advocated by the banking interests and the Chamber of Commerce, he said, but this policy would reduce the American standard of living and defeat the achievements attained during the past 50 years by organized labor, the Mayor protested.

OTHER ECONOMIES INSTEAD

While he had voluntarily made a 20 per cent reduction in his own salary by contributing $4000 a year to the unemployment relief fund, the Mayor declared that he would not slash the pay envelope of the city employees.

In order to maintain funds for the relief of the poor and the unemployed, the Mayor explained that he would make a cut from the annual budget. In the departmental budgets, eliminating appropriations for all non-essentials during the year, and raising the fund only for projects that cannot wait for another year.

Co-operating with the Mayor in his plans for retrenchment, the Council's last act was to approve his recommendation for the sale of 25 city automobiles, which will require municipal official's to use the drive-yourself service. According to the Mayor's estimates, this policy will save the city $15,000 a year.

Tributes to President McGrath

The Council concluded its last meeting by adopting a set of resolutions in tribute to President Joseph McGrath, stressing his impartiality and his ability as presiding officer during the past year.

Other tributes were sounded by Councilors Herman L. Bush, Dr. Seth F. Arnold, Robert Gardiner Wilson, Jr. and Michael J. Mahoney, who retired from office tomorrow morning.

Thanking them for their co-operation at City Hall during the past year, the Mayor Curley told them that they should consider themselves lucky in retiring, for they will thus avoid, he said, the tremendous obstacles facing elective officials in 1932.

Above all, the Senator insisted, there must be no more closing of banks, and all the resources of the government should be directed to guarantee against further closing.

With government funds and guarantees applied quickly, the Senator said, the problem of the depression can be checked, more serious economic conditions be prevented, and the first step taken towards a rehabilitation of the economic and financial structure of the country.

And, to make certain that in the liquidating process, which must last for two or more years, there shall be no exploiting of depositors throughout the country by excessive fees paid to liquidating agents or attorneys, the Senator would have all fees charged with the responsibility of liquidating the assets made assistants in the Department of Justice or in the Bank Control Department, and paid only such annual salaries as are paid to public officials in the regular government service.

Two Billions Tied Up

The Senator pointed out that there are some two billions of dollars in frozen assets tied up in the closed banks of the country. There are approximately $100,000,000 frozen in this way in the State of Massachusetts. In this State, there are at least another $100,000,000 "frozen assets" in the possession of people who, through fear, have withdrawn their money from banks and kept excess reserves.

When these frozen assets, whether tied up in closed banks or kept in the personal possession of individuals after withdrawal from the banks, are released so that they may flow into the hands of those who need them, there will be real progress toward return to industrial and commercial prosperity, in the opinion of the Senator.

G. O. P. Defeat Inevitable

Senator Walsh prefaced his discussion of the banking situation by declaring that the government must do all that it can to relieve the sufferings caused by the business depression, but also insisted that consideration of the financial structure, a general propping up through relief assistance, the government must come before there can be any constructive talk of direct relief from economic depression.

The Senator declared that there is no question of a Democratic victory in the coming national election. "The Republican defeat is inevitable, regardless of issues or candidates," he said.

That being so, he pointed out that the Democratic party must face the responsibility now and aid in every way to bring about a readjustment of the banking situation. To that end, he said, he could pledge the hearty co-operation of his Democratic colleagues in both Senate and House with the Republican administration to provide the machinery through which the frozen assets held up by the government can be turned into currency.

"Responsibility Not Ours"

There is no need of talking now of the responsibility in the first instance, according to Senator Walsh. "That responsibility is not ours," he said, "and none of the people of the country know where it belongs. That is why there is such an unmistakable demand on the part of the people of the country for a new deal. That is why the Democratic party must prepare now to accept the responsibility, to aid in every possible way to provide a remedy."

STATE TREASURER CHARLES F. HURLAY

On motion of John F. Fitzgerald, the meeting went on record as endorsing the national credit corporation idea, he said.

"Responsibility Not Ours"

That nomination also went without a seconding and Donahue's was the only name presented to the committee for a vote. After Donahue was declared elected, Tuck asked that he be recorded as having voted for Donahue. Donahue is confined to his home with a heavy cold and was unable to attend the meeting.

Endorsement of the policies of Governor Ely for the coming national election, as well as his handling of the unemployment situation, was voted under a resolution presented by John L. McDonald of Cambridge.

Ely for Second Term

In the absence of Mrs. Elizabeth Giblin, who was elected a delegate in her husband, Thomas J. Giblin's name a resolution endorsing Governor Ely for a second term, and it was voted unanimously.

Brief speeches were made by former Mayor Fitzgerald, Dr. E. C. DeWolf and former Senator Dohey. Fitzgerald attacked the Executive Council for its refusal to confirm appointments by Governor Ely and particularly scored the partisan attitude of the Republican majority for its determination to block confirmation of Thomas Hoynon as chairman of the board of parole in place of Frank A. Brooks.

Fitzgerald declared that the Governor is not seeking removal of Brooks, but that a vacancy exists, inasmuch as Brooks' term has expired.

Miss Meehan's Appointment

Miss Mary Ward of the State committee asked for endorsement of Miss Mary Meehan, who was appointed by Governor Ely as assistant to the designer of the bond and whose appointment has been held up by the Executive Council without any action taken.

Mrs. Ellen McCarthy of Boston asked
ORDERS BUDGET
CUT 20 PERCENT

Mayor Curley Against Reduction in City Salaries—Council Sells Autos

Declaring that he did not want to cut salaries because it has taken 50 years to get them where they are, Mayor Curley, speaking yesterday at the Parker House at a luncheon to the outgoing City Councilors, told the Councilors that he had instructed every city official to try and chop his departmental budget from 20 to 25 percent in order that every non-essential may be eliminated. Mayor Curley said that Boston will have to get legislation to relieve the taxpayers' burden.

The Mayor told the Councilors that there is $13,000,000 in outstanding taxes for the year 1931, of the city's total tax of $22,000,000. The Mayor outlined his plan to raise $3,000,000 by public subscription for the relief of unemployed, and said that it looked as if $1,250,000 would be necessary to care for the unemployed during the present month. He looked for the welfare total to jump $250,000 more in February, and does not look for much reduction in the coming six months.

Mayor Curley said that the total of 1460 patients at Long Island today was the highest in the history of the hospital.

Turning to the five out-going Councilors, Mayor Curley told them they were lucky and should be the happiest men in the world.

Last Council Session

The luncheon at the Parker House followed the final meeting of the 1930-31 City Council at City Hall. One of its last official acts was the passage of the Mayor's order authorizing the sale of 23 city-owned automobiles not hereafter required because of the adoption as an experiment of the drive-yourself system in some of the city departments.

The Mayor believes that the new system will result in a saving for the city in that some of the cars to be disposed of would have to be replaced this year by new cars. Councilor Kelley of Dorchester questioned the saving that would be effected by the new system, but nevertheless voted for the order.

The Council unanimously adopted the resolution of Councilor Herman Bush of Roxbury, one of the retiring Councilors, expressing the confidence of the Council in Joseph McGrath of Dorchester, president of the 1931 City Council. Fres McGrath and his colleagues were the recipients of many other congratulatory remarks from the outgoing members.

Dr Seth Arnold of Ward 4, Michael Mahoney of South Boston, Herman Bush of Ward 12 and Robert Gardiner Wilson of Ward 17, four of the five who will not return when the Council organizes tomorrow, voiced the pleasure they derived from being members of the Council and paid tribute to their fellows and the attaches of the Council.

Gallagher Likely President

The 1932 Council will present itself at City Hall Council chamber tomorrow morning at 10 a.m. with the following new members: William Barker, Ward 1; George Roberts, Ward 4; George Donovan, Ward 6; David Brackman, Ward 12; Thomas Burke, Ward 17.

Councilor Joseph F. Cox of West Roxbury will preside at the opening meeting tomorrow, as the oldest man in the Council. It is expected that Councilor Edward M. Gallagher of Brighton will be elected next president of the City Council. It is understood that there is no opposition to Mr. Gallagher and that he has the support of the Administration.
MAYORS F E A L E  FOR TAX RELIEF

Curley Asks 5-Cent Gasolene Tax and Abolition of Motor Excise Assessments—Economy Urged

Abolition of the motor excise tax and in its place a two-cent increase in the gasolene tax was advocated by Mayor Curley before the Mayors Club of Massachusetts, yesterday, at the Parker House, as a means of providing revenue for the cities so that a number of them might not be forced to shut down their important services this year or deny demands for poor and unemployment relief.

OTHER PROPOSALS

Increase in the income tax on intangibles from 6 to 10 per cent, creation of a State fund to provide the cities with loans, bend issues to finance public welfare relief, quarterly payments on taxes and the abolition of the State Board of Tax Appeals were also discussed by the Mayors as possible measures for new legislation to carry the cities over the financial difficulties.

Mayor George J. Bates of Salem, president of the club, will appoint a committee of five to confer with Governor Ely on the Legislature in an effort to obtain the adoption of legislation permitting cities with year's revenue so that they will not be obliged to place the entire burden upon real estate through tax rates.

The half-cent which the cities received from the three-cent gasolene tax last year towards unemployment relief failed utterly to meet the demands for aid. Mayor Curley explained, pointing out that Boston received only $660,000 from the tax, but was obliged to provide $7,000,000 for the poor and the jobless.

Says Excise Tax Failure

Similarly, he said, the motor excise tax had proved a failure. Of $1,300,000 owed by automobile owners to the city, only $500,000 was collectible last year. He said, as many motorists registered from vacant lots and others were unable to pay.

The proposed five-cent gasolene tax would produce $9,000,000 a year for the cities and towns and save them the cost and expense of trying to collect motor excise tax bills. The increase of the tax on intangibles would likewise produce about $10,000,000 for the cities and towns.

Creation of a revolving State fund, to lend money to cities and towns in anticipation of taxes, was urged by Mayor Charles S. Ashley of New Bedford, who complained that many Bay State cities in the past month were unable to obtain temporary loans.

COLE IN CHARGE OF SMITH FETE

Ely and Curley to Be Only Other Speakers

General Charles H. Cole, leader of the first drive for delegates in Massachusetts favorable to Governor Alfred E. Smith for President in 1928, and still a strong booster for the nomination of Smith this year, will be chairman of the committee in charge of the victory dinner at the Hotel Statler Jan. 14, at which Smith will be theprincipal speaker. Leopold M. Goulston, chairman of the Democratic victory drive in this State, will preside at the dinner.

General Cole announced last night that in addition to Smith, there will be speeches by Governor Ely and Mayor Curley. General Cole stated that there will be no solicitation of campaign contributions at the dinner and that applications for reservations will be ready to-day.

MAYOR CURLEY SENDS HIS CONGRATULATIONS

In connection with the 75th birthday anniversary of John Shepard Jr., of the Shepard Stores, Boston and Providence, and Mayor of Palm Beach, Mayor Curley sent the Boston merchant the following message of congratulation:

"Dear Mr. Mayor:

Upon the morning of your 75th birthday anniversary I pray you will accept a renewed assurance of my congratulation and regard.

You have lived up to the finest Mercantile life of New England.

I learn that the etotal of Palm Beach are deserving tributes of your place in the mercantile life of New England.

"I have been associated with the Shepard family and the great stores in Boston and Providence are deserved tributes of your place in the mercantile life of New England.

"You have lived up to the finest precepts of the Shepard family and the great stores in Boston and Providence are deserved tributes of your place in the mercantile life of New England.

"I am certain that the citizens of Palm Beach are to extend you a delightful tribute of their regard and you are certainly entitled to their every consideration and best wishes."

"Sincerely yours,

Leopold M. Goulston, Chairman of the Democratic victory drive in this State, will preside at the dinner."

"Revised at 13/56"
Mayors Seek Funds Without Tax Boost

MAYORS OF MASSACHUSETTS CITIES meeting at the Parker House yesterday sought ways to raise $7,000,000 to offset losses and at the same time not raise taxes. Mayor Curley (at right), suggested an increased gasoline tax. Others in the photo, left to right, are Mayor Andrew Casassa of Revere, Mayor Charles Ashley of New Bedford, and Mayor George F. Bates of Salem.

CURLEY'S GAS TAX IDEA WINS STATE MAYORS

Club to Seek Aid of Governor and Legislature to Plan to Raise More Revenue

Means of increasing municipal revenues and reducing expenditures to offset losses in income of some $7,000,000 and cope with the ever increasing unemployment situation were discussed at the fortnightly meeting of the Massachusetts Mayors' Club in the Parker House yesterday.

A special meeting was called for next Saturday to present definite proposals from the organization to the governor and Legislature with a view of obtaining municipal relief.

Mayor Curley's suggestion for a gasoline tax of five cents a gallon, two cents of which would be apportioned to the cities and towns in the same proportion that they bear the state tax, received much favorable comment. This tax, Mayor Curley explained, would be in lieu of the present "unworkable" motor excise tax.

BIG TAX SAVINGS

An increase in the income tax on intangibles from 6 per cent to 10 per cent, on the theory that income from this source is largely in the nature of unearned increment, and that real estate was already assessed out of proportion to other forms of property, was also advocated by Boston's mayor.

A change in the assessment date from April 1 to January 1 would save in the neighborhood of $400,000 of the people's money in interest payments on temporary loans, Mayor Curley pointed out.

"Boston alone has to borrow some $20,000,000 annually at temporary loan interest rates before taxes are assessed," he said. "For the state as a whole this amounts to approximately $120,000,000. By shifting the assessment date ahead three months these borrowings would be cut in half, with the resulting economy in interest."

WOULD ABOLISH BOARD

Mayor Curley also called for the abolition of the State Tax Appeal Board, which he described as a "lame duck commission," and a "super-government which sets aside the findings of the boards of assessors in the interests of great wealth." The Consolidated Gas and the Boston & Maine Railroad decisions of the board were cited by him as "flagrant examples."

"A bill should be introduced to have this super-government board abolished and have appeals for reduction of taxes due the municipalities passed on by the people's courts," he concluded.

Warning that if the State were to help finance the municipalities a State board of control, which is now being considered by the Massachusetts Tax Association, would be called into being was issued by City Auditor Rupert S. Carven of Boston.

"If the State is called upon to help finance, it will insist upon a large measure of control," Auditor Carven said.

He advocated quarterly collection of taxes, and the establishment of finance boards with control similar to that of the State board at Fall River.

LURES TO OFFSET LOSSES

Mayor Curley pointed out. "If the State is called upon to help finance, it will insist upon a large measure of control," Auditor Carven said.
WITH MAYOR CURLEY, former Gov. "Al" Smith and Gov. Ely were selected as the three speakers, the big Democratic "Victory" dinner on Jan. 14 at the Copley-Plaza Hotel will be turned into a local Democratic love feast.

Reports that Mayor Curley would not attend the dinner, one of a series scheduled in practically every big city throughout the country, because of his advocacy of Roosevelt for President, were dissipated today with the selection of the speakers by Gen. Charles H. Cole, chairman of the "victory" committee.

Gen. Cole was appointed chairman of the dinner committee and Prance's G. Goodale treasurer of the campaign committee by Leopold M. Goulston, chairman of the Massachusetts Democratic Victory Campaign Committee.

It was announced that there will be no solicitations of funds at the dinner and that invitations with applications for reservations will be mailed tomorrow.

The speech of John W. Davis at the New York "victory" dinner will be broadcast over a nationwide hook-up.

**Features of Curley Speech**

In our endeavors to preserve Europe from Communism there is a serious danger of losing that which is more dear—our own government and our own country.

It is now apparent ... there is scant likelihood that America will ever receive any portion of the principal represented by the loans made to European governments.

In anticipation of that which is inevitable, namely, repudiation, we find the financial institutions conserve their resources ... with the result that the American merchant or manufacturer ... finds it difficult and in most cases impossible to secure the necessary financing for the conduct of his business ...

Propaganda started some three months ago ... masquerading as economy and having for its purpose the prevention of a program of constructive expansion for the absorption of the unemployed will, unless checked, speedily double the already too large army of discontent.

There is but one alternative, either a program of construction so that opportunity for work may be provided the people or the adoption of the dole.

It is the height of folly for the American government or American financiers to send to Europe the money that is needed in America in the vain hope that by so doing they may recoup that which is apparently lost and which cannot be collected only through recourse to war ...

The most heartening fact stated in Mayor Curley's message today is a fact hitherto little known. "At present," says the mayor, "approximately 65 per cent of the 7000 heads of families receiving aid from the city of Boston on account of unemployment are working on city projects in return for the aid given, in the park department, public works department, and in many other departments where their services can be utilized. Requiring the recipient of aid to work for it not only preserves his self-respect, but it promotes good citizenship, and gives to the taxpayer who provides for him something in return for the aid given. If the laws of the Commonwealth are followed in this respect, there can be no dole, and under the present system there will be no dole in Boston."

Knowing full well that the city's burden of emergency relief has increased very heavily in recent months, few Bostonians have been aware of this more constructive aspect of the city's policy. They desire, we believe, to learn more of it. "Each head of a family aided on account of unemployment," the mayor says with categorical force, "is required to do such work as he is able to perform in return for the aid given, and only those who are physically unable are exempted from work." The soundness of the principle here stated every American citizen recognizes and accepts. It offers, therefore, a fundamental basis for united action toward solving the problems which now must be faced, though the particular steps which ought to be taken will of course remain open to persistent debate.

Even on this score—that is, the task of achieving agreement on methods as well as principles of concerted action—the mayor seems not without a constructive idea. "So great has been the cost of maintaining public relief during the past year that it has become necessary," he says, "to appeal to the public for funds for unemployment relief." To that end he has appointed "an emergency committee which has developed a plan which will involve not only the raising of money, but also the creating of employment and stabilization of business. On this committee are the leading men and women of the city, selected from all walks of life and representative of every group."

Under such leadership—firmly determined to make work, not doles, the main objective of this city's plan of relief—Boston will find a way upward from present difficulties into a new and greater prosperity.
The construction of the traffic circle at Cambridge and Charles streets, with the underpass under the Longfellow Bridge, accomplished through the cooperation of the Board of Street Commissioners, the Transit Department of the City of Boston, the State Department of Public Works and Public Utilities, is a significant example of the effectiveness of unified action in solving a traffic problem which was not only a menace of annoyance and delay, but constituted an actually dangerous condition as well.

The proposal of the leading professional, civic and educational groups in the city to co-operate with the City Planning Board, by invitation, in a study of the suppression of unnecessary noises in the city of Boston, Dr. Henry A. Christian, physician-in-chief of the Peter Bent Brigham Hospital, nominated by the Harvard Medical School, as chairman of the group, Actual noise measurements have been made in sixty-three locations throughout the city and more than two thousand complaints have been received and classified. It is demonstrated that noise not only bears a distinct relation to public health but also lessens the efficiency of the worker and thereby becomes an economic factor as well.

Industrial Bureau

In previous messages to the City Council, I have stressed the importance of the obligation which the municipality owes to commerce and industry as potential employers is providing employment. The council has been most considerate and cooperative in this regard. In the past two years that have passed, a very large measure, upon daily labor of every important recommendation submitted by and including the cordial relations which have marked the past two years is written in evidence during the year 1892.

In the Institutions

Reporting the institutional population during the year 1931 as the largest in the history of the department, the maior and members of the City Council, at an estimated cost of $9,101,216, a record far exceeding anything of the kind in the history of the department, the mayor reports that appropriations be made only for projects of major importance. The council has been most considerate in providing employment, and it is not impossible of solution, provided there is a proper exercise of patience and intelligent cooperation between the mayor and the members of the City Council.

The council has been most considerate and cooperative in this regard. In the past two years that have passed, a very large measure, upon daily labor of every important recommendation submitted by and including the cordial relations which have marked the past two years is written in evidence during the year 1892.

When in Doubt, Raise the Gas Tax

Solid reasons stand back of the objections which will be raised to the proposal of Mayor Curley and some of his fellow chief executives, that the gasoline tax be increased from three to five cents and the additional two cents be divided among the cities and towns for general purposes. To say nothing of the fundamental injustice of taxing one class already heavily taxed, for the use of the whole, if the precedent is to be established that the State or the municipalities may run to the gas tax every time they get into trouble, infinite complications may be visualized for the future. Indeed, the burdensome taxes already in force have cut down the purchase of motor cars, as the figures show. The motorist already experiences a multiplicity of taxes: for registration and license, which produced $6,430,000 last year; for compulsory insurance, the rates for which have been increased materially in many places; an excise tax, which has been increased 67 cents, to $29.92 a thousand; a 3-cent gas tax, from which $12,500,000 was derived last year, and the cost of compulsory inspection. Besides, the Federal Government may yet swing in with another heavy tax on sales.

Most of this money—the State spent $28,000,000 in 1931—is expended on construction and maintenance. The Commonwealth maintains all its 1500 or 1600 miles of trunk lines; it pays for the snow removal; it pays for damages, in some cases: in agreement with cities and towns, it gave them nearly $5,506,000 last year to aid in building their own roads; it helps the small towns maintain their own roads, leaving the work to be done locally and merely supervising the job; and one-half of the added one cent tax goes to municipalities direct. Mayor Curley would abolish the excise tax, which is a source of local revenue, but he figures that even with that out of the way his plan would produce $10,000,000 more. The gasoline tax was imposed originally on the understanding that the proceeds would be used only for road construction and maintenance, and to divert it to any other purpose would be an act of bad faith toward the citizens who pay it.

Street Laying-Out Work

In reviewing the year in the street laying-out department, the mayor reports a total of 119 streets, mostly residential, as having been laid out, widened and reconstructed, at an estimated cost of $1,910,216, a record far exceeding anything of the kind in the history of the department. Planned and recommended by the Governor square improvement.

Gas Tax
While we cannot determine when prosperity may be restored to our land, there is every indication that the financial interests in America are reluctantly accepting the belief that their people do not look for upon the principle of discharging European indebtedness through the strangulation of our own industrial life.

In the circumstances we enter the year 1932 with faith in God, our country and our fellowman, determined that no needy or unemployed man shall go hungry or homeless—child—or in the confines of our beloved city shall be deprived of food, shelter or fuel.

Public Health Better

In reviewing the year's progress in the maintenance of public health, the mayor reports an improvement generally and a marked decrease in deaths from pulmonary tuberculosis, pneumonia, cancer, measles, scarlet fever, diphtheria and intestinal disorders among the young, despite the poor economic conditions and its resultant toll of malnutrition, lowered efficiency and increase in disease.

Speaking of the hospital department, the mayor says it was his purpose to seek legislation for the completion of the building program in the sum of $3,000,000, of which amount $1,000,000 will be necessary for the purchase of new land and for a nurses' home, $100,000, and the remaining $2,000,000 to be expended upon construction at the central hospital. Due, however, to the generosity of the late Charles H. Taylor, who bequeathed $1,000,000 for the erection of a surgical building, it will be possible to reduce the fund needed for the completion of the program to $2,000,000.

Several pages are devoted to the progress of the Park Department, and its completion of the L. street bathhouse at a cost of $450,000, the start on the road way to Castle Island, the enlargement of the Army training camp and the construction of the Harvard golf course at Hyde Park and West Roxbury, the new bathhouse at the North End bathing beach, costing $150,000. New buildings at the Boston Public Garden, the new rock garden and the new rose garden in the Fens and the improvements in the playgrounds. Among the improvements that, along with the increased consideration, are the construction of double burred roads, overpasses and underpasses upon parkways, the bathing beaches and additional bathing accommodations at Columbia Park, Tenean Beach and Savin Hill.

Subway to Jamaica Plain

Briefly, the mayor discusses the improvements in transportation service which the construction of the Governor square extension of the Boylston street subway and the construction of the East Boston vehicular tunnel will give the city.

The Governor square improvements, which is 75 per cent completed and will be ready for use before the end of the year. Continuing, the mayor said:

"Experts are of the opinion that the building transportation requirement is a rapid transit line by subway from Jamaica Plain, substantially complete with five additional miles of line, from the Harvard line to the street, thence by the Cambridge tunnel at Park street and the East Boston tunnel at Bowdoin square, at an estimated cost of $15,000,000. This will furnish high-speed train service between Jamaica village and Maverick square, East Boston, and will provide a market for the intolerable conditions on Park street.

A bill is being prepared for submission to the Legislature asking that this authorized early in the forthcoming session. As the Committee Department has ample plans to complete this work immediately.

With the statement that the increased activity in the fire prevention bureau of the fire department should result in a substantial reduction in the fire loss for the year, the mayor speaks of the arson squad and the fact that they have been active in presenting cases to the courts, the establishment of the fire college, the construction of new fire stations and the desire to erect two new fire stations this year and to extend the high pressure fire system.

In the police department the mayor reports a substantial reduction in crime, and that the city finances will permit.

In the library department there has been a marked increase in circulation and in registration, and the mayor will make further provision for branch library construction.

Public Welfare Department

"We are now passing through the third winter of the depression. Unemployment and distress are all around us. One in every five is unemployed, and we have a well organized system of public relief, with a background of more than one hundred and fifty years. We need the aid of the Commonwealth, therefore, to come to the aid of the public welfare department. The mayor declares it was his purpose to work for the aid of the city as a whole. The present unemployment is 8% of the population, and the mayor has given more aid than ever before, and the aid is given only when needed and after careful investigation by trained investigators. Each case is tried on its merits on account of unemployment is required to do such work as he is able to perform in return for the aid given, unless the case is one in which the person is physically unable to earn a livelihood.

At present approximately 8% of the families are receiving aid from the city on account of unemployment. In 1929 the average aid was $250,000, while this year it will be $200,000 for the city.

"At present approximately 8% of the families are receiving aid from the city on account of unemployment. In 1929 the average aid was $250,000, while this year it will be $200,000 for the city.

"In the police department the mayor reinforces the statement above that the city is grateful for the cooperation of the Board of Overseers of the Public Welfare Department. In addition to the aid of the city, the mayor has given more aid than ever before, and the aid is given only when needed and after careful investigation by trained investigators. Each case is tried on its merits on account of unemployment is required to do such work as he is able to perform in return for the aid given, unless the case is one in which the person is physically unable to earn a livelihood.

Appeal for Funds

"No great has been the cost of maintaining public relief during the past year. It has become necessary to appeal for funds for unemployment relief. The sum of $2,000,000 is the goal to be reached, and the sacrifice, as I have said, is not to be met with the aid of the Commonwealth.

The city, therefore, is calling upon all charitable organizations, the Federal and State governments and the people of the city to help the city in its need. The proceeds of which will be divided between the private charitable organizations in Boston and the Oversher of the Public Welfare Department. The sum of $2,000,000 is the goal to be reached, and the sacrifice, as I have said, is not to be met with the aid of the Commonwealth.

City Planning Board

"For the first time in the history of the city a long-term program of public improvements has been submitted, at my request, by the City Planning Board, which has been prepared for the city's development for the next 20 years. This study, based upon estimates submitted to me, is a long-term program of public improvements, which will be of immediate assistance in devoloping a legislative program for this year. The Board of Overseers and its present staff of 150 investigators, clerks and supervisors, see to it that every possible safeguard is placed over the expenditure of public funds for the aid of the needy poor in Boston. In its work, the department is constantly aided by the Board of Overseers, and the private charitable organizations have done their share with credit to themselves and to the city. The proof lies in the fact that there have been no bread lines or soup kitchens in Boston, and it is my intention that there shall be none.

Great Call for Relief

"The number of families aided on account of unemployment in Boston has risen from 2,500 in June of 1910 to over 7000 at the present time. In addition to that number, the department is caring for 6,000 additional families on account of other causes, such as sickness, disability, desertion, death, and old age. The total of the families aided is 6,000 additional families, including more than 40,000 men, women and children in the population in excess of that of the city.
MAJOR CURLEY delivered a lengthy annual address to the City Council at noon today, the first meeting of the new year and at which five new members were inducted into office. He expressed the fervent hope that it would be possible to avert the disaster which the financial depression without the neglect of its essential activities and declared that such a happy outcome would be possible with a spirit of co-operation on the part of the mayor and City Council. He made several allusions to the wisdom of George Washington and Abraham Lincoln as guides to city service. The mayor's address is in part as follows: "Gentlemen of the City Council: In conformity with law and custom we assemble for the purpose of organizing the city Government of Boston for the year 1932. It is fitting at the outset that we give expression of our thanks to Almighty God for the manifold blessings permitted us during the period of world travail during the year that has just ended.

"The year 1932, upon which we are entering, marks the bi-centennial of the birth of America's greatest citizen and the first President of the Republic—George Washington. Entering as we do upon the third year of world depression it is fitting to consider the task of solving the complex problems resulting from world conditions, that we consider it is our duty to be guided by the method and manner which similar though even greater problems were solved by the Father of our Country and those associated with him and the brave ones of the Republic with him."

"The Great Emancipator, Abraham Lincoln, once stated that through recourse to the writings of the Fathers he never failed to find a solution of any problem confronting him during the greatest internecine struggle the world has ever known. In the crises confronting us at the present time, the more speedily our Federal law-making officials follow the example of Washington, Jefferson and their associates in hours of greatest trial, the more speedily will our problems be solved and prosperity be restored to our country.

Suggests America First

"We are starting the third year of one of the greatest depressions ever experienced in the history of our country and we are apparently confronted with the policy of sacrificing America for the benefit of Europe. The sooner we start thinking in terms of America and the welfare of the American people nearer will be the end of our difficulties.

"In our endeavor to preserve Europe from Communism there is a serious danger of losing that which is more dear—our own Government and our own country—and our first duty should be to them."

"During the war and the years subsequent to the war we have been pouring out an endless stream of gold to promote the welfare of the countries of Europe at the expense of our own people. It is now apparent to every individual that there is scant likelihood that America can ever recover any portion of the principal represented by the loans made to European Governments and there is every indication that repayment by our Government will be seized upon as an excuse by every other European Government to do likewise."

"In anticipation of that which is inevitable, namely, repudiation, we find the financial institutions conserving their resources, or, as they term it, maintaining their liquidity. The result that the American merchant manufacturer, regardless of the standing or reputation of the Government, has absorbed the unemployable, will, unless checked, speedily double the already too large army of discontent, found in every section of the entire country."

"The experience of Great Britain in the matter of the dole, which in recent years has approximated $200,000,000 each year until 1929 when it approached $500,000,000 and in 1930 more than $350,000,000, is apparent being disregarded."

"In common with every American, I view with abhorrence the adoption of a system destructive of self-reliance, initiative and ambition on the part of the citizen and the depletion of the assets of the nation without tangible return."

"There is but one alternative, either a program of construction or the dole."

Lesson from Washington

"The Father of our Country in his farewell address said: 'The great rule of conduct for us in regard to foreign nation is, in extending our commercial relations, to have with them as little political connection as possible. So far as we have already formed engagements let them be fulfilled with perfect good faith.' Here let us stop. 'Thus he outlined a policy which, if pursued might have saved us during the three years of the past two years and which, if adopted now, might preserve something of this wreckage."

"We have been obsessed for more than two years with fear as to what might take place in Europe and have overlooked the all-important fact that we should be more concerned about what is taking place in America."

"Fear never deterred the Father of our Country from the persecution and the consuming hatreds of a program, and great as have been the privations and the sufferings of a large element of the American population during the past two years, it is in no measure comparable to that undergone not for a period of two years but for eight years by General Washington and his forebears."

"It is interesting to review our present situation and to compare it with that of Washington's day. We have lost not an acre of land through the depression; our population has increased; there has been no suspension of our agricultural activities; there have been no political connections. At the time there were 30,000,000 more men and 30,000,000 more women engaged in gainful occupations than there are today."

"We face the world in war, in peace, in prosperity and in depression. We face the world of manufacturing and factories and in undeveloped and unoccupied territory."

"The inventive genius of our people, coupled with mass production, makes it inevitable not only a shorter working week but a shorter work day, and it is fear alone which prevents the immediate adoption of those measures so essential to the employment of land so necessary to the peace, prosperity and progress of the people."

"I have an abiding faith that we shall solve our problems and emerge from this long continued and unnecessary depression, and the importance of adopting an American viewpoint to attain a higher and more humane destiny than ever before known."

Must Care for the Needy

"The year that has closed represented increased expenditures each month by the Public Welfare Department for the purposes of the unemployed and the needy. The expenditure in normal years has never been in excess of $2,000,000 yet the year 1931 represented a huge total of nearly $7,000,000. There is no way of definitely determining the peaks that may be reached during the coming winter, but the path of duty to provide for the needy and the unemployed is clear.
WALSH TO BACK RITCHIE BOOM?

Bay State Senator to Be Speaker at Maryland Dinner Thursday—Delegate Row Hurts Roosevelt

BY ROBERT L. NORTON

It may or may not be of significance, but it is, nevertheless, the fact that the chief speaker at the Jackson Day dinner of the Concord Club, to be held in Baltimore Thursday evening of this week, for the purpose of launching the presidential candidacy of Governor Ritchie of Maryland, is Senator David I. Walsh of Massachusetts.

SON OF CLEVELAND

The other speakers are to be John McFadden, Democratic candidate for Governor of Pennsylvania in 1928; Congressman John McHugh of Alabama, Democratic whip of the House; and Richard E. Cleveland, son of President Cleveland.

Preparations for this dinner have been under way for weeks under the direction of "Rob" Ellis, the ablest Democratic leader in Maryland. Some 1,000 persons will be present, including members of Congress and the Democratic national committee, which meets in Washington the following day.

The dinner is arranged as the climax of the political rallies of the North and Middle West which has been recently completed by the Maryland Governor.

May Be Straw

Senaror Walsh has accepted the invitation with full appreciation of the fact that its purpose is to formally bring to the front the candidacy of Governor Ritchie. It may likely indicate, which way the sympathies of the senior senator from Massachusetts are heading in the coming campaign.

Up to this time the senator, who will undoubtedly head the Massachusetts delegation to the national convention, has consistently refrained from expressing his preference for the presidential nomination. Other than to say that the delegation would be pledged to ex-Governor "Al" Smith if the latter were a candidate, Governor Ely has taken a similar attitude and Chairman Frank Donahue of the Democratic State committee has suggested an uncommitted delegation headed by Senator Walsh.

Cirley-Ely Fight

While there has been no open opposition to the candidacy of Governor Roosevelt of New York, on the other hand, it has elicited no enthusiasm from this group of leaders. If the situation persists it may result in the organization of a "pledged to Roosevelt" delegation headed by Mayor Curley.

There are obvious complications due to the fact that Curley has announced he will oppose Governor Ely for renomination, a prospect which assures anything but harmony in the party in this State during the new year.

The Roosevelt strategy board in New York is considerably disturbed overhet political complications in Massachusetts. While grateful for the support of Mayor Curley it is recognized nevertheless that in the mixup the chances of the New York Governor capturing the Bay State delegation are seriously endangered. A conference with the Massachusetts leaders including ex-Mayor Fitzgerald has been suggested.

See Smith Support

The Ritchie forces feel that the Maryland Governor may have been behind him the Smith-Raskoh forces in the party, which are obviously determined to stop Roosevelt. Considerable encouragement has been given to this view in New York, Illinois and New Jersey as well as in Rhode Island.

Cox and Davis

It promises to be a big show, with more than 1,000 Democrats from every section of the country applying for reservations at the dinner. The only other speakers, besides ex-Governor Smith, will be former Governor James M. Cox of Ohio and John W. Davis, all of them Democratic nominees for the presidency.

Davis is eliminated entirely as a possibility in the race, but both Smith and Cox are very much in the picture.

At the last meeting of the national committee, Cox made a hit with the members with his extemporaneous speech when the party leaders, notably Robinson of Arkansas, New at one another's throats over the prohibition issue raised by Chairman Raskoh, Governor Roosevelt will not be present at the dinner.

Wet-Dry Row Unlikely

It is doubtful if there will be any flare-up on the prohibition issue at the meeting, since Raskoh has considerably modified his programme from outright repeal and the right of States to sell liquor to the mild suggestion that the eighteenth amendment be submitted to a referendum of the people.

Chicago will probably have the edge as the place for the convention, although there is strong competition from San Francisco and Atlantic City. Boston, St. Louis and Detroit will also send invitations, but what counts is the cash guarantee behind the invitations.

The Democratic national campaign
The Mayor said that the increased activities of the Fire Department have risen from 1904 to 1910, to more than 7000. In addition, the Welfare Department is caring for more families because of sickness, disabilities, desertion, age assistance, etc. Boston is now providing aid and relief to more than 15,000 families, more than 50,000 men, women and children.

"No worthy family in Boston has been denied aid," said the Mayor, "and none will be. The department is vigilant in its checkup on those who are living on aid and under its system one can successfully work for a living wage and at the same time receive city aid. The board of overseers and staff of 150 investigators, clerks and supervisors, see to it that every possible safeguard is placed in charge of public funds for the aid of the worthy poor of Boston.

"In its work the department is consistently aided by and works in cooperation with the private charitable societies in the city. The work of these societies is commendable and the city is grateful for their continued cooperation. There is one comment of relief—that the worthy and needy families are aided, relieved and employed.

Appell for Funds

"So great has been the cost of maintaining public relief during the past year that it has been necessary for the city to look to the public for funds for unemployment relief. I have appointed an emergency committee on unemployment which will involve not only the raising of money but also the creating of employment and the relief of distressed Bostonians. On this committee are the leading men and women of the city selected from all walks of life and representing every group.

"An appeal has been made for funds for unemployment relief and a consolidated drive for funds for the unemployed will be made, the proceeds of which will be divided between the private charitable organizations in Boston and the Overseers of Public Welfare to be expended for unemployment relief. The sum of $500,000 is the goal of the drive.

In speaking of the Institutions Department, the Mayor said that a new steam plant is needed to replace the plant at the Charlestown Feeder, which will cost about $225,000. Regarding the Old Boston Elevated, the Mayor said that the increase in expenditures has been only 25% over those of last year. This was due to the fact that the work was provided for by veterans in connection with the Governor Emmett improvement.

The Municipal Employment Bureau will employ more than 5000 men and women in positions during 1931. The Mayor said and is a most important branch of the Boston Police Department.

During the past year a total of 519 streets, mostly residential, were ordered for improvements for a total of $1,910,215. The Mayor continued, making a record in the history of the Laying-out Department. The widening of Charles Street from Cambridge to Loverett and the construction of an underpass near Longfellow Bridge with the blessing of two traffic circles near completed was one of the best highway improvements in the city. Boston in recent years, he added, and has already relieved traffic congestion. He suggested that the name of Namsn be changed to Charles giving a single name for the highway from Park Street to the North Station. He also suggested that one of the new circles be named Washington Circle and the other Storrow Circle.

Public Celebrations

Mayor Curley stated that in the opinion of the Federal and municipal authorities the Charles North Bridge should be completed as early as is possible and not later than the present time. He also expressed the hope that it may be a matter of serious consideration for the city to begin the construction of the bridge.

The Mayor further said that the public has the right to relax our observances of patriotic days, but that it will be the duty of citizens to participate in the celebrations through the elimination of all unnecessary cost.
CURLEY DWELLS ON RELIEF FOR JOBLESS

Mayor Gives His Annual Address to Boston City Council

Declaring that we are "starting the third year of one of the greatest depressions" this country has experienced and are apparently committed "to the policy of sacrificing America for the benefit of Europe," Mayor James M. Curley in his annual address to the City Council urged that "the nearer we start thinking in terms of America and the welfare of its people, the nearer will be the end of our difficulties."

"In our endeavors to preserve Europe from Communism," he said, "there is serious danger of losing that which is more dear—our own Government and our country—and our first duty should be to them."

Mayor Curley referred in detail to the city's work for unemployment relief, declared that existing laws are failing to provide relief and that there have been no readjustments or soup kitchens in Boston and that he intends there shall be none. The city is now giving aid to more than 15,000 families, he said.

Referring to the European loans the year that has closed represented increased expenditures each month by the Public Welfare Department for the sustenance of the unemployed and the needy. The expenditures in normal years have never been in excess of $2,250,000, yet the year 1921 represented the huge total of nearly $7,000,000. There is no way of definitely determining the peaks that may be reached during the coming Winter, but the path of duty to provide for the needy and the unemployed is clearly defined and we must meet the situation as it arises regardless of cost.

"While we cannot determine when prosperity may be restored to our land, there is every indication that the financial interests in America are refusing to discharge the management of our own industrial life."

"Under the circumstances we enter the year 1922 with faith in God, our country and our fellowman, determined that no needy or unemployed individual, woman or child—within the confines of our beloved city shall be deprived of food, shelter or fuel."

Work of Departments

The Mayor then turned to the work of the various city departments. Speaking of the Public Welfare Department, he said that it is gratifying to find an improvement in the general health of the citizens and a marked decrease in deaths from pulmonary tuberculosis, pneumonia, cancer, measles, scarlet fever, diphtheria and other contagious diseases among the young and infant mortality. Turning next to the health units the Mayor spoke of the part they have played in the coordination of health and welfare service and touched on the dental program, the refraction clinics, the nursing service, the public health and other branches of this work.

"The Council has been most conciliatory during the two years that have passed of every important recommendation submitted by me and I am sure that the cordial relations which have marked the past two years will continue to be in evidence during the next," the Mayor said.

"It is highly important that every expenditure be scrutinized with care and that appropriations be made only for projects of major importance and which will not permit delay. This, of course, will be necessary to prevent additional burden upon the taxpayers, a majority of whom are today experiencing difficulties in meeting their obligations.

"I look forward to the membership of the Council and I will unquestionably, due to public prestige, be the targets for attack, lack by the informed and uninformed, principally the latter. But this is one of the penalties of holding public office. Public officials regardless of titles come and go and in nearly every case are forgotten. The Nation and its subdivisions, however, endure, and the value of a public official is invariably measured by the character of the service rendered.

Referring to the European loans the Mayor said that it is now apparent that there is scant likelihood that America will receive any portion of the principal of these loans, and that in anticipation of repudiation by the Government financial institutions are conserving their resources...

One Alternative

"Propaganda started some three months ago, and which appears to have become formidable, misleading and responsible for the prevention of a program of constructive expansion for the absorption of the unemployed, will, unless stopped, speedily double the already too large army of discontent, found in every section of the entire country," the Mayor declared.

The experience of Great Britain in the matter of the dole, which has approached $200,000,000 each year since 1929, when it approached $350,000,000, and in 1930 was over $350,000,000, is apparently being disregarded.

"In common with every American I view with alarm the adoption of a system destructible of self-reliance, initiative and ambition on the part of the unemployed, of the depletion of the assets of the Nation without tangible return.

"There is but one alternative, either a program of construction, so that opportunity for work may be provided for the people of the entire country. It is the height of folly for the American Government or American financiers to send Europe money which is needed in America. In the vain hope that by so doing they may recoup that which is apparently lost we have collected only through recourse to war; and even if a successful war was waged the exchange of one dollar's worth of the land would be too great a price to pay.

"The Mayor referred to the problems which confronted Washington. It is interesting, he said, to compare the situation for which Washington's time. We have not lost an acre of land through the present depression. The amount of land has increased and there has been no suspension of agricultural activities. There are 20,000 more men and women engaged in gainful occupation than in Washington's time, and we lead the world in natural resources, manufacturing and undeveloped and unoccupied territory.

Abiding Faith

A shorter working week is made inevitable by our inventive genius, coupled with mass production, the Mayor said, and added that a shorter work day is also in the immediate future.

"I have an abiding faith," he said, "that shall sound our problems and emerge from this long continued and unnecessary depression, animated by the belief that the American people do not look with favor upon the program of discharging our indebtedness through the strangulation of our own industrial life.
COUNCIL ELECTS

GALLAGHER HEAD

Norton Requests Removal of Commissioner Hultman

Ovation for Curley

Mayor Curley was given an ovation when he entered the City Council Chamber and took the oath of office. He then addressed the Council in a lengthy annual address, outlining the fiscal and social problems confronting the city.

Gallagher Elected

Edward M. Gallagher of Boston was unanimously elected President of the City Council. He promised to work for the betterment of the city.

4-Year Term Order Defeated

Councilman Francis Kelly of Dorchester offered an order calling on the Governor to declare the 4-year term for Councilor Francis Kelly of Dorchester. The order was defeated by a vote of 13 to 4.

Unwarranted, Unjustified

The action of the Police Commissioner in ordering the raids of New Year's Eve was criticized by Mayor Curley. He asserted that the raids were unnecessary and unjustified.

New President

COUNCILOR EDWARD M. GALLAGHER

In a lengthy annual address Mayor James M. Curley criticized the functioning of the City Council and the Police Department.

In a statement to reporters, Mayor Curley said, "We have had a remarkable year, but we have had some problems that need to be addressed."
Edward M. Gallagher of Ward 22, Brighton, the new president of the Boston City Council, is well known along State St. He has been a financial man all his life.

Mr Gallagher was born in Charlestown in 1877 and attended the Prescott School there. At the age of 15 he obtained a job as an office boy with Hornblower & Weeks and has remained in the brokerage business ever since. He was promoted from one position to another with Hornblower & Weeks, with which concern he remained for 28 years. Later he was connected with Charles A. Phelan in the financial district and for the last three years he has been with Wrenn Brothers, bankers and brokers.

Gallagher made his first bid for public office in 1927 and in 1928 he was elected to the City Council from Brighton, succeeding the late John J. Heffernan, who was president of the City Council at the time of his death. As a resident of Charlestown he was active in the social and fraternal life of that district and in 1902 he was elected president of the Catholic Littlesey, being the youngest president elected up to that time. In 1910 Ex-Mayor John F. Fitzgerald appointed him a member of the board of trustees of the Infirmary Department, Long Island Hospital. Mr Gallagher placed in effect many reforms.

Two senators seek Hultman's removal

A bill calling for the removal of Police Commissioner Eugene J. Hultman and the appointment of a successor was filed today in the Legislature by Senators James J. Twohig and Joseph Finnegan of Boston.

Senator Twohig said that the measure has been filed as a result of the action of the Boston police on New Year's Eve in their so-called round-up of "suspicious persons."

"The bill provides that the Mayor shall appoint the Police Commissioner, who would be restricted from engaging in any other business. The commissioner would be appointed for five years beginning the first Monday in October, 1932. It is further provided that the term of office of the present Police Commissioner shall expire upon the appointment and qualification of his successor by the Mayor of Boston."

"The Police Commissioner," Senator Twohig said, "was fully aware that he had no authority to have these persons fingerprinted because for years the police authorities have appeared before the Legislature seeking such powers. This action was a violation of authority and an arrogant display of police inefficiency characteristic of the brutal methods employed by the Police Department of the city of Boston."

"It is an outrage and one in which Commissioner Hultman was entirely responsible. It is the worst outrage perpetrated on the citizenry of Boston by the police of the city,"

Mayor welcomes council and old head greets new

Retiring President Joseph McGrath of City Council greeting and congratulating his successor, President Edward M. Gallagher of Brighton, who was elected at the opening session of the council at City Hall today. (Staff photo.)
Index-Nation Should Take
Its "Nose Out of Europe"

Mayor Curley would end depression and bring back prosperity by:

1 — Pulling America's nose out of Europe's business and putting it to the grindstone of our own affairs.
2 — Freeing conserved assets for a program of constructive expansion that will absorb the unemployed.
3 — Immediately inaugurating a shorter working week and a shorter working day.

Pictues on Pages 3 and 9

A $15,000,000 Jamaica Plain rapid transit subway project was among the recommendations outlined by Mayor Curley today in his annual address to the City Council.

The transit department has the plans ready and a bill, asking their early authorization by the Legislature, is being prepared, the mayor revealed.

The subway would extend from Jamaica Plain along the lines of Hunt line to the Brookline line to Stuart st., to Park sq. and under Boston Common, connecting with the Cambridge tunnel at Park st., and with the East Boston tunnel at Bowdoin sq.

WILL SPEED SERVICE

In asking the cooperation of the new council to the end that it shall become a realization, Mayor Curley said the new subway will provide high-speed service without change from Brookline Village to Maverick sq., and greatly relieve the intolerable congestion at Park sq.

The council unanimously elected as its new president, Edward M. Gallagher, of Ward 22, Brighton, a stock broker, who has been a councillor two previous terms.

A program of constructive expansion that would absorb the unemployed and end the depression is being blocked by the attitude of our financial institutions, which are conserving their assets in anticipation of repudiation by Europe of its debts, he declared.

This repudiation he said was inevitable.

HITS "FALSE ECONOMY"

"We are apparently committed to the policy of sacrificing America for the benefit of Europe," he told the new and old members of the council, which convened and received the oath at City Hall this morning.

"The sooner we start thinking in terms of America and the welfare of the people, the nearer will be the end of our difficulties." America's efforts to save Europe from Communism place her in serious danger of losing her own government, he warned.

A doubling of "our army of discontent" will result from a continuation of false economy blocking expansion, if that policy continues, America must resort to the dole, Mayor Curley said.

Our European investments are apparently lost, he said, never to be recovered except by the collective agency of war, which isn't worth the money.

URGES SHORTER WEEK

"We have been obsessed for two years with the fear as to what might take place in Europe and have overlooked the all-important fact that we should be more concerned about what is taking place in America."

A shorter working week and a shorter working day are inevitable, he declared. He said these are essential to peace, prosperity and progress and only fear prevents their immediate adoption.

Since September, he said, through the inauguration of propaganda masquerading under the guise of economy, the policy of discharging the target has been followed on a larger scale than at any previous time.

"It is not unreasonable to assert that the present number of men unemployed in America is in excess of 10,000,000," he said.

COMMENDS CONTINUATION OF CO-OPERATION BETWEEN HIMSELF AND THE COUNCIL

"Unprecedented evil is more serious in character than any previously known in the past three-quarters of a century, but it is not impossible of solution, provided there is a proper exercise of patience and intelligent co-operation between the mayor and the membership of the City Council."

7 MILLION FOR NEEDY

Nearly $7,000,000 was spent by the public welfare department in 1931 in comparison with a normal annual expenditure of $2,250,000, he said.

"There is no way of definitely determining the peaks that may be reached during the coming winter but I put the duty of providing for the needy and the unemployed is clearly defined and we must meet the situation as it arises regardless of cost."

"While we cannot determine when prosperity may be restored to our land, there is every indication that the financial interests in America are reluctantly accepting the belief that the American people are not buck with fayen

through the strangulation of our own industrial life."

He told the council members he was assured that America would withdraw from European financial entanglements and turn her attention to her own needs, supplying them.

WILL MEET PROBLEMS

"If I have an abiding faith that we shall solve our problems and emerge from this long continued unnecessary depression animated by a more profound realization of the importance of adopting an American viewpoint to attain a higher and more humane destiny than ever before,"

No worthy family in Boston has been denied aid and none will be denied, he said.

He warned the council members they would be subjected to criticism — that he, too, would be subjected to criticism. He said he found consolation in recource to Abraham Lincoln's statement that "if the end brings me out right, what is said about me will not amount to anything. If the end brings me out wrong, then 10 angels swearing I was right would make no difference."

The mayor gave a resume of each city department and a forecast of its needs. The general health of Boston has improved, he said.

OUTLINES HIS PLANS

He advised the immediate purchase of property adjoining the Tuberculosis Hospital and the land from the Neponset river opposite the hospital.

The traffic tunnel under the harbor should be opened in the fall of 1933, he said.

The mayor said he would ask the Legislature for authority to spend $1,000,000 this year for sewerage works.

Replacement of the Chelsea north bridge should be undertaken without delay at a cost of $1,500,000, he said.

In the curtailing of expenditures along lines of true economy he proposed that the public enterainment of distinguished guests be privately underwritten by interested citizens.

City Clerk Wilfred Doyle swore in the councillors. The five new members are William H. Barker, of East Boston; Thomas M. Burke, of Charlestown; George Tibbets, of Back Bay; George Donovan, of South Boston, and David M. Brackman of Roxbury.

The Rt. Rev. Samuel G. Babcock, bishop of the Episcopal diocese, offered prayer. Floral tributes were handed about the chamber and the gallery was filled with relatives, mostly women, of the councillors.

FIRST BILLS DEFEATED

Before adjourning to the Parker Room for luncheon, the council defeated its first order for new business. Councillor Kelley never asked appointment of legislative committee to draft bills giving the council authority to override mayoral veto by a two-thirds vote and approving four year terms for councillors.

The order was defeated 15-4 and Councillor Fitzgerald,
FIREWORKS AS
COUNCIL OPENS
Kelley Leads Attack Upon
curley—$15,000,000
Subway Urged

Verbal fireworks characterized the initial meeting of the city council of 1932 today, soon after its members had been sworn in by Mayor Curley and elected Councilman Edwin M. Gallager of ward 22, Brighton, as president.

The first outbreak came when Councilman Clement J. Norton of Dorchester offered a resolution, calling for action toward the removal of Police Commissioner Hultman.

Hardly had arguments on the matter been finished, when Councilman Frances E. Kelley of ward 15, Dorchester, offered a resolution of condolence to infected members of the police force, the welfare of the people, the nearer will be the end of our difficulties.

In our endeavors to preserve Europe from communism there is a serious danger of losing that which is more dear—our own government and our own country—and our first duty should be to them.

The year that has closed represented increased expenditures each month by the public welfare department for the sustenance of the unemployed and the needy. The expenditure in 1931 represented the huge total of nearly $7,000,000. There is no way of definitely determining the peaks that may be reached during the coming winter, but the path of duty to provide for the needy and the unemployed is clearly defined, and we must meet the situation as it arises.

While we cannot determine when prosperity may be restored to our land, we can realize that the financial interests in America are reluctantly accepting the fact that the American people do not now favor upon the program of discharging European indebtedness through the strangulation of our country.

Under the circumstances we enter the year 1932 with faith in God, our country and our man; determined that no needy or unemployed individual, man, woman or child, shall be left hungry in our city and shall be deprived of food, shelter or fuel.

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It is now apparent to every individual that there is scant likelihood that America will ever receive any portion of the wealth made to European governments and there is every indication that the American merchant or manufacturer, regardless of the standing or reputation of the concern with which he is associated, finds it difficult and, in most cases, impossible to secure the necessary financing for the conduct of his business, which is the lifeblood of the community in which his enterprise is located.

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Building program at city hospial.
$2,000,000.

HIGHWAY WORK

Double-barreled roadways, overpasses and underpasses along parkways; additional bathing accommodations at Cemphusus park, new beach and establishment of Nashua street playground and reconstruction of Charlestown docks. Acquisition of land adjoining and adjacent to Mattapan sanatorium.

Addition of violet parking lot at 1 street bathhouse in women's and boys' departments.

Two fire new stations. New police station in West Roxbury.

COUNCIL OPENS

Kelley Leads Attack Upon

Curley—$15,000,000
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Council Saves Hultman from Inquisition

Five Members Supported Order for Summoning Him on Speakeasy Raids

Fiery Debate Held

Mayor Counsels Hearty Support in Most Trying Year in City's History

Gallagher President

Is Elected on First Ballot — Five New Members Sworn in

Bill Against Hultman

His Removal Sought in Measure Filed by Senators Twoghill and Finnegan

By Forrest P. Hall

Serenity which usually marks the Boston City Council's first meeting of the year—commonly designated as an inauguration day—was absent today after Mayor Curley had delivered his voluminous annual address and a new president, Edward M. Gallagher of Brighton, was inducted into office. Immediately upon the assumption of the chair Mr. Gallagher was obliged to deal with the three leading insurgent members of the body. Councillors John F. Dowd of Roxbury, Frances E. Kelley of Dorchester and Clement A. Norton of Dorchester who introduced numerous orders, among which the attempt was made to summon Police Commissioner Eugene C. Hultman and his legal adviser Leo Schwartz, to the Council chamber to explain the raids on speakeasies on New Year's Eve and the hailing of all occupants to police headquarters.

It was Councillor Norton who started the rumpus with an order reading as follows: "Resolved, that the Boston City Council favors such action of his honor the mayor as may bring to the governor's council a recommendation from his excellency the governor for the removal from office of the present police commissioner of the city of Boston."

After argument by Mr. Norton, who called the raids "the most curious assumption of authority the city had ever seen," and a speech by Councillor Israel Ruby, counsellor, concluding with the order, in view of the responsibility for the affair which must be assumed by the governor, the order was referred to the executive committee, as Mr. Norton had asked, in order to make possible further study.

But such reference was resisted by Councillor Dowd who emphatically remarked that the councillor from Dorchester (meaning either Ruby or Norton) "is not immune from going into speakeasies, either, if you would like to have finger prints made of his own hands." Mr. Dowd then vehemently asked that Commissioner Hultman and his legal adviser be summoned before the council at once.

His motion was put to a vote, at first that of voice and then by rollcall. Dowd was supported only by Councillors Fish, Kelly, Lynes, and Norton, with seventeen votes in opposition.

Ten minutes later Councillor Dowd renewed his motion and the motion was lost on a voice vote.

During the entire session, there was much applause in the galleries and more or less content on the floor. When Councillor Kelly asked that the Council authorize its legislative committee to seek legislation for future terms of the city councilors to run concurrently with the term of the mayor, his action was resisted by Councilor John J. Fitzgerald of the West End, who remarked that, "never before on an inaugural day had the Council been obliged to listen to such oratory. Those days were usually happy days, with the attendance of relatives and friends of the councillors, and it was customary to organize and then accept the invitation of the mayor to the Parker House. It was then nearly one o'clock and the mayor's invitation for today's luncheon was for twelve o'clock.

These remarks aroused the ire of Councillor Kelly, who was one of those who voted the mayor's motion to defeat in the November election, and he started upon another harangue about the power of the mayor over the council, which was "a power that could be curbed if the councilors had a longer term." Mr. Fitzgerald considered the motion out of place, not only because of the day but also because of the fact that it is generally recognized that the shorter the term of a public official the better government a city or town enjoys. Councillor Dowd also entered a protest over Councilor Fitzgerald's solicitude for the Parker House luncheon then an hour late. Mr. Kelly's motion was lost by a voice vote of 15 to 5.

How much longer the session would have lasted, with many orders on the desks of the body, had not Councilor Cox moved for an adjournment is uncertain. But it appeared as if the members, or at least a few of them, would have preferred to sit all the afternoon and take part in debate.

The Council was called to order by Councillor Cox, the senior in point of years, and Mr. Cox presided during the major part of the afternoon and a half. The session was delivered by the Right Rev. Samuel G. Babcock, suffragan bishop of the Episcopal diocese of Massachusetts. Mr. Gallagher had no opposition for the presidency, a situation much different from former years when as many as twenty-five ballots had been taken before a choice had been made.

For twenty-five years he has been active in city affairs. For five years during the administration of John F. Fitzgerald and George A. Hub bard he was chairman of the Board of Infirmary Trustees. This year he is starting his third consecutive term as
Meeting of the Mayors’ Club at which Mayor James M. Curley, Boston (right), proposed a five-cent gasoline tax and abolition of the auto excise tax. Others shown are (left to right) Mayor Andrew A. Casassa, Revere; Mayor Charles S. Ashley, New Bedford, and Mayor George J. Bates, Salem, club president.

One hears the average automobile owner exclaiming: “What, raise the tax on gasoline to a nickel a gallon! It’s bad enough to pay three cents now!”

But there is another side to the picture. One must consider the practical results all around.

In the first place, our cities and towns need additional revenue. Real estate is bearing all the tax burden under which it can stagger. Business has its full share of taxes. More money must be raised somehow, somewhere.

The increase in gasoline tax is partly offset by the plan to eliminate the cumbersome excise tax on cars. Some car owners would come out about even under the new plan, depending upon the amount of their excise tax and the quantity of gasoline they buy annually.

One distinct advantage, in addition to the increase in revenue to the cities and towns, would be the collection of additional gas tax from thousands of out-state motorists who now come into Massachusetts and use our roads without having contributed any excise tax to our municipal treasuries.

This applies particularly to out-state trucks and other heavy commercial vehicles which help wear down our highways.

Increasing the gasoline tax to motorists from beyond our state boundaries would increase their payment for use of our roads.

Under the present excise tax and gasoline tax system not all the tax assessed is collected. The shortage is on the excise end of the levy. Many car owners evade the excise tax.

Corporation Counsel Samuel Silverman gave some Boston figures on this excise evasion yesterday. He said that Boston collects about $900,000 annually in auto excise taxes, whereas Boston ought to collect between $1,100,000 and $1,200,000. The city loses from $200,000 to $300,000 yearly through this class of tax dodgers. Other municipalities suffer loss the same way.
New City Councillors Take Oath of Office

City Councillors Thomas M. Burke, Ward 17, Dorchester; George P. Donovan, Ward 5, South Boston; William H. Barker, Ward 1, East Boston; David M. Brackman, Ward 12, Roxbury, and George W. Roberts, Ward 4, Back Bay, left to right, as they took the oaths of office yesterday in the executive chamber of the Boston City Council. All are new members. Edward M. Gallagher, Brighton, was made president.

Award Garbage Contracts for Dorchester, E. Boston

Two contracts totaling $222,365 were awarded yesterday by Mayor Curley for the removal of ashes and garbage in Dorchester and East Boston. The East Boston contract went to the firm of Edward J. McHugh & Son at a price of $36,575, the lowest bid, while the Dorchester contract went to Coleman Brothers, Inc., at a price of $34,210, representing $3,560 less than the city paid last year.

The contracts for the refuse removal jobs in West Roxbury, Brighton and Hyde Park were rejected by the Mayor because of the failure to obtain prices lower than those charged to the city.

The removal of garbage and refuse from the downtown districts and South Boston, Charlestown and Roxbury, the city will pay $378,000 a year for the next 10 years under the contract recently awarded to the Brooklyn Ash Removal Company of Massachusetts, lowest bidder.

Firemen Give Second $5000 to Relief Fund

Fire Commissioner Edward F. McLaughlin deposited yesterday with the city collector a second monthly installment of $5000, representing the voluntary contributions of the members of the fire department to the unemployment fund being raised by Mayor Curley to be used this winter through the Overseers of Public Welfare. The commissioner thanked the entire personnel of the department for their public spirit and generosity in rallying with their own private earnings to the support of their less fortunate fellow-citizens.

Mayor Plans Busy Trip to Capital

Mayor Curley will combine discussion of Boston railroad problems and Democratic politics with consideration of the 1932 appropriation budget during a trip to Washington which will give President Edward M. Gallagher of the city council an opportunity to serve as acting mayor Friday and Saturday.

The mayor will be accompanied by Budget Commissioner Charles J. Fox and he plans to devote 15 hours on trains to paring the estimates submitted by department heads.

"All that we'll need is a battle-axe," the mayor said to Fox yesterday, "and I'll carry that."

He indicated that every item of the thousands comprising the budget will be pared to the minimum.

Boston will be represented at the interstate commerce commission hearing today on the eastern trunk line railroad problem by Corporation Counsel Silverman and the port authority who plan to present a proposal which will make a Boston terminal for at least one of the trunk line roads figuring in the consolidation plan.

The delegation will stress the necessity of providing invaluable aid to the local port by including at least a portion of New England in one of the four trunk line systems.

Mayor Curley will discuss the railroad issue at a luncheon which he intends to give the Massachusetts delegation in Congress Friday noon. He will attend the Jackson day dinner in the evening, at which ex-Gov. Smith will be the principal speaker.

"Housecleaning" at City Hall Demanded

Asserting that the recent Finance Commission report on the Boston Supply Department shows the entire field of city purchasing to have been conducted with negligence, inefficiency, and waste, the Good Government Association today called for "a real housecleaning at City Hall."

The current issue of the Association's pamphlet, City Affairs, contains the Commission's report in full along with an article commending the investigation and claiming vindication. Good Government Association statements a year ago that criticized the city's buying methods and called for the investigation.

"It is hard to see how an administration can lay claim to any real executive ability or concern for the welfare of its citizens, and spend millions in the manner described in this report," City Affairs says. "Vague promises to do better in the future are no explanation for money already wasted."

"We urge every citizen to read it, to think it over, and to remember it when soothed and seemingly logical explanations are made for this year's impending deficit and next year's increased tax expenditures."

"Until public indignation demands a real housecleaning at City Hall, we cannot be optimistic over the chances for real and permanent improvement in the transaction of public business there."

Fire-fighters Give Their $5000 to Unemployment Fund

Second Contribution to Unemployment Fund

The first general order to be issued by Fire Commissioner Edward F. McLaughlin for the year 1932 to the officers and men of the Boston Fire Department, was promulgated last night and announced the depositing of the second monthly check for $5000 contributed by the fire fighters for the unemployment fund of this city.

Besides the section relating to this voluntary contribution, the order announces the promotion of John J. Morris from the rating of steamfitter in the maintenance division to that of master steamfitter, effective at 3 o'clock next Friday morning.

Three members of the department are commended for work done while off duty: Ladderman John R. Keane, Ladder 16, for responding to alarm and working at fire in rear of 121 Bourne at, Dec 28; Hoseman Alfred Mitchell, Engine 18, responding to and working at fire, Box 3342, Dec 30, and Hoseman Benjamin F. Finn, Engine 19, working at street car on Bunker Hill at, Dec 31.
notates when seeking additional funds for welfare and other special purposes.

In addition to the mayors, the proposal undoubtedly will meet with the rigid opposition of the Democratic contingent in both the House and Senate, but there are many members of the Legislature, particularly from the smaller communities, who will give it their support. A member of the House from a growing residential town within ten miles of Boston said yesterday on his way to the State House that he was so tired of seeing bills go through year after year calling for millions in excess of the debt limit, with a resultant increase in the local tax rates, that he would not hesitate for a moment to vote to create such a board.

Whether Governor Ely will support the move is unknown, but he will undoubtedly have plenty to say on the subject of municipal finance when he addresses the joint convention of the Legislature at the beginning of the session tomorrow.

The Massachusetts Tax Association, which is made up of manufacturers and large property owners throughout the State, will lend its strong support to the projected measure: in fact the association has been advocating the establishment of a State-controlled body to supervise municipal activities the cost of which is reflected in real estate taxes for some time.

The association recently issued an exhaustive series of recommendations on the subject which was widely commented upon in the press and which came in for a round of strong criticism from Mayor Curley, who took occasion at the same time to condemn the inaction of the State Board of Tax Appeals in granting what he considers excessive abatements to large taxpayers.

The Prospective Bill

It is believed that the bill which the commission intends to report would place the financial affairs of Massachusetts municipalities in the hands of three commissioners to be appointed by the governor with the advice and consent of the Executive Council. They would function under the Department of Corporations and Taxation but would not be subject to the authority of the commissioner of the department and would serve for terms of six years following the initial terms of two, four and six years each. The chairman would receive $7500 annually and the other two members $7000 each. None would be allowed to hold any other State office or position, except that of notary public or similar minor place. The bill would become effective July 1 of the present year if enacted.

Economy and Aid for Poor, Curley's Slogan

Sounding the keynote of economy in municipal expenditures, and calling upon citizens to think in terms of America instead of meddling in foreign affairs, Mayor Curley pledged himself yesterday to see that not a single individual in the city should be without food, shelter or fuel, in his address to the incoming City Council.

Mayor Curley, Edward M. Gallagher, of Brighton, newly elected president of the Board of Tax Appeals, and Joseph McGrath, ex-president, 1. to r., at dinner tendered by Mayor to the Councillors yesterday at the Parker House.

Describing the present situation as "the most serious in character of any period during the past 75 years," he pleaded for the cooperation of the council during the coming year.

A list of recommendations he submitted for the council's consideration was a new $50,000,000 rapid transit subway to Jamaica Plain, for which plans are ready and a bill, asking the legislature to authorize the project, is being prepared.

The subway would extend from Jamaica Plain along the line of Huntington ave. from the Brookline line to Stuart st., to Park sq., under the Common to Park sq., to connect with the Cambridge tunnel and to Bowdoin sq., to connect with the East Boston tube.

The council elected Edward M. Gallagher of Brighton as president on the first ballot, and at its first meeting referred a motion, asking Mayor Curley to demand the removal of Police Commissioners Hultman, to the executive committee.
Good Way to Think

Expect Report for Municipal Finance Board

"Abiding faith" in our economic future and a plea to think "in terms of America" were emphasized by Mayor Curley in his annual address to the City Council yesterday. The mayor is shown here at the microphone delivering his address.

"In terms of America."

Mayor James M. Curley spoke a fine four-word slogan yesterday in his annual address to Boston City Council. He uttered the four words in course of a general warning. In the belief that American interests are being sacrificed for the benefit of Europe, the mayor said:

"The sooner we start thinking in terms of America and the welfare of its people, the nearer we will be to the end of our difficulties."

This statement is as true as its application is broad. Equally practical is His Honor's call for a program of constructive expansion which shall absorb our unemployed. He warns our financial institutions against blocking any such program on account of prospective repudiation of war debts by Europe.

We may gain courage and inspiration from the mayor's address. He proclaims "an abiding faith" that we shall solve our problems and find a way out of our economic troubles.

Among the recommendations on local affairs the executive plan for improved bathing facilities at Tenean and Carson Beaches will be welcomed in this beach-loving community.

Airport improvements, as noted, will give Boston an aviation rating more suitable to her size and importance.

It is proof of our healthy interest in sports that 1277 baseball games were played on the various diamonds of our Park Department last year.

Extension of the subway to Jamaica Plain, as recommended by the mayor, will be a welcome addition to our rapid transit facilities.

Recess Commission on Taxation Favors State Control of Spending by Cities

Mayors Will Fight It

Believed Necessary to Prevent Repetition of Fall River Case Elsewhere

By Richard D. Grant

It is understood that the special recess commission appointed by the Legislature at the last regular session to study taxation matters, which is expected to file its report within a few days, will strongly recommend legislation for the establishment of a State board for the control of municipal finance. The commission, of which Senator Erland F. Fish of Brookline, Republican Senate leader, is chairman, is said to have practically agreed to include such a proposal in the report at its last meeting, but will meet again before the document is filed for further study of the matter.

The commission is convinced that such a board is an urgent necessity to curtail the free-spending opportunities of Massachusetts cities and towns, and in the present situation, in which upwards of half a dozen municipalities are in danger of falling into the same kind of receivership as was necessary to establish in Fall River a year ago, takes on the status of an emergency.

The filing of a bill to establish a permanent board, which would maintain a firm check on the expenses of the cities and towns, particularly in the matter of borrowing for special purposes outside the authorized debt limits, will be sure to precipitate a major legislative battle and, notwithstanding the admission by most city and town officials as recently as yesterday that disaster is certain to follow any course but that of strict economy in municipal administration, most of the Massachusetts mayors undoubtedly will oppose passage of the law, tooth and nail.

The leader in opposition undoubtedly will be Mayor James M. Curley of Boston, who has viewed the suggestions made along this line as a dangerous interference on the right of cities and towns to "home rule." And the mayor has not lacked the ready weapon of a veto.
**Curley to Ask $32,350,000 For City Improvements**

$15,000,000 Rapid Transit Extension  
Biggest Item in List—$4,500,000  
Street Widening Proposed

Mayor Curley will ask the Legislature to approve the expenditure of $17,350,000 for municipal improvements this year, exclusive of a $15,000,000 rapid-transit extension from Brookline to Bowdoin square.

The mayor expressed disagreement with tentative recommendations of the planning board, elaborated on his proposal last year, and other suggestions, committing Boston to an annual expenditure of $12,500,000 over a 10-year period, that he was opposed to a rapid transit extension from Brookline to Bowdoin square.

In detail, the projects which the mayor will ask to be authorized include:

- West and North end street widenings, $4,500,000.
- Schoolhouse construction, $1,100,000.
- Courthouse enlargement, $3,500,000.
- Chelsea North drawbridge, $1,540,000.
- City Hospital enlargement, $3,500,000.
- Street reconstruction, $1,000,000.
- Sewer construction, $1,000,000.
- New public works yard, $750,000.
- Projects which will be financed by bond issues, for which legislative approval is unnecessary, are:
  - Laying out of streets, $1,000,000.
  - Two new fire stations, $850,000.
  - Two new police stations, $500,000.
  - Park department for playground extensions, $250,000.
  - Two new branch libraries, $200,000.
- $15,000,000 ALSO SOUGHT

In addition, the mayor will support the plan of the metropolitan transit council for authorization to spend $15,000,000 to extend the rapid-transit system from the Huntington avenue boundary at the Brookline-Bowdoin square line. This route was proposed by the council last year and calls for the construction of a subway from the Brookline line, under Huntington avenue and Stuart street to Park square, and then to the Common and Beacon Hill, to connect with the East Boston tunnel terminus at Bowdoin square.

Although Boston faces the necessity of continuing to meet deficits in the operation of the Elevated and of making a major contribution to the construction of subways, the mayor believes that the Brookline-Bowdoin square line would be an exceptional investment in which the value of the boulevard made by the route is well above the cost of the boulevard and underpasses, and which was the East Boston tunnel terminus.

The mayor emphasized that materials used in proposed improvements are not being bought at the cheapest prices in many years that these improvements are necessary and that they offer opportunities for employment.

The mayor expressed expression of the need for legislation which would make it possible to designate what he regards as an effective argument favorable to the construction of the proposed $15,000,000 subway. To the elderly, 500 men employed on the Kenmore square project, the transit commission is attempting to place nearly the entire force of 1500 men on a four-day week plan to avert the discharge of 500 men employed in the work to be done on day-labor basis.

The mayor expressed his appreciation of the achievements of the various departments during the past year.

GALLAGHER V. CITY COUNCIL


In accepting the office Gallagher declared his intention to emulate the service of his predecessor, Joseph McCauley, and to adopt his policy of tolerance and fairness.

Councilman Francis E. Kelly of Ward 13 enlivened the meeting, at which only essential orders referring to the financing of municipal activities were scheduled to be presented, by denouncing Mayor Curley as a "dictator," in an argument supporting orders calling for the presentation of legislation extending the terms of councilmen from two to four years, and giving the council power of over-riding the mayor's veto by a two-thirds vote.

Kelly charged that the mayor sought to crack the whip over three members in the city election but that the voters took the whip from him and he called on the five new members to be unafraid of mayoral authority.

Councilman John J. Fitzgerald took Kelly to task for his proposals and cited the need for failure to recognize that the way was to extend the terms of councilmen for four years. Fitzgerald declared himself in favor of a charter amendment providing for the recall of the mayor and for annual elections of councilmen. The Kelly order were unanimously rejected.

In his address which was broadcast, and which followed a prayer by the Rev. Samuel C. Bontock, suffragan bishop of the Episcopal church, Mayor Curley suggested these recommendations:

- City hospital buildings $2,000,000, a decrease of $1,000,000 due to the recent request of Charles H. Tyler of a surgical and pathological building.
- Purchase of land adjoining and adjacent to the tuberculosis sanatorium in Mattapan; solaria above the women's and boys' departments at 1st Street cattoshouse; double Broadway and underpasses on parkways; additional accommodations for bathers at Columbus park. Tenens and Cameron beaches: reconstruction of Charlestown gym and completion of Nashua street playground.
- Extension of police blinker system and expenditure of $200,000 for modernizing police department signal system.
- Designation of the Chester street widening as a state street widening and to be extended to the American memorial.
- The mayor commended the fire and police departments, endorsed the municipal employment bureau and given in it all the work of the unemployment department for veterans whose services will not be needed in the completion of the Kenmore square subway extensions.
- Purchase of land adjoining a tract of land underpasses on parkways; additions to the soldiers' relief department rolls furnished the mayor with what he regards as an effective argument favorable to the construction of the proposed $15,000,000 subway. To the discharge of 500 men employed on the Kenmore square project, the transit commission is attempting to place nearly the entire force of 1500 men on a four-day week plan.

The mayor unfolded his 1932 program at the luncheon tendered to the mayor by the city council following the swearing in of the five new members, five of them newcomers, in the forenoon.

The mayor expressed his appreciation of the achievements of the various departments during the past year.
ASKS $35,000,000 ON PUBLIC WORKS

Curley Tells Council Big Programme Needed to Balk Dole—Huntington Ave. Subway Chief Proposal

NEW MEMBERS GREETED BY PRESIDENT

President Edward M. Gallagher of Boston City Council is shown greeting new Councillors yesterday. Left to right: Seated, George F. Donovan, David M. Brackman and Thomas Burke; standing, William H. Barker, George W. Roberts and President Gallagher.

BY WILTON VAUGH

Major public improvement costing $35,000,000 were disclosed yesterday by Mayor Curley to the new City Council as his 1932 loan budget programme for the relief of Boston's jobless without resorting to the so-called dole.

His municipal experts, after studying the needs of the city, urged him to make it about $6,600,000 more, but the Mayor announced that he would approve only those improvements that were absolutely necessary this year.

SEES OPPOSITION

That he expects to meet opposition to his plans at the State House was revealed by the Mayor. He confided to the Council that the city will be fortunate if the Legislature authorizes the expenditure of two-thirds of the amount asked, or a little over $23,333,000.

Topping the Mayor's list of needed improvements is the $15,000,000 Hunting-ten avenue subway from Brookline Village to Bowdoin square to relieve congestion on the Elevated, remove the street cars from Boylston street and Huntington avenue, and provide work for thousands of jobless war veterans, who otherwise would be forced to take soldiers' relief payments from the city without working.

At a cost of $4,500,000, the Mayor would provide broad approaches to the East Boston traffic tunnel, which will be completed next year, by widening Cross, Chardon, Merrimac and Causeway streets and making a wide traffic circle at Haymarket square.

Considered Before

The Legislature has considered both of these measures in the past and postponed them, and the Mayor announced that he would approve them this year, if the Legislature authorizes the expenditure of $23,333,000, providing the State will agree to pay 30 per cent of the maintenance costs.

Other measures for which the Mayor will seek to raise loans outside the debt limit include: the completion of the $2,000,000 for City Hospital buildings; $1,500,000 for the replacement of the Chelsea North drawbridges, near the U.S. Naval Hospital; $1,000,000 for the construction of a sanitary depot on Commercial street, near the Charlestown bridge, to serve the North and West Ends.

New Fire, Police Stations

Inside the debt limit and without requiring further authority from the Legislature, the Mayor announced he would issue loans for $1,000,000 for the construction of streets; $500,000 for two new police stations; $500,000 for park improvements and $200,000 for two new branch libraries, making a total of $2,500,000.

Corporation Counsel Samuel Silverman was directed last night to draw up bills on the projects sought outside the debt limit and to file them with the Legislature as soon as possible. The bill for the $15,000,000 Huntington avenue subway will be sought by the Metropolitan Transit District. The Mayor expressed the opinion, however, that Boston would be required to bear the major portion of the burden through its contributions to the bonds. Yet, he insisted, the cost would be twice as great if Boston were forced to build a traffic boulevard such as would be provided for the city if the tracks are removed from Boylston street and Huntington avenue.

Would Save $1,000,000

During its construction, he said, the subway would provide work for veterans and save the city upwards of $1,000,000 a year in soldiers' relief disbursements. The $5,000,000 Kenmore square subway extension provided work for 100 men and saved the city nearly $1,000,000, he said, but this work is nearly completed and it will be necessary to put the men on a four-day week in order to keep them on the job on a daily pay basis.

The Mayor served notice on the school authorities that he would not approve the construction of additional school buildings except through bond issue. He declared that he started the pay-as-you-go policy in school construction in 1916 when there were $16,000,000 in school bonds outstanding against only $22,000,000 in school bonds on hand now, he said, but this work is nearly completed and it will be necessary to put the men on a four-day week in order to keep them on the job on a daily pay basis.

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Cordial co-operation of the Council in all matters for the benefit of the city was promised to the Mayor by President Edward M. Gallagher, elected to lead the Council this year by an unanimous vote on the very first ballot, setting a precedent in the history of the Council.

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Pledges Council Co-operation

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Lincoln Steffens, after exposing corruption and boss rule in Cincinnati, St. Louis, Chicago and San Francisco, found the same conditions were not as common in Boston as in other cities. He was brought here by the Boston business to do some investigation, and he found, after some months of investigation that there was no political corruption in Boston except in minor matters which were trivial compared with other cities. And he said that whenever dangerous situations of corruption were found in Boston they were carried on by big business men who, by illegal combinations and alliances, were seeking to exercise a strangle hold on bids for public contracts.

When these findings, in the first few chapters of Steffens' book, were read by those who put up the money, Steffens was seriously tried and got out of Boston.

John F. was the object of more nicknames and false titles than any other man in the city in his time. He has been called at various times the "Little General," and caricatured in real Napoleonic costume, he has been known as the "Little Corporal." He was "Honey Fitz" in Washington, and the late President Taft hardly ever referred to him informally by any other name.

His "Honey Fitz" Title

But that "Honey Fitz" title did not originate in Boston. Nor was it the product of any Boston political battle. It was given to him first by a writer in Collier's, and he said yesterday that he never knew the real origin of it. When Steffens was a kid down in the North End, he said, "my father kept a store and I used to go in there and fill myself with sweet things, cookies of bread and butter with thick coats of sugar on it. That may have been the origin of the "Honey Fitz" title, but nobody here ever sprang it on me until after Collier's had carried it across the ocean to Europe." Mayor Fitzgerald had a close personal acquaintance with all of the Presidents from Cleveland down through the succeeding years, and was intimate with most of the national political leaders of both the great political parties.

And yesterday Mayor Fitzgerald believed he had a right to a contract, and the aldermen were looking for everything in sight. If the Mayor didn't give it to them, as I didn't and couldn't in justice to my oath of office and to the best interests of the city, there was the devil to pay."

How Tax Rate Has Grown

The turning to a comparison of the financial problems of the city in 1892 and at present, Fitzgerald pointed out that 40 years ago the tax rate of Boston was $12.60. In 1930 it was $30.80.

The tax for schools was one-sixth of the city tax rate in 1892 and at present it is one-twelfth or better. Of course, despite the tremendous increase in property values, the expenditures have shown still greater increases all along the line. Chronologically, he pointed out that he served only one year in the Common Council, two years in the State Senate, six in Congress and six as Mayor of Boston.

"So you can see," he said, "that while I have been in Boston politics for 40 years, I have held office only 15 years of that time. I guess I have a right to contend that I have not been selfish about my political career."

Pleased by Walsh's Tribute

John F. was mightily pleased with the tribute paid to his self-sacrificing nature by David I. Walsh at the meeting of the Democratic State...
JOHN F. TELLS OF
GREATEST FIGHTS

Recalls Epic Battles With Storrow
and Frothingham---Rounds Out
40 Years in Politics

JOHN F. FITZGERALD

Shown in the photo with the bound record of his political career as he observed his 40th anniversary in public life yesterday.

BY ROBERT T. BRADY

Forty years ago yesterday—it was Monday, Jan. 4, 1892—John Francis Fitzgerald took his first dip in the turbid waters of Boston politics, when he was sworn in as a member of the Boston Common Council from Ward 6 in the "Dear Old North End."

He was a few weeks under 29 then, his birthday being on Feb. 11.

Yesterday, just a few weeks before his 68th birthday, when members of the present city council were taking their oaths of office, John F. pointed with pride to his record of achievement during the intervening two score years and looked to the future with an optimism as great as he could possibly have possessed when he started on his political career.

STILL A "HUMAN DYNAMO"

And before going any further, let it be said that any man who could have spent the last 40 years in the thickest and most bitter fighting of Boston politics and still sing "Sweet Adeline" and "Smile a While" as he sang those songs yesterday is entitled to be known as the "Human Dynamo," by which title he is honored by political foes and allies alike.

Is he slipping? Not yet. He was not in the best of health a year or so ago. He was ordered by his physician to get out of a contest for Governor, which most of his friends believe he should have won. But since that time he has staged a real comeback in health, and yesterday his resource of public questions, past, present and future, was as vigorous as when he faced his enemies of old.

A fighter all his life, he believes that the greatest fighter he has known in Boston politics is the man who has brought himself up the ladder of preferment by sheer fighting ability, James M. Curley, present Mayor of Boston.

His Greatest Fight

His own greatest fight was his battle for the office of Mayor of Boston against the late James J. Storrow in 1909. "That was the first election under the new city charter," said Fitzgerald yesterday. "Mr. Storrow was one of Boston's oldest and most prominent citizens in the history of the city. He had unlimited resources, financially, socially and in business way. But my honor and my reputation were at stake in that campaign. I was fighting for my good name and I was compelled to battle harder than ever before or since."

For purposes of comparison his attention was called to the bitter battle with Martin M. Lomasney in 1905, when, following the death of the revered Patrick A. Collins, Lomasney sought to block the election of Fitzgerald as Mayor with Edward J. Donovan as a Democratic candidate against him, and then, in the election which followed, the West End leader threw his ward to the late Louis A. Frothingham, the Republican candidate for Mayor.

"That was some fight, too," said John F., "but really I had not so much doubt of the outcome at that time. The Storrow fight, by all odds, was the hardest I ever tackled."

His Greatest Achievement

His greatest achievement in office, as he sees it in retrospect, was his voluntary appointment of the first Boston Finance Commission.

"I accepted the challenge of businessmen and reformers who had attacked my personal honesty and integrity," said Fitzgerald, "and I allowed various organizations in the city to select their own men, and I appointed them of my own free will. I told them that every department head in the city service would be compelled to co-operate with the Finance Commission members, and that if any department head failed to collaborate in every possible way, I would fire him."

"That, of course, was before the present finance commission was established by law, and it provided a complete vindication of the charges of corruption which had been leveled against my administration by people who had been led to believe stories which had been told to them by my political enemies."

"The men who were designated by various business and civic organizations and appointed by me to serve on that commission were Nathan Matthews, John A. Sullivan, John A. P. ...
that opportunity for work may be provided by the people, or the adoption of the dole.

It was declared that a shorter working week is made inevitable by our inventive genius, coupled with mass production, and added that a shorter working day is also in the immediate future.

Mayor Curley also referred to the drive for $3,000,000 relief work and said that the sacrifice, assistance, and support of every person, business and institution in Boston is needed.

The opening session of the Council began at 10:30 a.m. and the gallery was thronged with friends and relatives of Mayor Curley and the members.

The new Councilors are William H. Barker, Mayor; Edward M. Gallagher, new president of the Council; Edward M. Gallagher, new president of the Council; George W. Roberts of Ward 4, city proper; George P. Donovan, Ward 6; South Boston; David M. Brackman, Ward 12, Roxbury; Thomas Burke, Ward 17, Dorchester.

Hultman Resolution

At the business meeting following Mayor Curley's address, Councilor Norton introduced his resolution calling for the removal of Commissioner Hultman. He severely criticized the raid of speakeasies New Year's Eve and arrest of 100 thousands found therein. He called the police actions unwaranted and unjust.

Councilor Roy of Ward 14, Dorchester, defended the Commissioner and said that no one knows who was responsible for the raids, which, he concluded, were regrettable.

Councilor Dowd made a motion to call Hultman and his attorney before the Council, but Pres Gallagher announced that Norton's resolution had been referred to the executive session of the latter program requiring legislative sanction the Mayor did not appear to do without serious doubts of Circular Board's success.

The Mayor outlined some of the program of the Planning Board, which recommended an expenditure of $23,825,000 outside the debt limit for 1932. That figure was exclusive of rapid transit estimates. The Planning Board estimate of $23,825,000 was cut to $17,350,000.

A new Councilor Thomas H. Green of Charlestown and Councilor Joseph McGrath of Dorchester, retiring president, did not arrive until late, and took their oath of office at the conclusion of the exercises.

Prayer was by Rt Rev Samuel G. Babcock, suffragan bishop of the Episcopal Church of this Diocese. The certification of the new-elects of the Council was then read and the members raised their right hands and repeated the oath of office after Mayor Curley. Mr Gallagher was then chosen president.

The new Councilors are William H. Barker, Mayor of the City; Edward M. Gallagher, new president; George W. Roberts, Ward 4, city proper; George P. Donovan, Ward 6, South Boston; David M. Brackman, Ward 12, Roxbury; Thomas Burke, Ward 17, Dorchester.

MAYOR CURLEY made his annual address before the city council yesterday.

As usual, it contained not a single dull line. Naturally, no man's plans can meet with universal approval. We see features of the mayor's program which should not and probably could not be adopted right now. He suggests various improvements, each excellent in itself, but possibly too expensive for immediate attention.

With the most important parts of the mayor's program we are in complete accord. We refer to his honor's well-known attitude toward the unfortunate: the poor, the ill, the temporarily needy.

Jim Curley's bitterest opponents always take off their hats to him for his earnest and sincere work for the public welfare department, the institutions for the poor, the health centres, the hospitals, the libraries and the schools. Funds set aside for these works usually have our support. Other details of his program we will meet at such times as they take more tangible shape.

As a public document, the mayor's address shows vision and skill in government.
CURLEY CITES CITY PROBLEMS FOR YEAR

Tells Council That Depression Can Be Overcome—Hultman's Removal Step Sidetracked

Mayor Curley said that although unquestionably the situation is more serious in character than any previous one in the past 75 years, yet it is not impossible of solution, provided there is a proper exercise of patience and intelligent cooperation between the Mayor and the City Council.

He said experts agree that the outstanding transportation requirement is a rapid transit line by subway to Jamaica Plain, substantially along the line of Huntington Ave., from the Brookline line at Stuart St., then by Stuart St. to the Fenway district, then under the Common, connecting with the Cambridge tunnel at Park St. and the East Boston tunnel.

The estimated cost is $15,000,000 and a bill is being prepared asking the Legislature for authorization to proceed with the work.

Mayor Curley outlined in detail the city's work for unemployment relief, saying that if existing laws are followed there will be no dole in Boston, and added that there have been no breadlines or soup kitchens in Boston and that he intends there shall be none. The city is now giving aid to more than 10,000 families, he said.

"The Council has been most considerate during the two years that have passed of every important recommendation submitted by me, and I sincerely trust that the cordial relations which have marked the past two years will continue to be evident in the year 1932," he said.

"It is highly important that every expenditure be scrutinized with care and that appropriations be made only for projects of major importance and which will not permit delay. This, of course, will be necessary to prevent additional burdens upon the taxpayers, a majority of whom are today experiencing difficulties in meeting their obligations.

Targets for Attack

"Both the membership of the Council and I will unquestionably, due to public tension, be the targets for attack by the informed and uninformed, principally the latter. But this is one of the penalties for holding public office. Public officials, regardless of titles, come and go, and in nearly every case are forgotten. The Nation and its subdivisions, however, endures, and the value of a public official is invariably measured by the character of the service rendered."

Referring to the European loans, the Mayor said that it is now apparent there is scant likelihood that America will receive any portion of the principal of these loans, and that, in anticipation of repudiation by European Governments, financial institutions are conserving their assets in a liquid condition, so that American merchants and manufacturers find it difficult, and in most cases impossible, to secure financing.

"Propaganda started some three months ago, and which appears to have become formidable, masquerading as economy and having for its purpose the prevention of a program of constructive expansion for the absorption of the unemployed, will, unless checked, speedily enable the already large army of discontent found in every section of the entire country," the Mayor declared.

One Alternative
Curley Agrees
Welfare Bureau
Needs New Plan
Will Seek Substitution of Paid
Commissioner for Board
of Twelve

With the announcement that he had
come to believe with the Finance
Commission that there should be an reorgan-
ization of the Public Welfare Depart-
ment, by which a commissioner and two
deputies should be substituted for the
board of twelve unpaid members, Mayor
Curley today said he would make the
right in the Legislature to that end.

On July 3 the Finance Commission re-
ported a report of an investigation of
the department, recommending that there
should be not only a commissioner at the
head of the department but two deputies
as an advisory council. The mayor has
no comment at present with respect to
the council, but may favor it later.

It is apparent to the mayor that the
work of the Welfare Department has
grown so rapidly in the last two years
as to be outside the realm of unpaid
service. It is too much to expect that the
twelve members shall be at the Hawkins
street building every day, and yet there
is so much of complicated detail at hand
every hour that the services of an execut-
tive head are badly needed at all times.

Paying tribute to the welfare board,
which has come to represent the leading
elements of the population, the
mayor declared that they had done won-
derful work in the most trying days of
the city's history. Each member serving
under the chairmanship of Simon Hecht
is devoted to the task and has given
freely of time and energy for the city's
interests. Though the Finance
Commission charged in its report that
antiquated methods in the dispensing of
the city's funds for orphans and needy is wast-
eful, there was no hint of dishonesty. The
mayor refused to be stampeded into the belief
that the board was not doing its work with intelligence and ability.

Since July, when the report was made,
there has been much in the way of im-
provement in the department. The machi-
nery has been speeded up by the clear-
ance defining of duties among the
clerks and visitors, by the addition of
twenty or more visitors and the perfect-
ing of a checking and cross-checking
system on applicants and relief. Had it
not been for such improvement the depart-
ment would have been sadly embar-
assed in meeting the greatly increased
demands during the summer and fall,
which resulted in the dispensing of about
$7,000,000 during the year.

When the Finance Commission re-
ported, it was the opinion of Chairman Frank
A. Goodwin and his associates that, under
the system in vogue, responsibility in the
department was difficult to apply. In
other words, the secretary could blame the policy of the twelve different
committees if something goes wrong, and
the board could blame judgment or mis-
direction of the secretary.

Could Save $300,000
by City Salary Cuts

No definite announcement has been
made by Mayor Curley that he would
not apply the pruning knife to city
salaries, but he has said that he did
not want to do so. He has had a compli-
mence made of salaries of $2500 and higher
and has found that there are only 1250
of them in the entire list of 17,000 em-
ployees. Of that number forty-four are
department heads and 183 are in the
professional class. A cut of 10 per cent
would save the city $300,000 a year, a
figure which the mayor calls more or
less trivial when compared with the re-
sulting distress to the recipients

The question came to the mayor's at-
tention today when he read that Gov-
ernor Ely has recommended a cut of
state salaries in his annual message.
His only comment was that the State
could save so little money by such action
that the plan did not seem worth while.
However, it is apparent that the matter
is in abeyance at City Hall.

CITY AFFAIRS CLAIMS
CITY'S MONEY WASTED

The latest issue of City Affairs, pub-
lication of the Good Government Asso-
ciation, reprints in full the report of
the Finance Commission on the Pur-
sing Department of the city, which
was issued sometime ago.

Commenting in connection with the
Finance Commission report, the Good
Government says:

"It is hard to see how an adminis-
tration can lay claim to any real ex-
ecutive ability or concern for the wel-
fare of its citizens, and spend millions
in the manner described in this report.
Vague promises to do better in the
future are no explanation for money
already wasted."
Home Problems First
Mayor Curley's Message

When Mayor Curley declared in his annual message to the Boston City Council that it is about time to start thinking in terms of America and to stop sacrificing the welfare of this country for the best interests of Europe, he summarized the thought that is now uppermost in the minds of sensible, patriotic American citizens.

The national government and certain international bankers, he said, "have been obsessed for two years with fear as to what might take place in Europe and have overlooked the all-important fact that we should be more concerned with what is taking place in America.

"The sooner we start thinking in terms of America and the welfare of its people, the nearer will be the end of our difficulties."

It is a good preacher who heeds his own advice. And this Mayor Curley has done. He proposes extension of the rapid transit facilities out Huntington Avenue to Brookline Village.

He proposes speedy completion of the East Boston tunnel and of the southern artery through Roslindale and West Roxbury.

He proposes expansion of the Tuberculosis Hospital.

He is at work, he announces, upon a plan of general highway and transportation development which would accommodate the growth of the city during the next fifty years.

These are all useful projects. They contemplate the progress of a great metropolitan area that is to grow, not stand still.

They will provide much useful labor for men who want dignified work, not a dole. They breathe a spirit of confidence in the future of the city whose affairs he is chosen to administer. They are American, not European, projects.

TO CURB CITY SPENDING

A bill designed as protection for Massachusetts cities from serious financial difficulties was filed with the clerk of the House of Representatives yesterday, at the request of the Massachusetts Real Estate Owners' Association, Inc., by Representative Edward J. Sandberg of Quincy.

The real estate association measure is patterned on the Indiana plan of control of municipal expenditures, and would establish a board of five members, to be appointed by the Governor, to decide on taxpayers' complaints against city expenditures.

When legal officers of a city have decided on bond issues in excess of $50,000, any 50 taxpayers may petition and obtain a hearing before the special board if the bill is enacted into law.

The bill would also make necessary the publication in newspapers of all city budgets, and permit 50 or more taxpayers to bring the proposed budget to the attention of the board, which would have power to limit it.

CURLEY REJECTS BIDS FOR REFUSE REMOVAL

Failure of bidders for contracts to collect and dispose of rubbish and garbage in the West Roxbury, Brighton and Hyde Park districts to submit prices lower than the contract awards last year led Mayor Curley to reject all bids yesterday.

He acted after making the discovery that Coleman Bros., Inc., had offered for the Dorchester for $34,210 less than the 1931 price. The amount involved this year is $185,790.

A contract for the East Boston collection service was awarded to Edward J. McHugh & Sons for $34,575, the same price as was paid last year.

FOR ABOLISHING WELFARE BOARD

Curley Bill Is for Paid Commissioner, Deputies

The Board of Overseers of the Public Welfare will be abolished and a paid board appointed, consisting of a commissioner and two deputies, if the Legislature acts favorably on a bill sent to Beacon Hill by Mayor Curley.

Mayor Curley today said that the affairs of the Board of Public Welfare have become so tremendous in scope that further handling of the department by an unpaid commission of public-spirited citizens is not deemed the best method.

If the new legislation is forthcoming it is probable that the type of men for the job as commissioner will call for a salary of at least $7000 to $7000 a year.

Some time ago the Finance Commission, after an investigation of the Welfare Department, recommended a paid commissioner and two paid deputies.

HINTS CITY MAY SLASH SALARIES

Budget Papers Show 12111
Earning $2500 or More

Gov. Ely's recommendation in his address to the Legislature calling for a 10 percent cut in salaries of State employees receiving more than $2000 was developed the information today that although Mayor Curley has repeatedly declared that he does not want to cut salaries of city employees, budget compilations contain data which would be available if a cut of city employees' salaries should be made.

The speaker was introduced.

John S. Anderegg of the Redington Agency of New York was guest speaker at the weekly luncheon of the Advertising Club of Boston at the Hotel Statler yesterday. He brought out the fact that advertising must have character and must deal with thoughts as well as have originality.

An advertisement was given.

John S. Anderegg of the Redington Agency of New York was guest speaker at the weekly luncheon of the Advertising Club of Boston at the Hotel Statler yesterday. He brought out the fact that advertising must have character and must deal with thoughts as well as have originality.
Curley Sees
Dole with Ely's
Stand on Loans

Regrets Policy to Refuse
Borrowing for Public Works

Governor Ely's recommendation to the Legislature that, except in rare instances, borrowing by municipalities outside the debt limit, would provide employment for upwards of five thousand men. They represent major improvements that can only be constructed with money borrowed outside the debt limit and unless authorization is granted by the Legislature the indications are that five thousand additional families at a cost of $2,500,000 for a full twelve months period will be saddled upon the already overburdened Public Welfare Department.

"Employment for 5000"
"These projects provided the Legislature grants the required authority for the borrowing of money outside of the debt limit, would provide employment for upwards of five thousand men. They represent major improvements that can only be constructed with money borrowed outside of the debt limit and unless authorization is granted by the Legislature the indications are that five thousand additional families at a cost of $2,500,000 for a full twelve months period will be saddled upon the already overburdened Public Welfare Department.

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Ito make any comment on the criticism's now not employed. Last year the Legislature recommended for the expenditure on gasoline. Last year the Legislature provided in one way or another about nine-tenths of the additional cent tax on gasoline be returned to the cities and towns. The additional one-half cent asked for by the Governor yesterday would yield to the people the opportunity to make a judgment, according to best estimates, of about $2,000,000 of the money collected from this tax.

The Governor pledged himself against any increase in State activities this year and for strict economy in every possible way in the hope that the State tax of $7,500,000 last year may be kept practically at that point for 1932. But he would still make provision for unemployment relief, and announced that he will soon present to the Legislature recommendation for the expenditure of $400,000 for necessary work for the year and for strict economy in every possible way, in the hope that the State tax of $7,500,000 last year may be kept practically at that point for 1932. But he would still make provision for unemployment relief, and announced that he will soon present to the Legislature recommendation for the expenditure of $400,000 for necessary work for the year and for strict economy in every possible way, in the hope that the State tax of $7,500,000 last year may be kept practically at that point for 1932.

Leaders to Co-operate

Aside from the storm raised by his suggestion of salary cuts, leaders in both branches indicated that they will co-operate with the Governor, particularly in the matter of relieving the bank situation and in keeping expenditures at a minimum.

Chairman Charles P. Howard of the State Department of Administration and Finance and his associates declined to make any comment on the criticism of the Governor.

President Bacon of the Senate and Speaker Saltonstall of the House both delivered addresses at the opening of their respective branches in favor of a cutting down of State expense, and after Governor Ely's address along the same line they expressed the desire to co-operate.

"The keynote of economy in State government has been sounded by Governor Ely," said Speaker Saltonstall. "It is the duty of every public official to cooperate with him. As Speaker of the House of Representatives, I pledge my assistance to any programme that will aid in cutting down State expenditure at a minimum."

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President Bacon said: "On the general subject of the necessity of curtailing the expenses of the State government, I think I made my attitude clear in the speech which I made at the opening of the Senate. I was glad to see that the Governor was also in favor of economy and reenactment. As I said in the Senate, 'we must conserve the resources of the people by economizing to the limit and by keeping taxes down to the minimum. By so doing, we can best contribute to the rest of the Commonwealth.'"

Lieutenant-Governor William S. Youngman, who is generally looked upon as the likely Republican candidate for Governor against Ely next November, made a formal statement after the session yesterday as follows:

"I am not going to say that I am a candidate for Governor of the Commonwealth. He is the responsibility and he must stand or fall by the results of the past two years. I cannot express my views at this time.

"The Mayor frankly confesses that he is disturbed by existing conditions, but he has refused to disturb salaries. The compilation of high salaried employees shows that there are 44 department heads and 183 professional men and women among the 1250 who receive at least $2000 a year."

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"The Mayor of Boston is expected here later in the week. He will be a guest at the Jackson dinner on Friday and may have opportunity to say what he thinks of the Railroad Railway situation. Corporation Counsel Silverman, said: "The case for complete and final settlement of all the railroad controversies is now before the commission on the New England Railroad situation."

"Saving of $300,000 Among 1250 Employees Could Be Effected."

Indication of a possible reduction in the salaries of highly paid municipal officials and subordinates, at present a remote development, was noted yesterday, when the announcement that a completion of the salaries of 1250 such employees has revealed that a 10 per cent reduction would effect an annual saving of $300,000.

Mayor Curley has no present intention of reducing the salary of any city employee. He is vigorously opposed to resort to such a method of reducing municipal costs and is determined to refrain from taking advantage of such a medium unless conditions force such action."
Curley Opposes Salary Slash
and Ban on Borrowing for Public Works

Gov. Bacon's Banking Aid Plan Praised—Leaders Like Pleas for Economy

BY ROBERT T. BRADY

A wave of protest swept through Senate and House chambers yesterday following Governor Ely's proposal that all State officials and employees of the State now receiving salaries of $2000 or more annually be slashed 10 per cent for this year in order to aid in a general reduction of State expenditures.

The Governor's proposal, made in his address to the Legislature at its formal opening yesterday, fell like a bomb in the ranks of legislators, department heads, appointive and elective officials and employees generally.

Although that part of his message which dealt with the matter of State salary reductions was received with mild applause at the joint convention of Senators and Representatives, the comment among members of both branches afterwards indicated clearly that the salary cut proposal will be violent opposition to the salary slash, even from some of the most prominent members of the Governor's own party.

At the same time the Governor's suggestion of a salary slash brought a wave of storm of indignant protest from various parts of the State and from many different groups.

Organized labor, as represented by officials of the State Branch of the American Federation of Labor, the Boston Central Labor Union, the Building Trades Council and many others, was most vigorous in its criticism of the Governor, contending that it is economically unsound and that it will do more to discourage business development, through reduction of the purchasing power, than any possible saving in State expenditures can possibly accomplish.

State Employees to Act

The fact that the Governor, in asking for a salary cut for State officials and employees for this year, cited the fact that many laboring men have within the past year cheerfully accepted wage cuts and therefore the State employees should show an equal willingness to help, did not suavise the indignation of labor.

Mayor Curley, who, many believe, will be a candidate for the Democratic nomination for Governor against Governor Ely, took issue with the salary cut proposal and also with the Governor's whole idea of abandoning the Massachusetts Constitution in the matter of window dressing.

The Mayor was particularly disturbed by the Governor's suggestion that expenditures by cities and towns for public improvements should be cut down and he outlined a list of improvements which he hopes to finance through borrowings outside the debt limit of Boston, if he can persuade the Legislature to authorize such borrowings.

Banking Plan Praised

Just as the Governor's suggestion of a salary cut met with most violent objections from many quarters, however, his other recommendations in yesterday's address to the Legislature were pretty generally approved by legislators of both parties.

The recommendations to relieve the banking situation, including establishment of a $20,000,000 corporation to release the frozen assets in the banks and the formation of central banks to aid savings and co-operative banks in making secure the mortgage and savings on homes received the most generous applause yesterday.

President Bacon of the Senate and Speaker Saltonstall of the House immediately after the session began called a meeting of that organization in the offices of the House and allowed to continue there will be a mass meeting.

Yesterday he repeated his views in that respect and went further by declaring that the whole set-up of the department is wrong. He declared that the whole set-up of that department is wrong. The Governor's detailed plan for reorganization was pretty well received by both branches of the Legislature, although some members in the House felt that the present system of the department should be continued.

Calls System Vicious

The reaction among the legislators to the attack on the department of administration and finance was largely along political lines, although it struck a responsive chord among many of the State Department heads, whose activities have to be supervised by the department of administration and finance.

Republicans in the Legislature pointed out that the Governor's criticism of the department of administration and finance was made by his political opponents.

President Bacon of the Senate and Speaker Saltonstall of the House immediately after the session began called a meeting of that organization in the offices of the House and allowed to continue there will be a mass meeting.

Mayor Curley, who had been a member of the opposite political faith, instead of offering any criticism, expressed his approval of the Governor's proposals.

Reaction of Legislators

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AMATEUR GRID ELEVENSS
ARE FETED AT BANQUET

Park Department Winners Get Shields—Mayor
Curley Praises City's Sports Work

Football was emphasized at the ban-
quet tendered by the Boston Park
Department at Franklin Park Re-
fectory last night to the champions of
the department's four football leagues,
made up of 34 teams, and registering
884 players.

About 350 attended. Among the
speakers were Mayor Curley, Bill Cun-
ningham, the Boston sports writer;
Fm. Frank Cavanaugh, coach at
Fordham; Joe McKinney, coach at
Boston College; Nils "Swede" Nelson,
assistant coach at Harvard; Rev Fr
Bernard O'Kane. Commissioner Wil-
liam F. Long, William M. Mullen,
"Eddie" Morris, the football announce-
ner at Harvard and James Crow-
ley, assistant director of athletics
in the Boston schools, Telegrams of
regret at their inability to be present
were received from Eddie Casey,
coach at Harvard; Luke Kelly of
Notre Dame, and Pres "Bob" Quinn
of the Red Sox.

Mayor Praises Department
Silver shields were awarded to the
champions of the different divisions.

CURLEY SEEKS PAID
OVERSEERS BOARD
Would Establish Commission
To Supervise Department of
Public Welfare

Authority to replace the present un-
paid board of overseers of public wel-
fare by a commission in charge of the
department at an annual salary of
$7500 and two deputy commissio-
ners will be sought of the Legislature by
Mayor Curley.

He announced yesterday that he had
accepted the recommendation of the
finance commission, based on a re-
cent report of an investigation of the
welfare department, and that he sub-
scribed to the arguments advanced in
support of the proposed change.

It is the mayor's opinion that the
welfare department has far outgrown
a supervisory system directed by an un-
paid board of overseers. The necessity
of constant supervision by paid officials
will be compelled to devote full
time to their posts is conceded by the
mayor.

He feels that under conditions which
prevailed prior to three years ago, un-
paid overseers were able to efficiently
manage the department, but the tre-
mendous increase in welfare activities
has emphasized the need of a modern
system of control which will eliminate
unpaid supervisors.

Knute Rockne Eulogized
Bill Cunningham eulogized Knute
Rockne, and the game of football
generally, as did Maj Cavanaugh,
Hassan Kinney, Nelson and Eddie
Says Borrowing Beyond Debt Limit Necessary

Says Dole as Alternative—$32,000,000 His Program

The recommendation by Gov Ely in his inaugural address that the Legislature grants the required authority for the borrowing of money outside of the debt limit for major public works projects...
WILL AID CITY INSTALL NEW RECORDING PLAN

Offer of Exchange and C. of C. Accepted

Cooperation by the Boston Real Estate Exchange and the Boston Chamber of Commerce, offered yesterday and accepted by Mayor Curley, is expected to result in the recording of the block form of Boston real estate in one year less time than would have been possible by the City doing it alone. Until the entire city is laid out in blocks, it is said that proper equalization of realty assessments in Boston is not possible.

The block form was originally sold to the city by Prof Bullock of Harvard, but to escape an installation cost, estimated at $1,000,000, a force of city employees, engineers, draftsmen and assessors have been doing the work, assisted by photographs, blueprints, etc. With city help the cost will be $100,000.

Yesterday President Frederick S. Snyder of the Chamber of Commerce and Walter Channing of the Real Estate Exchange offered Mayor Curley as many engineers and architects as may be necessary to compose a second staff of workers. It is now believed that the job can be completed before the end of the year.

NEW ENGLAND MEN AT RAILROAD HEARING

WASHINGTON, Jan 6—A delegation of railroad lawyers and representatives of commercial bodies in New England were interested spectators at the initial hearing before the Interstate Commerce Commission today on the proposal to unite Eastern railroads into four systems. Included in the gathering of observers today were Samuel Silverman, corporation counsel of Boston; John B. Campbell of Washington and Richard B. Parkhurst, representing the Boston port authority; Gerrit Fort, chairman of the Maritime Association of the Boston Chamber of Commerce; Bentley W. Warren, R. Ami Cutter and David Howie, for the New England Governor's Committee, William Cole, attorney for the Boston & Maine Railroad and William Day, manager of the Transportation Bureau of the Boston Chamber of Commerce.

Mayor Curley of Boston is expected here later in the week. He will be a guest at the Jackson dinner on Friday and may have something to say to the commission on the New England Railroad situation.

Corporation Counsel Silverman, said today that the case for the consolidation proposals had been put in that the New England representatives would have some suggestion to make relative to the allocations for the New England district. The details of any plan for New England will not be disclosed at this time, Mr. Silverman said.

MAYOR CURLEY TO SPEAK

Mayor Curley will address the William Harvey Society of the Tufts Medical School at the Beth Israel Hospital tonight.

TO HEAR CURLEY

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WASHINGTON, Jan. 7—A campaign to bring the Democratic national convention to Boston will be fought before the Democratic national committee here tomorrow by Mayor Curley, members of the committee heard tonight. The mayor will arrive here tomorrow to discuss the New England railroad situation with members of Congress and to attend the big Democratic meeting.

Advance information about the mayor's plans with regard to the national convention was to the effect that he has obtained private pledges of enough money to guarantee the convention's expenses and will attempt to show the national committee that Boston can finance and house the convention in style, and that the Boston Garden is ample to take care of all official convention activities. The mayor is also expected to argue that recent Democratic gains in eastern Republican territory would make Boston an important factor in the contest for the convention city.
EDWARD M. GALLAGHER
NOW ACTING MAYOR

President of City Council Finds Himself in Office
Filled With Flowers—Curley in Washington

ACTING MAYOR EDWARD M. GALLAGHER

Meet the Acting Mayor of Boston, Edward M. Gallagher of Brighton. Serving his third term as Councilor from Ward 33, he received an honor that rarely comes to a member of the City Council. On the first ballot he was the unanimous choice of his 21 colleagues for the office of president of the City Council.

Last night Mayor Curley left for Washington where he is busy in the interests of New England railroads, and when the year leaves town the president of the City Council takes over the chair, private office and all the troubles that go with them.

This morning Acting Mayor Gallagher called at the Mayor's sanctum and was agreeably surprised to see the handiwork of his friends. The office was a veritable flower bower and there was scarcely enough room left for the flowers to bloom.

Mayor Starts Journey to Washington

Curley Rebuffs Hub "Outsiders"

Receiving a request from the Mass. Real Estate Owners' Association that he cut salaries of municipal employees, Mayor Curley yesterday wrote the organization suggesting that "your energies be directed to the better government of the cities and towns from which your membership is recruited."

This letter, made public last night, revealed that six of the 10 members of the organization are residents of Milton, Medford and other municipalities.
Mayor Curley Denounces 4
Line Rail Plan

Declares Proposal Would Isolate New England, Destroy Its Industry

Special to the Transcript.

WASHINGTON, Jan. 8—Mayor James M. Curley of Boston, who is in Washington to attend the Jackson Day dinner tonight, issued a statement attacking the "four-party plan" of the railroad executives this afternoon. Mayor Curley declared that the four-party merger, as recommended by the Interstate Commerce Commission, would result in the complete isolation and destruction of New England's commerce and industry.

"New England represents more than industrial groupings in the New England states, which New England may enjoy the same competitive rights and opportunities that are now possessed by the favored home ports of the four proposed trunk lines."
Mayor in Rebuff on Wage Cuts

Bristling Letter to Real Estate Owners' Association

Mayor Curley last night flatly refused the demands of the Massachusetts Real Estate Owners' Association of Dorchester for a slash in the pay of city employees, and curtly rejected the organization's offer to assist him in cutting the tax rate.

Letter From the Mayor

The Mayor's letter addressed to Hannah M. Connors, secretary of the Association, 1457 Dorchester av, was as follows:

"I beg to acknowledge receipt of your communication, requesting that city salaries be cut from the standpoint of property ownership, either by the loose and unwarranted criticism of your organization, which is imposing only in name, and which is in no sense impressive from the standpoint of membership of property ownership.

"I have examined the articles of incorporation of your organization and have read the frequent intemperate outrages by your members and guests speakers that have appeared in the press during the last year.

"I find that you, as clerk and secretary of the organization, are a resident of Milton; that the president is a resident of Medford, and of the remaining 10 members are not residents of Boston. Under the circumstances I can see no advantage that would result either to the city or myself from a conference with your group.

"I would respectfully suggest that your energies be directed to the better government of the cities and towns from which your membership is recruited, and permit the city of Boston to conduct its activities unhampered.

"Respectfully,

JAMES M. CURLEY"

Mayor Makes Sharp Reply to Request For Parley

Mayor Curley, in reply to a communication from the Massachusetts Real Estate Owners' Association, Inc., requesting that city salaries be cut and that the Mayor receive a committee of five from the association and listen to opinions bearing on cutting down the tax rate, suggested that the energies of the Association be devoted to better Government in the cities and towns from which the membership is recruited.

Mayor Curley has joined the ranks of the subscribers to the Deaconess Hospital Fund. His contribution was received yesterday at the hospital, accompanied by a letter containing the following paragraph:

"I am aware of the splendid work which the Deaconess Hospital is doing for the people of Greater Boston, and consider it the duty of every citizen to contribute, thereby enlarging the scope of usefulness of a potential asset to the health and well-being of the entire community.

Mayor Curley contributes to Deaconess Fund

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Mayor sends check for Deaconess Hospital fund

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$3,000,000 RELIEF
GIVEN APPROVAL
State, Civic and Church Leaders Join Sponsors of Campaign

State, civic, church, business and professional leaders yesterday joined the group of sponsors for the United Boston Unemployment Relief Campaign for the raising of a $3,000,000 fund for relief in this city.

Cardinal O'Connell, Bishop Lawrence and Rabbi Levi, in addition to Gov. Ely and Mayor Curley, are included in the large group which issued an urgent appeal for assistance from all to help needy persons and families.


ELY, CURLEY TO ATTEND FIREMEN'S BALL FEB. 8

Many Other Important Personages Invited to Affair

Guests at the annual ball of the Boston fire department, to be held in Boston Garden the night of Feb. 8, will include Gov. Ely, Mayor Curley, mayors of all cities in greater Boston and heads of all city departments. Lt. Fred J. Dobbratz, president of the Boston firemen's men's relief fund, and E. J. Powers, treasurer, are in charge of the committee on arrangements, which is co-operating with the Commissioner Edward F. McLaughlin.

All proceeds will be devoted to assistance of needy and sick members of the fire department, their families and widows and former firemen. The previous year's ball engages in a battle of the bands in a 40-piece orchestra.

The various committee and their chairmen are: Committee on ball, chairmanship of F. J. Dobbratz, Capt. J. H. L. Harte, Capt. J. C. Higgins, Capt. J. M. Harrington, Capt. J. E. Mahoney, committee on music, chairmanship of E. J. Powers.

By JAMES GOGGIN

J. Philip O'Connell Never Fans
As Director of Curley Dinners

By JAMES GOGGIN

The planning and managing of Mayor Curley's official dinners to distinguished visitors is no job for a novice and it is a real diplomatic skill for the social director of the mayoral entourage, J. Philip O'Connell.

On him rests the blame if errors in social etiquette are committed. He also must assume the blame if carefully made plans fail.

This quiet-spoken and unobtrusive expert in the etiquette of functions, which may be attended by 50 to 1000, handles what others consider a complex task with a smoothness born of long experience, which allows of no grievance made with commission.

"Phil" O'Connell a veteran of 40 years in the social history of Roxbury, and an artist who can duplicate a steel engraving with pen and ink, is Boston's outstanding social director as a social diplomat.

At any official function he is seen moving quietly about, attired faultlessly, checking innumerable details, maintaining social watchfulness which selects personal him to partake of the excellent menus which the mayor chooses with discrimination.

O'Connell knows every rule in the book of etiquette. He knows much more too. He never commits the mistake of giving a representative of the navy preference over an army officer and he is never guilty of violating any of the acknowledged rules of etiquette.

It is his job to see that the mayor's functions will be free of basis for criticism. Any time that the mayor instructs him to display his knowledge, O'Connell does it without re-erbations and without forgetfulness of the minute details.

The last important dinner tendered by the mayor gave 1000 opportunity to greet a Japanese prince and his princess. It was an outstanding social function of years and "Phil" O'Connell directed it with such ease and grace, and so ably acted as the representative of the mayor, that the Japanese guests were more than courteous in their appreciation of his courtesies.

As Director of Curley Dinners, J. Philip O'Connell is directing social functions for so many years that he refuses to become flustered when an unexpected situation develops. He has yet to fail to rise to a social emergency.

J. Philip O'Connell began his career 45 years ago in Roxbury, and he has never lost the reputation of being one of the finest social diplomats of the mayoral entourage. In his youth he shared with Thomas P. Glyn's, ex-schoolhouse committee, and the late Dr. J. Philip Mahoney, and "Perdy" Stewart, the designation of the "Beau Brummel" of Roxbury.

O'Connell wears flashy clothes, cloaks and socks, but he is as successful in blending colors as in managing intricate. He knows what to wear and how to wear it. His extensive wardrobe covers the need for every type and a glance at this example of sartorial perfection always reveals the standard in style.

In his younger days O'Connell delved in politics. He learned the game in the Old Hickory Club in Roxbury, which has since been renamed Columbus avenue. His friends call him one of the few veterans in the city service without an enemy or a critic.

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Guests at the annual ball of the Boston fire department, to be held in Boston Garden the night of Feb. 8, will include Gov. Ely, Mayor Curley, mayors of all cities in greater Boston and heads of all city departments. Lt. Fred J. Dobbratz, president of the Boston firemen's men's relief fund, and E. J. Powers, treasurer, are in charge of the committee on arrangements, which is co-operating with the Commissioner Edward F. McLaughlin.

All proceeds will be devoted to assistance of needy and sick members of the fire department, their families and widows and former firemen. The firemen's band engages in a battle of the bands in a 40-piece orchestra.

The various committee and their chairmen are: Committee on ball, chairmanship of F. J. Dobbratz, Capt. J. H. L. Harte, Capt. J. C. Higgins, Capt. J. M. Harrington, Capt. J. E. Mahoney, committee on music, chairmanship of E. J. Powers.
MAYOR CURLEY AT WASHINGTON

Boston's Mayor is shown arriving in Washington with his party seeking better railroad connections for New England. Left to right, Secretary Cornelius A. Reardon, Trustee Thomas J. A. Johnson of the Boston Port Authority. Budget Commissioner Charles J. Fox and Mayor Curley.

BOSTON CLUBS JOIN ‘ANTI-SLUMP' DRIVE

Hold Joint Meeting During Nation Wide Program

Members of four Boston service clubs—Kiwanis, Lions, Reciprocity and Round Table—meeting jointly at the Boston City Club last night, in common with service clubs and chambers of commerce in approximately 3000 communities throughout the country, participated in a nation-wide anti-depression program known as “America at Work.”

Adhering to procedure followed generally by the vast group of service clubs across the country, the members of the four Boston clubs, following a dinner, listened to brief speeches in the spirit of the affair by a few of their own members and guests, then turned in on a coast-to-coast broadcast, by prominent business leaders and others, presenting an impressive picture of large scale industrial operations—chiefly construction projects—under way in various parts of the country.

George A. Mosher, past national president of the Reciprocity Club of America, presided at the Boston dinner. Speakers included Frederick W. Cook, secretary of state, representing Gov. Ely; Commissioner Conry, representing Mayor Curley; Dudley Harmon, executive vice president of the New England council; and Charles F. Weed, first vice president of the First National Bank of Boston.

Mr. Cook brought the greetings of the Commonwealth, expressed a warm debt of gratitude to the service clubs for their cooperation in public spirited work and said he knew of no group better qualified to share leadership in a movement to educate the public to America’s present industrial activity—a phase of the economic picture obscured in “depression talk.”

Mr. Conry declared in favor of expenditure of $5,000,000,000 by the federal government in the building of public projects as a means of giving work to hundreds of thousands.

A WELFARE COMMISSIONER

From the viewpoint of effective administration, Mayor Curley's advocacy of the establishment of a salaried commissioner of public welfare, with two deputy commissioners, contains some merit. A single executive, directing a corps of subordinates, should, obviously, be able to conduct the multitudinous activities of the city's poor relief more efficiently than a board of twelve unpaid citizens. In time of emergency, such as we are now experiencing, a general in action is worth a dozen men in council.

But the objections to the proposal are serious. The department of public welfare offers perhaps the greatest opportunity in the city for political patronage and abuse. That is why it has been the Massachusetts practice for generations to place the distribution of relief funds in the control of groups of private citizens, preferably unconnected with the city or town government in any other way. The system has been studied and praised time and again by experts in social service from all parts of the country and abroad. The success with which Massachusetts communities have coped with the present unemployment situation, moreover, is proof of its strength under stress.

Undoubtedly a minor change or two might well be made in the present welfare machinery, but to scrap the entire system would be, in the opinion of many disinterested persons, dangerous.
DOUBTS BOSTON WILL GET GRAIN

C. & O. President Asserts Shipments Will Go to New York

HIS ROAD WANTS BOSTON & MAINE

By RUSSELL GEROULD

WASHINGTON, Jan. 8—Representatives of New England interests at the railroad consolidation hearings before the Interstate Commerce commission received a gloomy impression today of the prospects for port development of Boston through the increase of grain shipments.

President J. J. Beret of the Chesapeake & Ohio, in advocating the four-party plan, declared that railroad policies would have little effect on boosting New England shipments because the main question was not whether the tracks were laid but whether the ships were, and that grain would probably gravitate to New York because the "bottoms" were there.

FURTHER DIFFERENCES

Cross-examination brought out further differences of opinion between the railway executives as to solution of the New England problem, though both President Beret and Patrick E. Crowley of the New York Central affirmed their belief that the four-party planning would not prejudice the region's interests in future settlement of its difficulties.

Mr. Crowley, referring to questions by Samuel Silverman, corporation counsel of Boston, declared that his road's only interest was to keep its tie-up with the Boston & Maine and to maintain friendly relations with New England. He declared that he was a New Englander and that the track which Beret proposed was the Pennsylvania from control of the Boston & Maine and New Haven.

President Beret, on the other hand, replied unequivocally that he felt New England's interests would be best served if his system could tie up with the Boston & Maine and that he favored the Pennsylvania's giving up any control of that line in fact or theory.

Mr. Beret also expressed the opinion that the Delaware & Hudson should be allocated to the four systems proposed in the plan and should not be assigned to the New England system. When Chairman Porter inquired if the allocation proposed for the assignment of the various rail lines connecting with New England would fit in with his policy of any system ultimately decided upon for New England railroads, he replied that in his judgment it would do no harm to any of the various New England plans to hear of this under-cross-examination by C. E. P. Dutch, representing 17 New England commercial organizations. Mr. Beret said he had always favored track line penetration of New England rather than a single New England system and said that the C. & O. should acquire the Boston & Maine.

WANTS MAIN LINE HERE

Replying to Bentley W. Warren, who represents five New England governors, Mr. Beret said it was his ambition to have a main line into New England. He might get his fair share of the traffic if the New England lines were consolidated into one independent system but that he did not believe New England would be satisfied without competition. Mr. Warren said the New England governors were anxious to prevent monopolization by any one railroad system.

He differed from Daniel Willard, president of the Baltimore & Ohio, and W. Atterbury, president of the Pennsylvania. The former had said he did not want to go into New England with his lines, while Atterbury expressed satisfaction with his present New England connections.

Former Gov. Rolland H. Spaulding of New Hampshire, chairman of the New England Governors' committee, which made an exhaustive study of the problem, was present at the session today. His group is fighting for the separation of the two main New England lines from outside domination.

MAYOR HIS TRUNK LINES

When Mayor Curley of Boston arrived here today with several city officials for the Jackson day dinner of the Democratic party, he issued a sharp attack on the big four trunk line railroads after studying the progress of the consolidation hearings.

"The statements of President Atterbury of the Pennsylvania and of President Willard of the Baltimore & Ohio," he said, "do not give the impression of a railroad executive who favors the four-party plan. There is no proof in our records, nor has there been any reference to the subjects of the wishes of New England interests, the most flagrant and insidious declaration that has been heard in Washington in many years." Mayor Curley called upon Senator David L. Bacon to present the request that he summon the representatives of the senators and representatives from the New England states to compel the adoption of "an equitable system of allocation through which New England may enjoy the same competitive rights and opportunities that are now proposed for the favored ports of the four proposed trunk lines."

REAL ESTATE OWNERS RETURN TO CURLEY

Secretary Expected Mayor's Letter

To "at Least Be Courteous"

A sharp retort to Mayor Curley's letter, which was addressed to the Massachusetts Real Estate Owners' Association to allow Boston to tender its own administration affairs was sent to the Mayor yesterday by Hannah M. Connors, secretary of the association, containing a statement that had been received from the Mayor's office. Miss Connors declared in the letter that her association favored reduction of real estate owners' salaries of Boston city employees and that many of the city employees would readily accept a wage cut if they were made to contribute to make political contributions.

She asked the Mayor if he objected, because at one meeting of her association the suggestion was made that the Mayor's salary be reduced, or because at another meeting he was urged that contractors be forced to live up to their contracts with the city.

To Keep Up Fight

Miss Connors declared in the letter that the association favors reduction of salaries of Boston city employees and that many of the city employees would readily accept a wage cut if they were made to contribute to make political contributions.

She hinted that Mayor Curley is using the unemployment situation to aid in launching expenses and projects which "give work to a few machines and fewer men, but which yield opportunities for political pickings."

She further concluded with the statement that despite the Mayor's refusal to accept the co-operation of the association, it will continue to wage campaign against waste, extravagance, graft, padding pay-rolls, and other evils and inefficient processes from the other sources.
Says New England Is Aroused Against Project Which Would Isolate This Section and Destroy Its Industry and Commerce

BY CHARLES S. GROVES
WASHINGTON, Jan 8-Mayor Curley of Boston, who is in Washington to attend the Jackson Day dinner of the Democratic National Committee, had some comments to make on the New England railroad situation this afternoon. The Interstate Commerce Commission is holding hearings on the consolidation of the railroads in the Eastern territory and it is expected that at the proper time representatives of New England will present their views on the subject.

Mayor Curley said today:

"The position taken by the railroad executives upon the 'four party' plan has started a 'tea party' in which all New England, rather than Boston alone, will participate.

"Insulting Declaration"

"The statement by Pres Atterbury of the Pennsylvania Railroad and Pres Willard of the Baltimore & Ohio, at the hearing held by the Interstate Commerce Commission on Thursday, that the railroad executives had determined upon the allocation of territory before the case of the New England States had been presented, and in total disregard of the wishes of New England interests, is the most flagrant and insulting declaration that has been heard in Washington in many years.

"New England has been long seeking relief through aggressive railroad competition from a system of railroad neglect, injurious to industry and destructive to commerce.

"The 'four-party' merger, as recommended to the Interstate Commerce Commission, if accepted, as recommended by the railroad executives, will result in complete isolation and the destruction of New England industry and commerce. It is an sectional bill felt by every interest in entire New England from the farmer to the laborer.

"The public-be-damned policy adopted by the railroad executives in the 'four-party' plan has aroused New England interest to such a degree that when the hearings are reopened, a united New England will be found voicing its protest and demanding justice.

Would Help Other Ports

"Under the 'four party' plan, if adopted, as recommended by the railroad executives, the ports of Norfolk, Baltimore, Philadelphia and New York will each enjoy the service of three or more of the proposed trunk lines, and each of these ports will now be the home port of one of the trunk lines, and the tremendous strides made by these ports in recent years is unquestionably due to this fact.

"Norfolk is the home port of the Chesapeake & Ohio; Baltimore is the home port of the Baltimore & Ohio; Philadelphia of the Pennsylvania system, and New York city of the New York Central, while entire New England is not only without a home port for any of the leading railroad lines, but provided the 'four party' idea, as recommended by the railroad interests, is adopted, will continue without the most essential assets to the development of commerce and industry of the major ports of Portland, Boston, Providence and New London.

"Not only will they possess no trunk line whose success depends upon their success, but they will lose the service of competing trunk lines.

"New England represents more than 25 percent of the wealth, productivity and population of the territory served by the four proposed trunk lines and its exclusion from the rights that are now enjoyed by other ports, is indefensible and represents absolute confiscation.

Must Adopt Program

"Under the circumstances, it is clearly the duty for the Representatives in Congress from the New England States to unite and once more adopt a program for the preservation and development of commerce and industry of the major ports of Portland, Boston, Providence and New London.

"I have taken the liberty to lay the facts, as here outlined, before the Senate for Senator Walsh, the Hon David I. Walsh, supplemented by a request that he arrange at once a conference of the Senators and Congressmen from the six New England States for the purpose of conserving the rights of New England, and compelling the adoption of an equitable system of allocation through which New England may enjoy the same competitive rights and opportunities that are now proposed for the favored home ports of the four proposed trunk lines.

"I shall likewise, lay the facts before Gov Ely, upon my return to Boston, and request him to call a conference of the Governors of the New England States, the Chambers of Commerce, maritime interests and all other important public or business organizations in the New England States.

"The railroad executives may harbor the belief that the case is closed and the decision rendered, but they will discover that they have been laboring under a delusion, as New England has never lost in a contest where the fullest measure of equity was on its side."

VITAL IMPROVEMENTS PLANNED AT CITY AIRPORT

Chairman William P. Long of the Park Department, who directs the Boston Airport, stated last night that his board had approved several important improvements for the field. Among them will be the construction of a bridge from the airport to World War Memorial Park, additional dredging of the channel to the left of the field near the park, filling solid the area between the stonewall on the north end of the field to the tracks of the Boston, Revere Beach & Lynn Railroad and new drainage system for the field.

The bridge, will cost approximately $3600, he said, would be extended from the new street recently laid along the north end of the airport, handy to the National Guard hangars. This Mr Long added, would serve as a direct means of travel for the people of the First Section of East Boston, and at the same time afford easy access to the field from the recreation grounds.

"The dredging operations," went on Chairman Long, "are going along in fine shape and by Spring I look for a decided improvement in the flying area. The same may be said of the public address system, which I expect will be in operation about Feb 1.

"In fact, Mayor Curley deserves unreserved praise for his generous support of the Boston Airport. He realizes that a good airport in the near future will further add to the commercial benefits of the city and I am in hearty accord with him.

LETTER TO CURLEY

Charges of "waste, extravagance, graft and padded payrolls" in Boston are made in an open letter to Mayor Curley from the Massachusetts Real Estate Owners Association, Inc, upholding his sharp reply to the request of the association for a conference on the subject of taxes and reduction of municipal salaries. The letter, signed by Hannah M. Conners, secretary, is in part as follows:

"In spite of your disinclination to accept the cooperation of the association, it will continue to wage a campaign against waste, extravagance, graft, padded payrolls and all the other evils that afflict Boston and some of the other cities in this State," the letter stated.
Ely's Salary Cut Proposal
Splits Ranks of Democrats; Some Predict His Downfall

Prophecies Are Not Always Fulfilled—$20,000,000 Corporation Plan Arouses Interest

By W. E.

It is unpopular because wage cuts are unpopular. Organized labor will oppose it, but it may be interpreted as an invitation to industry to do likewise. President Hoover has advocated keeping wage scales at their present level; but Ely has been damaged by industry and has received little credit from the wage earners.

The legislators will learn that there are more voters than there are public employees and they will discover that many of the voters, already having submitted to similar reductions, are not too sympathetic toward the plight in which the public employees now find themselves. It is one thing to denounced a legislative proposal that may command popular support and quite another thing to vote against it when that vote becomes a permanent part of the public record.

It is a curious situation that the wage reduction proposal, actually one of the least important items in the message when contrasted with some of the other items he discussed, immediately commanded the major portion of attention. It may be recalled that he carried his bond issue to the people a year ago by discussing it at many public assemblies. Since the moment of his rather dramatic approach to Wednesday night on the speaker's rostrum and his appearance twice in public, and on both occasions he discussed the salary reductions.

DOES NOT TURN BACK

No one expects that he will wage as militantly a fight for the wage cut as he did last year for the bond issue. At best it cannot save more than $1,000,000 because of the many salaries that would be exempt from its operations, yet it has been characteristic of the Governor that he does not turn back once he has put his hand to any given proposal.

It would seem that he has caused a wide-open split in the ranks of his party by his forthright and courageous declaration for a salary reduction, which is a sharp reversal from the surface harmony that prevailed a week ago at the peacful meeting of the Democratic state committee.

The politicians already have begun to groak a doubt at his political grave. Two years ago many of the same politicians predicted that Gov. Allen had killed himself politically by going out of his way to make a defence of prohibition in his message to the 1930 Legislature.

Ely's Salary Cut Proposal

It field indicates that he made a reasonable stand under the existing circumstances in a year when Republicans were so generally marked for slaughter because of other conditions. The public memory is short. Proof of that just recall the special session of the Legislature on compulsory automobile liability insurance. That issue has disappeared so completely that it did not even command passing mention in last week's message.

MEETING OF STATE COMMITTEE

That meeting of the Democratic state committee at the Copley Plaza Hotel showed a surface harmony that has been missing for a long time. It contrasted uniquely with the so-called "harmony meeting" at Worcester in July of 1930 during the height of the primary election campaign.

The Worcester gathering almost resulted in a riot and produced more excitement than the heart of the commonwealth had witnessed since that illustrious day in the fall 1928 when an anti-Smith parade got its irrevocable start on one of those streets where cobblestones and Democrats abounded. After the smoke had cleared away the Democrats were safe and whole, but the paradoxes and the cobblestones were badly mixed up.

Senator Walsh and Chairman Frank J. Donahue are the leaders of the party. If you believe all that was said at the recent pow-wow, Mayor Curley, judging from what occurred, is just another Democrat. However, it is committee to help him so he scored the meeting and, with the exception of Whitfield Tuck, Curley followers were conspicuous by their absence. The mayor is not nearly as weak as the unchallenged indorsement of Mr. as for a second term might indicate.

Senator Walsh's speech on the banking situation sounded a rather ominous note and undoubtedly was the highlight of the meeting. His plea for the protection of depositors from avaricious lawyers was a surprise, coming as it did with the appointments of so many depositors who had sold out to the liquidating agents of the closed banks.

It should be no state secret to learn that Ely, Ely and Mayor Curley are the leaders of the party, if you believe all that was said at the recent pow-wow. Mayor Curley, judging from what occurred, is just another Democrat. However, it is committee to help him so he scored the meeting and, with the exception of Whitfield Tuck, Curley followers were conspicuous by their absence. The mayor is not nearly as weak as the unchallenged indorsement of Mr. as for a second term might indicate.
MEMBERS OF MAYORS' CLUB OF MASSACHUSETTS AT WELFARE SESSION

Back Row, Left to Right—Mayors John C. Mahoney, Worcester; James Torrey, Beverly; Charles J. Slower, Lowell; Garden W. Merritt, Newburyport; John N. Burke, Medford; Baker, Brockton; Anthony J. Stonina, Chicopee; Thomas J. McGrath, Quincy; Charles J. Bates, Salem. Front Row, Left to Right—Mayors William Hastings, Malden; Andrew A. Casessa, Everett; James A. Curley, Boston; John S. Murphy, Somerville; Patrick J. Duane, Waltham.

TO BROADCAST WORK OF CITY'S FIREMEN

McLaughlin Arranges Air Programs to Reduce Fire Hazards

Fire Commissioner Edward F. McLaughlin has arranged for a series of broadcasts on the activities of the Boston Fire Department to be given over the Yankee network every Wednesday afternoon from 4:30 to 4:45, beginning Jan 13.

The commissioner has placed Asst Chief Henry J. Power in charge of arrangements. Chief Power is in charge of the Fire College, and the officers of the department who are to give the broadcasts will be selected from the instructors at the college.

When asked the reason for these broadcasts, Commissioner McLaughlin stated that his purposes were twofold. "Primarily the object of the broadcast," the commissioner said, "is to interest and inform the public of the various activities of the Fire Department and the duties which it is called upon to perform.

Aid Fire Prevention

"The second reason is that after arousing sufficient interest the people themselves will show a desire to cooperate with the department in fire prevention, with a view to making a substantial reduction in the fire loss. From my observation few people realize the tremendous amount of machinery behind an organization like the Boston Fire Department, nor do they think often enough of the tremendous waste due to fire.

"Then these broadcasts will arouse the public to a sense of public duty themselves and to the community resulting in a reduction in fire losses, the Fire Department will be well repaid for its efforts."

"I appreciate that this is an entirely new step in Fire Department activities but the public must be aroused to the sense of responsibility and this can only be done by the dissemination of information and a plan of education which will bring about a realization of the importance of preventing fire."

Listeners to the broadcast are requested to submit questions concerning any or all the lectures and these questions will be answered by capable men over the air.

All Activities

Fire Commissioner McLaughlin hopes to include in the course a talk on practically every activity of the department both from economic and humane viewpoints. The plans call for talks in organization, firefighting, life saving, the care and treatment of injured as well as the operation of the splendid relief organization of the department.

Commissioner McLaughlin will give one of the talks himself and the schedule for the first eight broadcasts is as follows:

Organization, Department Chief Fox, Jan 18.
Fire Alarm System, Supt Fickett, Jan 19.
Maintenance Division, Supt Williamson, Jan 27.
Fire Fighting Methods, Chief Donohoe, Feb 1.

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STAND ON SALARY CUT

Curley's Bill For 4-Cent Gasoline Tax, to Give Cities More Aid, Favored—Committee to Call on Gov Ely Tomorrow

The Mayors' Club luncheon at the Parker House yesterday had a record attendance and though financial problems beset all the executives and they appeared ready and willing to listen to suggestions for reducing the necessary fund, they would have no part of the Commonwealth Service Association bill to be introduced to the Legislature on Monday, which, among other things, contains an agreement for a 6 percent cut in salaries of $2000 or over of State employees.

Chairman Frank A. Goodwin of the Boston Finance Commission, president of the organization of State employees, was invited to the meetings and there he unfolded in detail the terms of the bill to be presented to the Legislature, making acceptance of the 6 percent conditional on increase of income tax.

The club would not go on record as favoring the legislation and a later suggestion by Mayor Curley that the legislation must be the 6 percent cut in salaries for State employees be favored, was tabled for further consideration.

Curley Replies to Goodwin

At the conclusion of Mr Goodwin's presentation, Mayor Curley placed himself squarely as opposed to the salary cutting feature. He said that it re- would have no part of the Commonwealth Service Association bill to be introduced to the Legislature on Monday, which, among other things, contains an agreement for a 6 percent cut in salaries of $2000 or over of State employees.

Mayor Curley had a clause in the bill, declaring that he feared that the schools might be thrown into calamity of citizens was adopted. It was estimated that a four-cent tax bill that would exempt motorists from the excise tax, but that was eliminated on objection of Mayor McGrath of Quincy that the only way to get money is by retrenchment, and that Lowell's bills must be paid from the tax levy.

Mayor Slowey of Lowell declared that he would oppose any cut in salaries for State employees be favored, was tabled for further consideration.

Against Tax Appeals Board

The request of Mayor Curley for legislation calling upon the State to save a great amount of money because cities and towns are compelled to borrow for that period in anticipation of taxes.

Assistance for Cities

Mayor Stonina of Chicopee declared he that Lowell's bills must be paid from the tax levy.

Mayor Slowey of Lowell declared that he would oppose any cut in salaries for State employees be favored, was tabled for further consideration.

Figure Return $10,000,000

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White Tells of Lawrence Woe

Mayor William P. White told of some of the troubles in his city of Lawrence and said that there had not been any sympathetic note from any Mayor of any other city. He said that $1,200,000 was one to be paid this year by the city; that $700,000 was in closed banks and that if the banks did not re-open Lawrence would be faced with a deficit of $2,000,000.

Schools, in the opinion of the club, should be included in the provisions of the Municipal Finance Act and if the organization went on record as favoring legislation to that effect. Mayor O'Neil of Everett reserved his rights in the bill, declaring that he feared the schools might be thrown into politics.

Mayors' Club from the legislation to. Mayor Curley withdrew his motion.

Mayor Slowey of Lowell declared that what he was principally interested in was for the Mayors' Club to do something that would make it possible for new administrations to be able to obtain some money to properly carry on. He said that last week Lowell could not pay its school teachers $106,000 and that next week no salaries might be paid. He wanted the club to name a committee to call on bankers to give cities financial assistance.

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Urgent need of ready cash was also responsible for the club going on record as favoring legislation to have the law amended that payments to cities and towns of money for old age and poll taxes be advanced to an earlier date than November, at the present time.

About that time Mayor Curley made a suggestion of bringing two features of the Goodwin legislation and going on record in favor, but Mayor Joseph N. Carrier of Fitchburg declared that the matter required some deliberation and favored the divorcing of the Mayors' Club from the legislation to. Then Mayor Curley withdrew his motion.

Mayor Curley had a clause in the bill, declaring that he feared that the schools might be thrown into politics.

Mayors' Club from the legislation to. Mayor Curley withdrew his motion.

Then Mayor Curley offered the suggestion that Chairman Bates name a committee to call upon Gov Ely for a conference on the matter of the State assisting cities and towns with financial aid in case of necessity. Mayor Curley said it should be done at once, and that the State could give the necessary help.

Mayor McGrath of Quincy expressed the opinion that banks might heed the Governor, while they might not give the same consideration to a Mayor of a small city.

It was finally voted that the committee call upon Gov Ely on Monday morning.

On motion of Mayor McGrath, the club went on record as favoring legislation that prepayment of the four-cent excise tax be made a condition precedent to the issuance of motor registration.
TRAFFIC RULES

EXCLUSIVE AUTHORITY FOR

Penalties for violations were filed today with the Legislature on behalf of the United Improvement Association, by Representative Clarence S. Luntwiler of Newton.

The petitioners, in a statement given out when the bill was filed, say the Police Commissioner is now held responsible for the enforcement of traffic regulations. This they approve, and add, "Results never can be attained where there is divided authority, or where politics enters into the matter in as large a degree as it does under the existing law."

Regarding other provisions of the proposed measure, the statement says: "For appeals from the rules and regulations as promulgated by the Police Commissioner, under this bill, there will be established an appeal board consisting of 12 members constituting similarly to the board of zoning adjustments now functioning in connection with zoning law, which board has worked very satisfactorily for a number of years with very little friction, and very little dissatisfaction."

This board is to be appointed by the Mayor of Boston, who shall make a choice of one name from two members nominated by each of the organizations mentioned below, and all of whom shall be residents of Boston: Boston Chamber of Commerce, Central Labor Union, Associated Industries, Boston Real Estate Exchange, Massachusetts Real Estate Exchange, Boston Society of Civil Engineers, Team Owners' Association, Boston Automobile Club and United Improvement Association, also chairman of City Planning Board, and one by Mayor direct.

A four-fifths vote of the board will be necessary for the approval of any changes brought about by an appeal and their decisions will be final as far as any further appeal is concerned.

MUNICIPAL PAY

SLASH OPPOSED

Definite and pronounced opposition to the plan of City Councilman Clement Norton to put into effect a pay slash of 6 per cent. in all municipal salaries of more than $2000 a year awaited the introduction of the Hyde Park councilman's plan at the council meeting today.

The council, as such, has nothing to do about raising or lowering salaries in City Hall and furthermore the majority of the council are solidly opposed to any salary cutting at this time. Mayor Curley is also opposed to any such measure and there seems no chance that the proposal will get anywhere.

Norton in defence of his plan, says it would affect 5000 employees and bring about an annual saving of $200,000. Police, firemen, school teachers, heads of city departments and others on the city payroll would be hit.

Norton advocated the pay slash despite his belief that men in public life same services in private life. But he says that today many employees are working one day a week, and in some cases less than that.

Mayor Curley, however, declared that any such movement would nullify all the improvements made in the civic pay scale in 150 years.

"When the times comes," he said, "to cut down those workers, they'll have to get some one else to do it."

LEO CURLEY'S LICENSE SUSPENDED

"Seriously at Fault," Says the Registrar

Morgan T. Ryan, State Registrar of Motor Vehicles, announced this afternoon he had revoked for a period of six months the operator's license held by Leo Curley, son of Mayor James M. Curley.

Mr Ryan's statement is as follows:

"Mr Curley is seriously at fault under General Law 29, Chapter 50, as a result of investigation by Inspector Halloren of my department, and his license is hereby revoked as he has today defaulted the hearing to which he is entitled under the law."

"Mr Curley should have seen Mrs Bean before she was struck."

RYAN PUTS BAN ON LEO CURLEY

Charging Leo Curley, 16, son of the mayor, was "seriously at fault" in a manslaughter case, Registrar of Motor Vehicles Morgan T. Ryan today revoked the youth's driving license.

The revocation followed a suspension by Ryan following the death of Mrs. Esther Bean at Forest Ave. Back Bay, a month ago. Young Curley had been discharged in Roxbury as not at fault.

Ryan's action means no license will be issued to the mayor's son until a formal hearing is held, providing young Curley makes formal application for his right to drive again.

CUT OF 5 PER CENT

Over $2000

Norton Order Affects All

Cuts of 6 per cent in the pay of all city employees earning over $2000 a year will be asked today in an order filed in the City Council. It was announced yesterday by City Councilor Clement A. Norton.

"I feel that it is time for those in the employ of the public, sorely tried by the depression, to make some sacrifice to bring about the restoration of good times," he said. "I will introduce an order at the Monday meeting of the council to reduce salaries of everyone on the Boston city payrolls earning over $2000, including Mayor Curley."

He stated that the higher paid city employees, who have the benefit of sick leaves, vacations and other advantages not available to the average wage earner, could well afford to take a cut in pay. He asserted that because of unemployment 6500 families were unable to pay taxes on their homes this year.

AUSTRIAN 1/1/32

FOR HUB PAY
Boston Airport Policies Made by Select Few

General Public Given No Opportunity to Voice Its Views at Important Meetings

Although it is the public's money that makes possible the Boston Municipal Air- port, the public is given no genuine opportunity to voice its views on important questions of airport policy when they come up for consideration or decision, even though the decision may involve the spending of thousands of dollars at the taxpayers' expense. Instead, the airport policies are decided by Mayor Curley, Park Commission Long and a select few that Commissioner Long chooses as consultants.

This select few consists of such members of the virtually disorganized Boston Municipal Air Board as are now available and a partial representation of operators at the airport. The present air board, as we pointed out in these columns, has not a single member who is in the aviation industry. Of its fourteen members, four have taken positions in other parts of the country, four are busy business men who never were connected with aviation, and the remaining three are only indirectly connected with it. Among the operators at the airport the public is invited to attend the policy meetings held by Commissioner Long or his office.

Appalling in theory, Mayor Curley guides the airport policies as he does all the city affairs, his duties are so numerous that he leaves the entire matter up to Commissioner Long. Commissioner Long has never been up in an airplane and as a result he must depend on his consultants for advice on actual flying problems. Thus it is obvious that his choice of consultants is very important in shaping the airport policies.

At the time when the Boston Municipal Air Board was actually representative of those actively connected with the industry, public announcements were made of meetings and the decisions made at these meetings were made public. The public had adequate opportunity to voice its views. Of late, this procedure has been abandoned and when an important question comes up for consideration, as it did last week, Commissioner Long calls an informal meeting of such persons as he desires from the Air Board and the operators. The public is not informed that the meeting is to be held, nor are they informed what decisions are made at the meeting.

"Not Public Interest" Commissioner Long does not consider these meetings of public interest. Last October, a meeting of the so-called Air Board and the select representative operators was held to discuss the question of making a further enlargement of the airport to obtain an ATA rating. No public notice of this meeting was given and in spite of the fact that it was voted not to enlarge the airport, no notice was given the public after the meeting.

Revolving Leo Curley's Driving License

Morgan T. Ryan, registrar of motor vehicles, this afternoon revoked the operator's license of Leo Curley, son of Mayor Curley, as a result of the recent fatal accident in which the youth was involved. By law the revocation is for six months. Young Curley's license had been suspended following the accident, in which the victim was Miss Sally Bean of Springfield.

Mr. Curley "is seriously at fault under Section 28, Chapter 90, General Laws, as the result of an investigation by Inspector Halloran of my department," the registrar's statement said, "and his license is forthwith revoked as he has today defaulted the hearing to which he was entitled under the law.

"Mr. Curley should have seen Miss Bean, before she was struck. With regard to visibility, as the street light above and the lights on the machine, if they were lighted, were enough under all the circumstances to disclose Miss Bean no matter what color her clothes were. There was little traffic at the time and the road was wet."

CURLEY'S SON LOSES LICENSE TO DRIVE AUTO

Registrar Ryan Finds Him "Seriously at Fault" in Death

Morgan T. Ryan, registrar of motor vehicles, today ordered the automobile operator's license of Leo Curley, 16-year-old son of the mayor, revoked for six months as the result of an investigation of the accident on the morning of Dec. 6 on Huntington avenue, in which Mrs. Sarah Bean of Springfield was killed when struck by the Curley car.

"SERIOUSLY AT FAULT"
The license had been suspended since the accident. In making his announcement as to revocation the registrar says:

"Mr. Curley is seriously at fault under sec. 28, chap. 90, General Laws, as the result of an investigation by Inspector Halloran of my department, and his license is forthwith revoked as he has today defaulted the hearing to which he was entitled under the law.

"Mr. Curley should have seen Mrs. Bean, before she was struck. I am not troubled with visibility, as the street light above and the lights on the machine, if they were lighted, were enough under all the circumstances to disclose Mrs. Bean, no matter what color her clothes were."

There was little traffic at the time.
NORTON TO ASK
6 P. C. CUT FOR
CITY EMPLOYEES

To File Order with Council
Today—Curley Announces
Strong Opposition

POLICE, FIREMEN,
TEACHERS AFFECTED

He Estimates Reduction
Would Bring Annual Sav-
ing of $200,000

An order requesting Mayor Curley
to make a 6 per cent. reduction in all
salaries of $2000 or more now being
paid Boston city officials and em-
ployees will be introduced in the city
council today by Councilman Clement
A. Norton of Hyde Park.

Norton, in announcing his plan last
night, was confident of approval of the
reduction by a majority of the council, and
estimated that the reduction, effecting
between 4600 and 5000 of the city's
20,000 employes, would bring an annual
saving of $200,000.

OPPOSED BY CURLEY

Mayor Curley, however, flatly opposed
the reduction plan when informed of
the Norton proposal. "When the time
comes to cut salaries down, they'll have
to get some one else to do it," he de-
clared.

Although the mayor estimated the
saving from the plan at a slightly higher
figure than Norton—a little less
than $300,000," he said—he asserted
the amount would be "only a drop in
the bucket," and declared instead for
an increase of 1½ per cent. in the state
income tax and 6 per cent. in the tax
on intangibles, which "would bring the
state $14,000,000 more in revenue, and
Boston a proportionate share."

Norton's plan would affect nearly all
patrolmen and firemen, more than half
the public school teachers, and heads
and officers of every city department.

City councillors, now receiving an an-
ual salary of $2000, would be cut to
$1880. The mayor's salary of $20,000
would be reduced $1200.

DERIVED FROM STATE EMPLOYEES

The figure of 6 per cent., was derived from
the example of state employees,
who have suggested a 6 per cent. re-
duction in salaries equaling or exceed-
ing $2000 with income tax increase and
a country proposal to Gov. Kilgour's advoca-
cy.

SUGGESTED BY GOODWIN

A 6 per cent. reduction in wages of state
employees was suggested by Frank
A. Goodwin, chairman of the Boston,
Commonwealth Service Association, in
an address at the Mayor's Club meeting
Saturday. The mayors refused to recommend the 6 per cent.
cut, or are working only part time,
or are out completely. Some men
have found themselves out on
the street after having worked as long
as 20 years with one private firm.

I firmly believe it is my duty to
help to the limit. In Boston this
last year there were 6500 homes on
which no taxes were paid, because
the fathers were out of work. I be-
lieve we should reduce the load as
far as possible.

Mayor Curley took a directly oppo-
site viewpoint. "Of course, I should
not state what my action will be before
receiving the order," he said. "But
I do not approve of cutting salaries."

He continued:

"It has taken 150 years and a
world war to get them where they
are now, and give the worker a
chance for a little relaxation and
a measure of luxury now and
then. When the time comes to cut
them down, they'll have to get
some one else to do it.

If they want to save money, there
are plenty of people who can do it.

By increasing the income tax, they
can get all the revenue needed. I
would increase the state income tax
from 1½ to 3 per cent., and the tax
on Intangibles from 6 to 12 per
cent., which would bring $14,000,-
000 to the state.

Norton's order, which he would have
Mayor Curley put into effect immedi-
ately, would establish a salary demar-
cation just below the present pay of
nearly all laddermen and hosemen of
the fire department, and the large
majority of the patrolmen. Most of them
now receive $2100.

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ROOSEVELT STRONG
IN COMMITTEE POLL
Two-Thirds of Those Voting Favor
His Nomination—Smith May Give
Hint of Views on Trip Here

By M. E. HENNESSY
WASHINGTON, Jan 10—Two-thirds of the members of the Democratic national committee polled favor the nomination of Gov Smith for the Massachusetts delegation to Gov Elly. The Governor has had two or three conferences with Smith lately and each time, it is said, he has come away with the impression that Smith would like the nomination again.

Gov Smith is going to Boston this week to be the chief speaker at the "victory" dinner. Something concrete may develop after his visit. Gov Elly has asked him to remain over after the meeting and be his luncheon guest, but the ex-Governor said he is afraid that he cannot accept the invitation, much as he would like to, because of pressing business engagements in New York. Mr Elly will accompany him to Boston and will sit at the head table at the banquet, when an effort will be made to raise at least $1,500,000 Raskob campaign fund with which to start the 1932 campaign.

Smith on Democratic Weather

Ex-Gov Smith was one of the first big shots to tender his congratulations to Robert Jackson, the new secretary of the Democratic national committee. Congrebsmen from Smith's home State, although it was noticed that he consulted James A. Farley, the Roosevelt spokesman, and followed his advice on all important matters in which the New York Governor was interested, Mrs Nelle M. Sullivan of Fall River, the woman member of the committee, was not recorded in the Times' poll.

Men Members Dodge

In several instances the men members of the committee dodged or gave evasive answers, but in most cases the women willingly committed themselves to the candidacy of Gov Roosevelt. Archibald McLean of Connecticut is an active Roosevelt supporter and his associate on the committee, Mrs Lilian S. Abbott, declared that no other candidate has the personal popularity of Roosevelt.

Robert Jackson, the new secretary of the national committee, is prominently identified with the Roosevelt administration. Mrs Helen C. Donahue of Maine said: "The preponderance of opinion and affection in my State is for Franklin Roosevelt."

Patrick Henry Quinn of Rhode Island is missing in the poll, but his associates, Mrs Jane A. Newton, said she was for Smith.

Cuyler Is Confident

Mayor Cuyler of Boston, who attended the Jackson Day banquet with Mr and Mrs Eugene McSweeney of Boston, left before the opening of the committee session, but told his callers he had no doubt about the nomination of Roosevelt. Gov Elly and Senator Walsh have said that if Smith is a candidate he will have the Massachusetts delegation. Senator Coolidge is not taking part in the controversy, but it is believed that he will be found on the same side as Senator Walsh and the Governor. There is talk of pledging some of the Massachusetts delegation to Gov Elly. The Governor has had two or three conferences with Smith lately and each time, it is said, he has come away with the impression that Smith would like the nomination again.

"I shall never forget the first time I heard the weather coupled with politics. I was a small boy. My father was a truckman and was given the job by the leader of our old district to transport the ballot boxes election day. I was tickled to get the privilege of accompanying him. It was a cold, sleety November day. As my father unloaded the boxes and other paraphernalia, I heard the men gathering around the polling places remark, as they squinted skyward: 'Looks like Democratic weather,' to which my father would smile and say, 'If we can get the average man interested in the ticket we can win.' I found that the average man had a vague idea of the Father of American Democracy,' said Shannon, "and I started the Jefferson League, interested people in it and the first thing I knew I was catapulted into Congress as a disciple of Jefferson."

"I'm going to see that Jefferson is properly recognized by the Government. It had helped to organize and the monument was instrumental in founding. He has been too long neglected, while others not so deserving have been honored in marble, granite and bronze in the capital of the Nation. Jefferson sent me to Congress and I'm not going to let Congress forget him."

"I'll help you," said Senator Coolidge. "It's a good idea."

Bryan Memorial Site

Incidentally, Representative Shannon thinks that Bryan's Memorial now under construction will wait until Jefferson is properly recognized.

Location of a memorial here to William Jennings Bryan will be studied by the Commission of Fine Arts when that body meets Jan 19. The William Jennings Bryan Memorial Association, of which Josephus Daniels, former Secretary of the Navy, is chairman, plans a closer tie between the political adviser. He would never think of making an important political speech without his assistant. Mr Smith gives her ideas for the speech. She dresses them up and submits the copy for approval, but he doesn't use her carefully prepared manuscript. At the Jackson dinner, he followed his old plan of hiving off the topics on which he is to speak on the back of envelopes. All he needs is a few notes, the ideas being his. They are elaborated upon and put out in his characteristic good hand fashion, with a wise crack here and there that pleases an audience in the best of humor."

"I'm glad to meet a Democrat like Coolidge. Thought all the cool people were Republicans," said Old Shannon. "I used to go to Boston in the Land League days when Gen P. A. Collins and John Boyle O'Reilly were prominent in that movement. They were great men, great Americans."

"I'll help you," said Senator Coolidge, who had an old fondness for Kansas City, "I went on, that started a trip to Ireland with two other cronies. They went on without me to Boston. One day, about two weeks later, I met him on the street and expressed surprise at seeing him. 'If you were in Ireland,' I said, 'No,' he replied, 'I met so many people from Ireland in Boston I stayed there long enough of the old sod right there and came home. Boston was as good as a trip across the water.'"

Jefferson League Is His

Shannon is one of the best known Democrats of the "show me" State and prominent in the Kansas City Democratic party, a friend of Jim Reed's. He was elected to Congress because of his promotion of the "Jefferson League." He told Senator Coolidge that he had noticed almost every Democratic politician referred to Jefferson and boasted of his Jeffersonian Democracy, but few of them knew much about the Father of American Democracy: "I'll help you," said Shannon, "and I started the Jefferson League, interested people in it and the first thing I knew I was catapulted into Congress as a disciple of Jefferson."
An excess of current revenue over current charges is a favorable factor in judging a city's financial condition, since it eliminates the necessity of increasing debt for current purposes. It is interesting to note that since 1926 Boston has had no outstanding revenue loans at the end of the fiscal year on Dec. 31.

UNCOLLECTED TAXES

The above table shows a steady increase in the amount of taxes uncollected as of Dec. 12 of the year levied, which city officers claim is caused by economic conditions. Officers of the city government claim to be well pleased with the city's record in collecting 1931 taxes, on which interest charges accrue at 6 per cent. from Sept. 16 if unpaid after Oct. 2 on taxes in excess of $200, but on which no serious penalty is imposed unless unpaid after Dec. 15, and the interest charge is accrued at 6 per cent. It has been reported that 1931 uncollected taxes were reduced to $12,078,824 on Dec. 16.

OUTLOOK—1932

The schedule of appropriations and credits for the year 1931 is helpful in attempting to forecast 1932. Credits—1931

<table>
<thead>
<tr>
<th>Amount</th>
<th>% of Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surplus cash on hand</td>
<td>1,029,379</td>
</tr>
<tr>
<td>Departmental income, (estimated)</td>
<td>2,942,500</td>
</tr>
<tr>
<td>School surplus and Inc. (estimated)</td>
<td>417,850</td>
</tr>
<tr>
<td>Corporation and street railway taxes</td>
<td>2,248,013</td>
</tr>
<tr>
<td>State income tax</td>
<td>1,092,878</td>
</tr>
<tr>
<td>Auto excise tax</td>
<td>1,020,442</td>
</tr>
<tr>
<td>Highway fund receipts</td>
<td>482,515</td>
</tr>
<tr>
<td>Poll tax</td>
<td>1,092,878</td>
</tr>
<tr>
<td>Elevated refund</td>
<td>1,020,442</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>35,849</td>
</tr>
<tr>
<td>Direct tax</td>
<td>18,145,502</td>
</tr>
<tr>
<td>Total charges</td>
<td>74,780,270</td>
</tr>
<tr>
<td>Surplus on hand</td>
<td>2,942,500</td>
</tr>
<tr>
<td>Debt</td>
<td>1,029,000</td>
</tr>
<tr>
<td>Improvements</td>
<td>1,020,442</td>
</tr>
<tr>
<td>State tax and assessments</td>
<td>1,020,442</td>
</tr>
</tbody>
</table>

It is impossible to estimate the appropriations for 1932, since there are many factors at present indeterminable which will affect the city's budget. Economies in city and any county expenditures may be offset by increased expenditures for public welfare. The appropriations for land and buildings for schools, a capital item, which in 1931 amounted to $3,048,702, may be decreased. The state tax and assessments will probably be 25 per cent. higher in 1931.

In regard to the credits for 1932, it is estimated that there will be little or no cash on hand at the end of the current year. Corporation and street railway taxes will be decreased. It is estimated that the state income tax credit will be decreased by about 25 per cent. It is also estimated that the Elevated refund of $1,020,442 in 1931 will be transferred into a deficit of about $2,000,000 in 1932. Without making a definite estimate, it is apparent that the appropriations for 1932 will require an increase in direct taxation of from $4,000,000 to $6,000,000. An increase in the tax rate of $2 will raise approximately $3,000,000, so that it appears likely there will be an increase of from $2 to $4 in the tax rate, which, barring contingencies at present unforeseen, should carry the city through 1932 without any financial troubles.
Boston's Financial Position

By WILLIAM H. DAVIES

(With Brown Brothers Harriman & Co., Boston, Mass.)

In the past few months there has been a great deal of discussion concerning the financial position of the leading cities of the United States. The city of Boston has not been free from those attacking its financial condition. In order to test the validity of these rumors, statistics covering the operation of the city for the past several years have been compiled and an endeavor has been made to form an opinion as to the outlook of the city's finances for 1932.

**ASSESSED VALUATION**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>$1,962,799,900</td>
<td>$2,394.37</td>
</tr>
<tr>
<td>1926</td>
<td>$2,027,011,700</td>
<td>$2,474.47</td>
</tr>
<tr>
<td>1927</td>
<td>$2,094,231,600</td>
<td>$2,508.36</td>
</tr>
<tr>
<td>1928</td>
<td>$2,162,656,500</td>
<td>$2,559.87</td>
</tr>
<tr>
<td>1929</td>
<td>$2,235,410,600</td>
<td>$2,605.46</td>
</tr>
</tbody>
</table>

There was no change in the basis of valuation in the period covered. It is claimed by many taxpayers that the assessed valuation is higher than warranted by current values and claims for abatements have been made. It is doubtful, however, if there will be any voluntary substantial reductions in valuation for two reasons:

1. A reduction in the valuation necessitates an offsetting increase in the tax rate and, since an increase in the tax rate appears inevitable in any case, it is doubtful if the city government would cause a larger increase than absolutely necessary.

2. According to the board of commissioners of sinking funds the city in 1931 could have incurred indebtedness of $4,658,600 legally within the debt limit. A substantial decrease in the assessed valuation figures would bring the debt even closer to the legal limit and reduce the city's reserves for emergencies.

**DIRECT TAX**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
<th>Per Capita</th>
<th>Tax Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>$417,509,727</td>
<td>$521.86</td>
<td>$2,434.90</td>
</tr>
<tr>
<td>1926</td>
<td>$494,249,135</td>
<td>$622.43</td>
<td>$2,900.60</td>
</tr>
</tbody>
</table>

The direct tax is the amount levied against real and personal property. It is interesting to note that the direct tax was not much greater in 1930 than in 1926.

**DEBT**

<table>
<thead>
<tr>
<th>Year</th>
<th>Net General Debt</th>
<th>Ratio to Valuation</th>
<th>Net Enterprise Debt</th>
<th>Ratio to Total Debt</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>$88,924,000</td>
<td>3.02</td>
<td>$88,924,000</td>
<td>3.02</td>
</tr>
<tr>
<td>1926</td>
<td>$96,167,000</td>
<td>3.06</td>
<td>$96,167,000</td>
<td>3.06</td>
</tr>
<tr>
<td>1927</td>
<td>$103,725,600</td>
<td>3.01</td>
<td>$103,725,600</td>
<td>3.01</td>
</tr>
<tr>
<td>1928</td>
<td>$111,546,000</td>
<td>3.04</td>
<td>$111,546,000</td>
<td>3.04</td>
</tr>
<tr>
<td>1929</td>
<td>$119,453,002</td>
<td>3.05</td>
<td>$119,453,002</td>
<td>3.05</td>
</tr>
</tbody>
</table>

In the first part of December, 1931, the city sold $1,800,000 bonds in addition to the general debt above. Of the enterprise debt $44,558,000 was rapid transit debt on Nov. 30, 1931. Because of different methods of valuation accurate comparison with other cities is difficult, but the above ratios compare favorably with the published ratios of other cities of similar size. The board of commissioners of sinking funds report that sinking funds on debt are in excess of requirements.

Approximately $9,000,000 of the city's gross debt becomes due in 1932, a substantial part of which is covered by sinking funds.

**CHARGES**

<table>
<thead>
<tr>
<th>Year</th>
<th>Maintenance</th>
<th>Interest &amp; Debt Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>$158,472,199</td>
<td>$17,377,003</td>
</tr>
<tr>
<td>1926</td>
<td>$164,529,594</td>
<td>$18,731,651</td>
</tr>
<tr>
<td>1927</td>
<td>$170,021,143</td>
<td>$19,955,690</td>
</tr>
<tr>
<td>1928</td>
<td>$175,743,395</td>
<td>$21,123,266</td>
</tr>
</tbody>
</table>

The increase in expenses in 1926 was caused by an increase in practically every expense classification, protection of persons and property increasing $1,-600,000, schools $2,400,000, pensions $300,000, highways $300,000, recreation $350,000, and charities $500,000.

In the period covered the interest and debt requirements of the city decreased as a proportion of total charges. The fact that only about 20 per cent. of the city's revenues is required for debt service is conservative in comparison to other cities, which rarely require less than 15 per cent. of revenues for debt service and average closer to 25 per cent. In the Boston figure, debt service includes interest and sinking fund expenses on rapid transit debt as well as general debt and revenue loans. These figures are compiled by the state from the city's reports and 1930 and 1931 figures are not available. It is estimated that 1930 charges increased about $6,000,000 over 1929 and 1931 charges increased about $1,000,000 over 1930. The increases are attributed to increases principally in public welfare, works. While these increases are large, they have been met from current revenues and not by increases in the general debt.
POLITICS AND POLITICIANS

Massachusetts Democrats are greatly encouraged by the result of the special Congressional election in New Hampshire last Tuesday, when it polls to a Democratic victory in the Bay State last November. The Democrats were not wholly satisifed this year even if they reject Gov Ely and cast the electoral vote of the State for the Democratic nominee for President, whoever he may be; they hope to elect him the whole of the State ticket, as well as one or two additional members of the Governor's Council, and make gains in the House and Senate. Some of the most anxious members of these parties the they who would have a majority of the House that result is possible, but it seems hardly probable in a body that the Republicans had very small pluralities in several representative districts in the election of 1900.

The Democrats have a majority of either the Senate or the House since the Republicans took control of the Legislature in 1924, however, in the Progressive party was at the top of the wave, the Democrats and Progressives together held in the House as many members as the Republicans had, and it looked at one time as though a combination of the two parties might elect the speaker, but that coalition did not quite accomplish its purpose.

For instance, when William E. Russell, the father of the present Mayor of Cambridge, was elected governor, it happened one year that the State Senate was made up of 20 Republicans and 20 Democrats. A long struggle was carried on an agreement which gave the Republicans the presidency of that body but turned over to the Democrats the chairmanship of some of the important committees and was the near existence of those committees in Democrats have come to control of either branch of the Legislature.

Democratic voters in Massachusetts have not formed the habit of marking their ballots for Whigs as well as one or two additional members of the Governor's Council, and make gains in the House and Senate. Some of the most anxious members of these parties the they who would have a majority of the House that result is possible, but it seems hardly probable in a body that the Republicans had very small pluralities in several representative districts in the election of 1900.

The Democrats have a majority of either the Senate or the House since the Republicans took control of the Legislature in 1924, however, in the Progressive party was at the top of the wave, the Democrats and Progressives together held in the House as many members as the Republicans had, and it looked at one time as though a combination of the two parties might elect the speaker, but that coalition did not quite accomplish its purpose.

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1932 Legislative Program
Calls for Gasoline Tax of Four Cents

By FRANK REILLY

Mayor Curley's legislative program for 1932, calling for the expenditure of $17,950,000 for necessary civic improvements and for a number of other changes, among them abolition of the State Board of Tax Appeals and the present Board of Overseers of the Public Welfare, is nearly complete and will be filed at the State House within the next few days.

Among the 38 bills in the program is one calling for repeal of the motor vehicle excise tax law and substitution for it of a gasoline tax of four cents, one half of which would be distributed to the cities and towns of the Commonwealth.

Another would increase the cost of marriage licenses from $1 to $2. Included in the program is a bill calling for permission to spend $4,500,000 for the widening of Memorial st., West End, from Portland st. to Haymarket sq., construction of a bridge in the square, underpasses there for pedestrians and the widening of Cross st. from that point to the entrance of the new East Boston traffic tunnel.

DREDGE ISLAND FLATS

Authorization to borrow $600,000 for the reconstruction and extension of Porter st., East Boston, from the approaches of the traffic tunnel to the airport will also be sought.

A bill authorizing the city to borrow $1,500,000 to dredge Bird Island flats, off the East Boston airport, is included in the program, as is another for $3,100,000 for school construction; $1,000,000 for the reconstruction and repair of existing streets; $3,500,000 for an addition to the Suffolk County, similar to the one recently defeated by the City Council recently; $2,000,000 for new construction at City Hospital; and $250,000 for the park department.

The Mayor also seeks to advance the date for assessment of taxes from April 1 to January 1.

IMPRESSING PIERS

Other bills deal with the improvement of certain piers in Boston harbor; to place responsibility of owners whose automobiles are parked in violation of traffic laws; compensation of probation officers and parole officers; providing for release of poor prisoners imprisoned for non-payment of fines; and for the extension of Stony Brook sewer.

Among the other bills in the program is a bill calling for the expenditure of $250,000 for the park of a traffic circle in the square, for the reconstruction and repair of state buildings; $3,500,000 for the extension of Stony Brook sewer; $250,000 for a new public works yard and garage on Commercial st.; and $250,000 for new parks and playgrounds in various sections of the city.

WELCOME TO EX-GOV. SMITH
WILL BE QUIET

Boston Democrats Refrain From Demonstration on Arrival Here to Speak

By BERNARD J. DOHERTY

At the express wish of former Governor Alfred E. Smith, Democratic leaders will refrain from anything in the nature of a personal demonstration to the "Happy Warrior," when he comes to Boston to attend the big Democratic "victory" banquet next Thursday night at the Hotel Statler.

Leopold M. Gaulston, chairman of the banquet committee, said yesterday that the affair is a sell out. Some 1500 of the faithful, including leaders from every section of the state, Democratic mayors, businessmen and members of the Legislature will be present. While other speakers planning to be present are due for disappointment because of lack of space.

The keynote speech at the banquet, "Preparedness for the Democratic Victory in November," will be delivered by ex-Governor Smith. Other addresses will be made by Governor Ely and Mayor Curley.

Ex-Governor Smith selected his subject after correspondence with Chairman Gaulston, who will be the presiding officer at Thursday night's dinner.

MAYOR FOR DOUBLE FEE TO GET WED

Among 38 Measures
He Will File in State Legislature

Future bridegrooms will be required to pay a double fee for their marriage licenses if the Legislature adopts the bill drawn up yesterday by Mayor Curley to increase the charge from $1 to $2 as a step towards making the marriage bureaus in the cities and towns of the State self-supporting.

$3500 FOR BOSTON

Most of the other States charge more than Massachusetts for marriage licenses and even here it is necessary to pay $5 to license a dog as compared with only a single dollar for a marriage license, Abraham B. Casson, city legislative counsel, explained last night. In this city alone it would mean an increased revenue of about $800 a year for the registry department. He stated that to save $500 more the Mayor will file a bill seeking authority to discontinue the publication of the biennial volume listing the 20,000 city employees with their home addresses and salaries.

The salary book has proved useful only to "pompiers" and credit house seeking information regarding the municipal workers, according to the city's legislative counsel.

Since the adoption of the segregated budget and the classified list of city employees in the Municipal Office it has been felt by municipal experts that the publication of the list of employees was no longer necessary.

In all, the Mayor will file with the Legislature for approval 38 separate bills, including 19 extending authority to issue bonds outside the debt limit in the amount of $15,000,000 for major public improvements.

Included in this total are $13,500,000 for the widening of Cross street, Merrimac street and Haymarket square to provide adequate approaches to the East Boston traffic tunnel on the Boston side, and $200,000 on the widening of Porter street, East Boston, from the tunnel entrance to the airport.

For Public Improvements

Then there are $25,000,000 for a Suffolk court addition; $2,000,000 for new school buildings; $5,000,000 for City Hospital buildings; $15,000,000 to dredge Bird Island flats in the harbor, $3,000,000 for the reconstruction of streets, $1,000,000 for the extension of Stony Brook sewer, $335,000 for a new public works yard and garage on Commercial street, and $250,000 for new parks and playgrounds in various sections of the city.
Dashing young Peruvian, Senor Mariano Laos Lomer, left, who has no connection with the Peruvian government, but is seeking to increase the goodwill and trade expansion between New England and Latin American countries, is shown in conference with Mayor Curley at City Hall yesterday.

Lay Cornerstone of Postoffice Friday

Gov Ely, Mayor Curley and Others Invited

The cornerstone of the Boston Post office will be laid Friday at noon. The ceremonies are in the hands of the Boston Chamber of Commerce, designated by the Treasury Department to direct the program.

The ceremonies will be brief in contrast to the elaborate program that marked the laying of the cornerstone of the old building in 1871 when the entire Presidential Cabinet and leading Federal officials were present.

Invitations have been extended to Gov Ely, Mayor Curley, United States Senators David I. Walsh and Marcus C. Rains, and Congressmen John J.}

Snooping at "Marina"

We love the way Mayor Curley stole the show with his speech after Act Two of "Marina's" premiere. After some of those responsible for the production had been introduced, the mayor rose in his box and tributed Mrs. Larz Anderson, who wrote the book, and Mrs. Moses H. Gulesian, who wrote the score. And how Mrs. Anderson (in wine-colored velvet) chuckled over the mayor's prophecy that Censor John Casey would help the unemployed problem by giving the seamstresses more work to do in the costumes. Moses Gulesian and Larz Anderson stood un invited and each other enthusiastically what plucky wives they have to tackle such an undertaking.

Richly beard Wendell Phillips Dodge wandered around between acts alone, and seemingly somewhat disinterested in the whole affair. (John Philbrick, you know, took over the direction of the show during the final rehearsal). Dodge, by the way, wasn't introduced by Philbrick when the latter was calling forth others.

Mary Curley, in vivid red lace with a long ermine wrap, out-princessed the ladies on the stage, we thought.

Draft of 5-day Law Ordered by Curley

Although he is not prepared yet to put the five-day week for city employees into effect, Mayor Curley today instructed Corporation Counsel Silverman to draft legislation to give the cities and towns of the Commonwealth the legal right to take such action any time they choose.

The Mayor took that action after Silverman had ruled that under the general laws of the Commonwealth the City Council has authority only to give city employees a half holiday a week and that it cannot grant municipal workers a five-day week.

Budget Commissioner Fox, in a report to the Mayor today said establishment of the five-day week would create at least 329 new positions, and if policeman and firemen were affected, would bring the total number of new employees up to 1184 with an increase of $2,060,718 annually on the municipal payroll.
COUNCIL ASKS RIGHT TO VETO

Would Have Approval Essential to Laws Affecting Boston

DEMANDS SHARE OF MAYOR'S POWER

The city council moved yesterday to become a recognized factor in all legislation affecting Boston.

The concurrence of Gov. Ely, which the council will formally ask, will result in gubernational disapproval of every enactment lacking a provision requiring acceptance by the mayor and city council. Specific exclusion of the council in legislation pertaining to recent costly street widenings and other major municipal projects impelled the decision to seek the aid of the Governor as well as that of President Bacon of the Senate and Speaker Saltonstall of the House.

They will be asked to insist on the insertion of the clause specifying that approval by the mayor and the council is mandatory.

The council maintains that authority to pass on all loan orders, regardless of the purpose for which the money is to be borrowed, should bevested in the elected representatives of the people of Boston. The Legislative has adhered to the policy of ignoring the council and endorsing the mayor and city treasurer with complete authority over such bond issues.

PRESENTED BY GREEN

The order, seeking the permanent adoption of a policy which will give recognition to the council was presented by Councilman Thomas H. Green of Charlestown and passed, after discussion. Councilman Francis E. Kelly of Dorchester had vigorously objected to the phraseology of a street widening bill to be presented to the Legislature by Mayor Curley. As drafted, the bill excludes the council from any authority over the bond issues necessary to finance the proposed widening of Causeway, Merrimac and Cross streets, and the construction of a traffic circle in Haymarket square at an estimated cost of $4,500,000.

The council refused to give approval to the introduction of this particular bill by the mayor unless it was so amended that control of the bond issues would rest with the council.

By excluding the council from participating in the financing of costly improvements, administrative leaders have, through legislative aid, avoided the necessity of convincing 15 councilmen, whose votes are necessary to the passage of any bond order, of the wisdom of projected street widenings or other

THE DEMOCRATIC PUZZLE

Perhaps "Al" Smith will tell his Boston hosts this week what he failed to reveal at the Jackson day dinner in Washington—whether he is a candidate for the Democratic nomination. The title of his local address shows that his eyes are on November, and that he has high expectations of a Democratic triumph. The eyes of the people, however, are on him as a possible choice of the June convention. Is he a receptive candidate? Will he run if he has the opportunity to? Usually he has been astonishingly frank, but in the last few months he has been astonishingly reticent. Maybe he will thaw out in the warm atmosphere of a state which is extremely fond of him.

The Jackson day program in Washington was unusual in that the three speakers had all been defeated in the grand race. James M. Cox and John W. Davis have taken the verdicts of 1920 and 1924, respectively, as final. Mr. Smith still carries a wistful countenance. As to the three addresses, it may be said that his was not so impressive as the other two. Mr. Davis's effort was a fine bit of argumentation. Even those who do not agree with his conclusions or his premises will admire the smooth, sophisticated appeal, the wit, the phrasing and the construction.

A number of Democratic orators will make addresses elsewhere the same night that Mr. Smith, Gov. Ely and Mayor Curley are talking here in Boston. As all the tickets for the local function have been sold, there is no doubt that the affair will be a social and financial success.

In view of the excellence of Mr. Davis's speech, and of the high qualities of Mr. Cox's effort, the Thursday dinner is likely to be intellectually an anti-climax—unless, that is, Mr. Smith displays his heart, as customarily, on his sleeve, or Mayor Curley and Gov. Ely shine in small cerebral lights.
With Pay-Cut Order

City Council Adjourned Before He Arrives

Councillor Clement A. Norton's announcement in the press that he would have an order calling for a 6 percent cut in salaries of city employees receiving $5000 or more proved to be a bit premature, as the member from Hyde Park did not arrive until after the body had adjourned for one week. Just before adjournment the Council recommended increases to the Police Department.

Mr Norton said he would offer his order next week.

It had been predicted that the order would meet some caustic comment, and it is likely that Councillors primed for bear were as disappointed at not having something to shoot at as was Councillor Norton, who arrived two minutes after the session was over.

The Council gallery was crowded.

Legislative Program Amended

Mayor Curley's legislative program calling for the expenditure of about $18,000,000 outside the debt limit which had to be approved by the City Council passed the Boston body, but with certain alterations.

Councillor Kelly sought an amendment that the legislative bills be so changed that all would require approval of the City Council after being passed by the Legislature.

Councillor Green's amendment which called upon the Governor, House and Senate to include in the legislation that the bills must be approved by the City Council, was passed.

Wants Attorney for Council

Expressing the opinion that the City Council needed legal advice from time to time, particularly as regards legislative matters, and not being content with the offices of the Corporation Counsel Silverman, Councillor Kelly offered an order calling for a legal adviser for the City Council, with salary to be determined by the Council.

There did not appear to be much objection, Councillor Fitzgerald being the only one to vote against the order. Shortly after passage of the order, Councillor Kelly asked to amend his order by establishing a salary of $5000 for the legislative agent of the City Council created under the original order.

The rider aroused the ire of Councillor Fitzgerald and when he stopped talking a motion by Councillor Curtis shunted the resurrected original order and the amendment over to the committee on rules.

Councillor Fitzgerald insisted that the Council could advise itself, that the body contained members of the bar, and that it was the duty of the Councillors to do their own watching of legislation.

He then said that he voted against the original order and would vote against the tacking on of a salary of $5000. In view of present economic conditions he said there was no justification for such a job, which he said, "would probably be given to some broken down 'pal' who never did anything, and then we would probably be asked to give him a banquet at the expense of the city."

Favors Causeway-St Widening

On motion of Councillor Fitzgerald the Council went on record as favoring legislation permitting the borrowing outside of the debt limit of $250,000 for the widening of Causeway St from Lowell to Nashua st.

Councillor Al Fish of Dorchester met no opposition on his order which would require the city of Boston to pay $5 a day to men on snow removal and also allow them any payment they might be receiving on the rolls of the Public Welfare Department.

The Council passed an order introduced by Councillor Green calling for the installation of sirens on the Charlestown bridges to be sounded when the drawbridges were to be opened.

Councillor Barker offered an order which passed calling for notice of a public hearing in case of applications for the opening of East Boston streets for installation of a pipe line from Revere to East Boston for the transportation of oil.

Committees Named

Pres Edward M. Gallagher had his first full session of the City Council yesterday.

He announced the following committees for the year:


County Accounts—Fitzgerald, Gleason. Personal—Green, Power, Noyes.

Finance—Cox, Green, Kelly, Curtis, Murray, Dowd, Ruby.

Inspection of Prisons—Ruby, Norton, Gleason, Barker, Meehan.

Jury License—McCormick, Henig, Murray, Power, Gleason.

Legislative Matters—Hein, Green, Fitzgerald, Barker, Curtis.

Ordnance—Gleason, Curtis, Cox, Brackman, Boulet, Fitzgerald, Burke.

Parkman Fund—Roberts, Murray, Curtis, Gleason, Donovan.

Printing—Power, Burke, Donovan, Cox, Barker.

Public Lands—McGrath, Ruby, Eldridge, Hen, Green.

Ryan Cancels License of Mayor Curley's Son

Mayor Curley's son also was the driver of the Curley car on Huntington avenue.

The revocation, according to the custom of the registry of motor vehicles in such cases where the driver is seriously at fault, starts a year. It was automatic.

After the time of the accident, pending a hearing which was set for yesterday before the registrar, the mayor's 16-year-old son did not appear for the hearing.

CITY EMPLOYEES CONTRIBUTE $6506

Mayor Curley yesterday announced the receipt by City Collector McMorrow of $6506 representing the donations from payrolls of Public Works Department employees the past five weeks. The amount brings the total contributions of the members of the department to the unemployment fund up to $11,784.35 since Nov 1.

Ryan Revokes Driving License of Leo Curley

Registrar of Motor Vehicles Mr. T. Ryan revoked the operator's license held by Leo Curley, the mayor's son, yesterday, as a result of a fatal accident in which young Curley was involved.

Under the law, the revocation of the license continues for four months.
"Marina," Musical Fantasy by Mrs. Larz Anderson and Mrs. Gulesian, Attracts Society Audience

BY GRACE DAVIDSON

The much discussed adventure of Mrs. Larz Anderson, well known Boston society woman, to establish Boston as a professional theatrical producing centre for the purpose of encouraging local talent was well rewarded last night.

A representative audience of "first nighters," headed by Mayor Curley and Mrs. Mary Curley, welcomed "Marina," a musical fantasy, written by Mrs. Anderson and Grace Warner Gulesian to the stage of the Colonial Theatre.

The cast was 100 per cent Boston professional talent, even to John Philbrick, a Broadway, who hailed from this city. Wendell Phillips Dodge, professional producer, is also a Bostonian by adoption. William Ribby, stage manager, is a Bostonian; Joseph Zalent, prima donna, another Bostonian; Vernon Smith, scenic designer, a Bostonian; Sally White, costume-maker, a Bostonian. And so was the large and appreciative audience thoroughly Bostonian, not only by virtue of residence, but in dress, manner and poise. In other words, the audience might have been a segment of the famed opera audience of this city.

Mrs. Anderson, whose name is modestly billed on the programme as "Isabel Anderson," had her first baptismal as a professional playwright and co-producer with Mrs. Gulesian and Wendell Phillips Dodge. All three were the recipients of much applause. Mrs. Anderson and Mrs. Gulesian received curtain calls along with the cast and were deluged with floral offerings from their many admirers and sympathizers of this civic theatrical undertaking which has given employment to some 200 Bostonians.

$60,000 in Production

More than $60,000 went into the production and every cent of the money was spent right here in Boston. The money was given by Mrs. Anderson, Mrs. Gulesian and three unnamed philanthropic Bostonians, the idea in mind to give Boston talent a "break." And, according to box office reports so far, Mr. Dodge said that he expects a most gratifying week in Boston. After the Boston engagement, "Marina" is scheduled to play Worcester, Springfield, Providence and New Haven before its New York debut.

The audience that received "Marina" last night was arrayed in 'thirty young girls in the new flowered evening gowns with fishnet stockings and rabbit coats, and formal in lace and ermine, befitting their dignity.

Miss La Rochelle's Debut

Mrs. Gulesian wore a frock of sky-blue Irish lace with low decolletage. Young girls in the new flowered evening gowns with fishnet stockings and rabbit coats, and formal in lace and ermine, befitting their dignity.

Music by Miss Gulesian

"Marina," as originally written by Mrs. Anderson as a child's fantasy, last night saw the place for adult consumption at the suggestion of Mr. Dodge who saw in it potential possibilities. Mrs. Gulesian co-operated with Mrs. Anderson and wrote the very tuneful score. The action of the fantasy takes place under the sea and offered an excellent opportunity for the imagination of the costume and scenic designers to run riot in a field of color and brilliance.

Mayor's Remarks as to Economy in Dress Material in Mrs. Anderson's Operetta, Echoed—Mr. Casey to Look-see Tonight

Facetious remarks by Mayor Curley at the opening performance of "Marina," an operetta by Mrs. Larz Anderson and Mrs. Moses H. Gulesian, at the Colonial Theatre, took on a new meaning today when the mayor announced that he had received several complaints over the telephone as to the scantiness of some of the costumes and had directed City Censor John M. Casey to attend tonight's performance.

ASKED TO SPEAK

The mayor, with his daughter, Miss Mary Curley, and friends occupied a box at the left of the stage and between the second and third acts he was asked by Mrs. Anderson, who, with Mrs. Gulesian, had been called before the curtain to make a few remarks. The mayor praised the sponsors of the movement to give local talent an opportunity to get ahead and spoke in praise of the philanthropic work of Mrs. Anderson in general.

Then he turned facetious, at least it was generally accepted by the audience and spectators and reviewers, remarking that the production has also afforded work for seamstresses, and from what I have seen there may be more work for the seamstresses after our censor, Mr. Casey, gets to work efficiently.

MAYOR APPLAUSED

There was a burst of laughter and applause. The mayor's remarks apparently struck a happy chord and the show went on. It seemed that the operetta had been given the right sort of a "boost" to insure a heavy patronage for the continuation of its run.

Today's announcement of complaints having been received comes as a bit of a surprise, although in some circles it is hinted that "Marina" has put over a snappy publicity stunt.

Casey's visit tonight and his report to the mayor with his recommendations.
Councilor Clement A. Norton's announcement in the press that he would present at the City Council meeting yesterday an order calling for a 6 percent cut in salaries of city employees receiving $3000 or more proved to be a bit premature, as the member from Hyde Park did not arrive until after the body had adjourned. Just before adjournment the Council recommended increases to the Police Department.

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- Claims—Bower, Fish, Kelly, Roberts, Trask.
- Finance—Cox, Green, Kelly, Curtis, Murray, Power.
- Inspection of Public Work—Barker, Green, Fitzgerald, Gleason, Kelly, Power.
- Printing—Power, Burke, Donovan, Cox.
- Public Lands—McGrath, Ruby, English, Green.
ALL BOSTON SHOW AT THE COLONIAL

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Miss La Rochelle's Debut

Mrs. Gulesian wore a frock of sky blue Irish lace with low decolletage. She had as her guest of honor Miss Edna Foster, author of children's books, best known for the "Hortense" series. Mrs. Mary Curley wore a frock of red lace and sat with her father and friends in a box. Mrs. Edward C. Donnelly was in beige lace. Numbers of Junior League girls were in the audience to encourage the work of their sister members who were taking parts in the chorus or as principals. Miss Rosamond Pierce as "Dawn" was one of the leading Junior Leaguers in the play.

"It was really quite a debut for Miss Selma La Rochelle, who has the title role of "Marina." Mrs. Anderson is a Boston girl of much talent who is waiting for a Broadway opportunity. Mrs. Anderson and Mrs. Gulesian have been much interested in her vocal ability, and last night she had in her audience at least two representatives of the Erlangers and Shuberts who journeyed to Boston to view "Marina."

Music by Miss Gulesian

"Marina" was originally written by Mrs. Anderson as a child's fantasy. Last fall she rewrote the piece for adult consumption at the suggestion of Mr. Dodge who saw professional possibilities. Mrs. Gulesian co-operated with Mrs. Anderson and wrote the very tuneful score. The action of the fantasy takes place under the sea and offered an excellent opportunity for the imaginings of the costume and scenic designers to run riot in a tide of color and brilliancy.

Among some of the local talent taking leading parts are Edward Hale, Jr., as the Mermaid King; Vanesa Milne of Wellesley, as Lotus Land Singer; Miss Pat Oso, known as Boston's "prettiest Japanese girl," as Lotus Land Singer; Charlotte Isherwood, as Land Princes Will Dodge acted as the musical director, leading the orchestra. M. H. Gulesian, husband of Grace Warner Gulesian was the general manager.

Mayor's Remarks as to Economy in Dress Material in Mrs. Anderson's Operetta, Echoed—Mr. Casey to Look-see Tonight

Facetious remarks by Mayor Curley at the opening performance of "Marina," an operetta by Mrs. Larz Anderson and Mrs. Moses H. Gulesian, at the Colonial Theatre, took on a new meaning today when the mayor announced that he had received several complaints over the telephone as to the scantiness of some of the costumes and had directed City Censor John M. Casey to attend tonight's performance.

ASKED TO SPEAK

The mayor, with his daughter, Miss Mary Curley, and friends occupied a box at the left of the stage and between the second and third acts he was asked by Mrs. Anderson, who, with Mrs. Gulesian, had been called before the curtain to make a few remarks.

The mayor praised the sponsors of the movement to give local theatrical talent an opportunity to get ahead, and spoke in praise of the philanthropic work of Mrs. Anderson in general.

Then he turned facetious, at least it was generally accepted so by the audience, present or reviewers, remarking: "Reduction has also afforded work for seamstresses, and from what we have seen there will be more work for the seamstresses after our censor, Mr. Casey, gets to work."

MAYOR APPLAUDED

There was a burst of laughter and applause. The mayor's remarks apparently struck a happy chord and the show went on. It seemed that the operaetta had been given the right sort of a "boost" to insure a heavy patronage for the continuation of its run.

Today's announcement of complaints having been received came as a bit of a surprise, although in some circles it was expected that "Marina" has put over a snappy publicity stunt.

Casey's visit tonight and his report to the mayor will tell the story, how- ever.
THE CAMPAIGN COLLECTOR IS COMING

DEMOCRATIC VICTORY FUND 1932

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FOR MAY 1932 FOR REPUBLICAN DONATION

DEMOCRACY 1932

CURLEY

BOSTON
Wants Auditorium from White Fund

Curley Would Build No More Health Units and Save for Big Project

An auditorium to be erected in the Fenway section at a cost of $5,000,000, which would further perpetuate the memory of George Robert White, was the suggestion made today by Mayor Curley and Charles H. Barnes, who was the attorney for the philanthropist. At a conference in City Hall today.

For many months the mayor has been discussing with his intimates the use of the White benefactions in yearly income after the health unit program had been concluded. In his mind there has been the vision of a first structure which could be used for public gatherings, every worthy while character, such as conventions, concerts and other entertainment, an auditorium located to be of greatest availability. The time is now ripe for action, as the mayor said today.

Six health units have been provided thus serving the essential municipal districts where professional work among the poor is needed.

Mr. White, under date of Dec. 30, 1919, left the rest and residue of his property to the city of Boston, "the same to be held as a permanent charitable trust fund to be known as the "George Robert White Fund," and the net income only to be used for the benefit of the city and for works of public utility and for the use and enjoyment of the inhabitants of the city of Boston. It was Mr. White's intention that the fund be held for a religious, political, educational or similar purpose which it should be the duty in the ordinary course of events to provide, a control and management of the fund, which comprises bonds and downtown real estate to the value of approximately $6,000,000, was left in the hands of five trustees to consist of the mayor, who shall be the president of the City Council, the city auditor, the president of the Chamber of Commerce and the president of the Bar Association of the city of Boston. George E. Phelps was the first manager of the fund and Judge Edward L. Logan is the present manager.

The fund became available during Mayor Curley's second administration and the trustees accepted his suggestion that a series of health units should be erected. From that time until the present, with the exception of the memorial erected on the Public Garden, at the corner of Boylston and Arlington streets, the annual income has been applied to the health units. Three have been erected in the West End, the North End, Charlestown, South Boston, East Boston and a site has been chosen for the sixth near Roxbury Crossing.

Opinion was expressed by Attorney Barnes today, after learning of the White unit program, that the idea has been sufficiently developed to justify an endeavor on the part of the city to carry out the auditorium plan.

Mr. Barnes and Corporation Counsel Samuel Silverman considered the provisions of the will with reference to a bond issue for the purpose of erecting an auditorium costing not less than $5,000,000, and from the standpoint of utility and aesthetic value to be the outstanding structure of its kind in New England. Both of the attorneys were in agreement that the will prescribed the issuance of bonds in anticipation of income from the estate. All three were, however, of the opinion that the income could be accumulated over a period of 15 years, in which time it would represent about $7,500,000 or $7,000,000, and at the end of this period of time the necessary steps could be taken for the erection of the auditorium.

In the opinion of Mr. Barnes, such a structure should be erected in the educational and civic center developed in the vicinity of Louis Pasteur avenue, and which is today attracting the attention of the entire country. The suggestion has been made that a site be selected in the West End section, preferably on some portion of city-owned property, as the place in which to locate the auditorium.

CITY WORKERS GIVE $11,794

Public Works Employees Donate to Jobless Fund

City employees in the public works department have contributed $1,774 to the unemployment fund for the relief of persons unemployed. The contributions have been received by Attorney George E. Phelps, who has been accepting the voluntary donations from his force for the past two months.

CURLEY AND ELY DISCUSS RAILROADS

Mayor Asks Conference of N. E. Governors

Mayor Curley, with Corporation Counsel Silverman and Frederic H. Fay of Taft, Stettinius and Hollister, this afternoon about the New England railroad problem.

They suggested that the Governor call a conference of the governors of all New England states, and citizens of the state, as well as business men interested in railroad transportation, to consider the program outlined by the Governor of the Interstate Commerce Commission last week in reference to the reorganization of the trunk line plan.

The mayor announced that Senator Walsh has agreed to call a conference of the Senate in the Fenway project.

HUB AUDITORIUM

Mayor in Favor of Using White Fund Income for Fenway Project

A $5,000,000 municipal auditorium in the Fenway may be a reality in 1927. Unless an agreement made today by Mayor Curley and Charles H. Barnes, attorney for the late Mr. White, is disregarded by successors of the mayor, the income from the White fund, representing the real estate valued at $5,000,000, will be permitted to accumulate for 15 years.

Under the provisions of the will, the trustees are not permitted to issue bonds in anticipation of income and no distribution of the income is permissible until sufficient money is available to meet the cost of any project financed by the fund. In announcing the decision, the mayor declared that seven White health units and a similar sit provided by the city, the needs of the people have been met. He added that the annual maintenance cost per unit at $45,000 and that it is his opinion that the city is carrying a sufficiently heavy tax burden in the form of an assessment of $320,000 annually for the support of the health units.

The mayor noted that the will provides for the trustees to be the incorporators of a bond issue for the auditorium and that the income should be used for an auditorium.
Senor Mariano Laos Lomer, "Peru's consul-general to New England," who was locked out of his suite at the Copley-Plaza (with his luggage inside) because a $200 hotel bill "insulted him and all Peru," shown holding the autographed photo of Mayor Curley. Senor Laos Lomer said today he would have "The Order of the Rising Sun" conferred on the mayor, Governor Ely and a host of other notables. (Staff photo.)