A most interesting assemblage of Catholic women and men congregated at the new Boston College Hall, Newton, last evening on invitation of Mrs. Edwin A. Shuman to pay tribute to the Reverend Charles W. Lyons, President of Boston College. Dinner was served some 100 persons present and addresses were delivered by a number of the guests.

Mrs. Edwin A. Shuman as toastmistress, in a very eloquent manner, presented, on behalf of the guests assembled, a purse of $2000 to President Lyons. In behalf of the faculty of Boston College, President Lyons expressed his appreciation of the generosity and thoughtfulness of all present, who, by their contribution and by their efforts at all times in the past, have displayed a warm attachment and profound interest in the welfare of the institution.

His Honor, Mayor James M. Curley, on behalf of those assembled, presented President Lyons with a guest book containing the names of all present and, in addition, of all who had contributed to the fund.

Mayor Curley said: "A more beautiful site for the location of the College group of buildings could not be found in greater Boston. Under the leadership of public-spirited women like Mrs. Edwin A. Shuman, Mrs. Thomas B. Fitzpatrick and Mrs. William F. Fitzgerald, a realization of the debt which Boston Catholics owe to the Jesuit Order for its leading and teachings was becoming daily more manifest.

"It is imperative," said he, "that all Catholics recognize their obligation to faith and society and assist, by money and example, the great work here consecrated to God and country."
"These two buildings, the first units of a great group, mark a departure in architecture that is most pleasing. Their ruggedness of character and their beauty of design are a monument to the genius of their designers, Maginnis & Walsh, and a tribute to their builder, Charles Logue.

"As we gaze upon these noble structures, our mind wanders back six centuries to that great era in the world's history when the Guilds flourished and the aim of every artisan was to contribute the best that was in him to the work upon which he was engaged.

"It is an interesting commentary that the dedication of these beautiful thirteenth century type of buildings should take place on the same day that the social reforms in operation during that period are recommended to the consideration of the Legislature by the Governor of Massachusetts.

"They form as distinct a contribution to the aesthetic value of this section as, under the brilliant leadership of their President, Reverend Charles W. Lyons, they will represent to the spiritual and material thought of Massachusetts."

The closing address was delivered by the senior member of the architectural firm responsible for the design of the buildings, Mr. Charles D. Maginnis, who, in a most happy vein, presented the golden key of Saint Mary's Hall to the President, after which the guests were escorted through St. Mary's Hall and afforded an opportunity to worship in St. Mary's Chapel.
Gentlemen,—Today marks the beginning of my fourth year of service as Mayor of this great city, and as such I want to express my gratitude to the Heavenly Father for the blessings that have come to us. We have enjoyed four years of peace, happiness, and prosperity. The City has grown in size and wealth, and the future looks bright.

The focus of this address is education and its importance to the city. Education is the key to a better future for our children. We must provide them with the best possible education to ensure their success. The city will continue to invest in education, and I urge you to support these efforts.

In conclusion, I want to thank all of you for your hard work and dedication. Together, we can make this city even better. I look forward to working with you towards this goal.

Yours truly,
Mayor James M. Curley.
of industry sufficient to justify reasonable and proper expenditures for their entertainment.

The assembling of the Grand Army of the Republic at Boston this year is tremendously important for the reason that, in all probability, it will mark the last assembling of the veterans of the war and of the men who remain of that great body of patriotic Americans who, in response to the call of country, stood ready to make the supreme sacrifice from 1861 to 1865 to defend the extension of the privilege of equality. Consequently, I urge your hearty cooperation in the work of making their stay with us as pleasant as to be remembered for all time.

The commission recently appointed by his Excellency the Governor to consider ways and means of reducing the excessive cost of living by the provision of more efficient and convenient accommodations for our city and deserving of aid and study by every individual interested in its prosperity.

The possibility of an early declaration of peace abroad presents a splendid opportunity for the industrial, commercial and social development of our Commonwealth, provided an international exposition is held at Boston in connection with the Pilgrim Tercentenary.

In view of the fact that Boston will be required to defray a greater portion of the expenditure incidental to an international exposition than any other city in the United States, it is fitting that it should be held here, and I invite your aid in furthering this movement.

PUBLIC HEALTH.

Despite the fact that, during 1916, there were outbreaks of influenza and anterior poliomyelitis, both of which carried off hundreds of lives, the year from a health standpoint was one of the best in the history of the city. The death rate from typhoid fever is recognized as the best index of efficiency in a health department and the total number of deaths from typhoid fever is always the lowest ever attained by any large American city.

During the past year a sickness survey was made in this city and, while the report showed that the number of people receiving hospital treatment was greater in proportion than in any other large city, it also proved that, through the excellent hospital facilities obtained here, the sickness rate was the lowest to be found in any city which had been surveyed.

During 1916 the first health unit in the city was established and is today utilized as a civic center clearing house, not only by the physicians and the Health Department but by medical and sanitary inspectors and nurses, in addition to representatives of the Consumers' Hospital, the District Nursing Association, the Boston Dispensary, the Associated Charities, the Milk and Baby Hygiene Association, the Women's Municipal League, the Jewish Colonial Brotherhood's Club of the West End, all working in harmony for the benefit of both infant and adult in the most congested section of the city.

During the year 16 places were made homes in the West End section of Boston by representatives of the various organizations located at the health unit. Mothers were instructed as to the best method of caring for infants, particularly during the first year of the child's life, and, as a result of concentrated rather than divided effort, the sick and death rate from contagious diseases was less in 1916 than at any time during the past quarter century.

The Health Department during 1916 compelled the discontinuance, as places of habitation, of 360 basement rooms below the street level, and this excellent work should be continued.

The constant and rigid inspection of food supply has resulted in ridding the city of dealers in rotten eggs and unwholesome fish, fruit and food, and, as a result, the City has been benefited by the courts in the matter of dealing severely with those engaged in this unwholesome traffic, the food supply of Boston is today, so far as the City is concerned, among the best in the country.

With a view to the further protection of our milk supply, the dairy inspectors during 1916 have been receiving instructions in bacteriological work at the laboratory and, during the present year, will be required to make bacteriological examinations at the places of shipment.

The extremely high death and disability rate resulting from infantile paralysis is such as to justify the most lavish expenditures to combat this dread disease. The splendid results achieved at the West End Health Unit warrant a recommendation that the Department be made a permanent body, for the establishment of similar health units at East Boston, South Boston, Hyde Park, and at such other points as, in the opinion of the Health Department, may be necessary to properly safeguard both child and adult.

It is equally important that the exceptional record made by the city in the maintenance, by reducing the lowest death rate from typhoid fever of any city in the world be maintained, and since typhoid is in large measure due either to water or sewerage, one of the great purposes to be accomplished in the budget is a sum sufficient to provide for the cleaning of every catch-basin in the city in addition to the flushing of every sewer.

HOSPITAL DEPARTMENT.

The three greatest evils of modern times are disease, traffic congestion, and how closely the two latter are associated with and dependent upon the former, must be apparent when we realize that, on an average, all men, women and children aggregate approximately 1.2 billion. States are ill nine days each year and the total expenditure for medical and surgical attendance is in excess of $1,000,000,000. More than one fourth of the population of the United States is in the hospital at any one time. The highest percentage of the Boston Hospital Department will make possible the concentration of all contagious diseases there that are common to children, and, in addition, make available for use in all the general hospitals the buildings now occupied by children in what is known as the South Department.

It is clearly the duty of the city to furnish medical and surgical treatment to every person in need of the same, and since the average individual is dependent on existence solely upon bodily health and stamina, it is the duty of every organized body to receive medical and surgical care and supervision until such time as he is able to assume his customary duties. In the past and at present this has been impossible and therefore the opportunities, and men and women have been discharged when their condition has improved in order to leave available the ward beds occupied by them for other sufferers, with the result that, left to their own resources and the cold charity of friends, through medical or surgical neglect after discharge from the hospital, physical disability has resulted in making them public charges permanently.

The extension of the general hospital and the construction of a convalescent hospital either at West Roxbury or Dorchester for the care of convalescent patients would materially aid in materially reducing the average sick period of workers.

The stamina of future womanhood and manhood of America is dependent in large measure upon the health and care received by the mothers. Under present conditions an increase in the family of the laboring man means an indebtedness to the public or a sacrifice of the city, which requires not less than six months to discharge, and failure to employ a competent physician or surgeon invariably results in some form of disability that tortures the victim throughout life.

It is as important that the mothers should receive both advice and care prior to, as that they should have medical and surgical service at the time of confinement, and, for this reason, I commend to your consideration the appropriation at an early date of a sum sufficient for the establishment of an extension of the Department of not less than one hundred beds. During the past year a new obstetrical ward of eighteen beds has been established, fully equipped with the most modern apparatus for the treatment of obstetrical cases at the City Hospital and is today taxed beyond capacity.

The completion of the west department within the next thirty days will witness the establishment in the whooping cough ward in America, which should prove of immeasurable benefit to those too poor to provide isolation against this dread disease.

I am firmly convinced that disease is largely the result of lack of preventive measures and am of the opinion that if one of the hospital buildings were equipped with all the latest apparatus for treatment and a competent man placed in charge, the saving to the city as represented by the improved health of the people would be enormous.

Under present conditions the payment of a fee for examination to a private physician causes the average individual to withhold having examination made as to his physical condition until such time as the disease prevents him from following his usual pursuits, whereas if he could apply at the City Hospital and have his case diagnosed serious illness would unquestionably be prevented.

During the year 1916 the X-ray department at the City Hospital has been enlarged and new equipment purchased, so that in the future it is possible to keep the amount of service with less difficulty and better results, and, in addition, an X-ray department has been established at the Haymarket Square Relief Station.

CONSUMPTIVES' HOSPITAL DEPARTMENT.

The mortality from tuberculosis as yet exceeds that from any other disease despite extraordinary efforts and generous expenditures. Nevertheless, the same lavish scale which has marked the past
must be maintained for the promotion of virile womanhood and manhood. The past year has been notable in that these new buildings, containing 146 beds for the treatment of persons afflicted with this dread scourge, have been added to the Matson Home.

Spiritual aid has long been recognized as a necessary adjunct to medical treatment of persons suffering with tuberculosis, yet it is only within the past year that a chaplain has received recognition in the appointment of a Catholic priest, a rabbi and a Protestant minister, through whose labors the sick are comforted and the dying are soothed.

The question of additional accommodations for the treatment of children afflicted with tuberculosis is important and the necessity for the establishment of additional hospital wards for their care and treatment is imperative.

INFIRMARY DEPARTMENT.

The desire to do that which appeared so very expeditiously in response to the clama of local organizations has, in large measure, been responsible for the failure to consider more important matters that were both necessary and just.

As a consequence of this custom a condition has obtained during the past twenty years at the infirmary at Long Island, not only disgraceful but actually criminal. Women, whose only offense has been that they have grown old without growing wealthy, have been housed in years in the worst possible character of fire hazards and compelled to sleep in double-deck beds, and only the charity of Almighty God has prevented a holocaust that would disgrace for all time the fair name of our city. This condition makes it absolutely necessary during the past three years an expenditure of nearly half a million dollars, and on the completion of the work the institution at Long Island will be the best of its kind to be found in this country.

During the past year the erection of four ward buildings has made possible the removal of all men from the present hospital buildings, thereby providing separate accommodation for men who are hospital patients in a building so situated and constructed as to make possible in the event of fire the removal of all patients in a matter of minutes.

In addition to a nurses' home, with accommodations for eight nurses, a survey of the fire conditions has been conducted during the year and $108,000 has been appropriated for the installation of fire alarm system and equipment, including new submarine cable and a heating plant.

OVERSEEING THE POOR DEPARTMENT.

For 129 years it has been the custom for society in our city to discharge its obligations to dependent widows with flowers and platiudes, and, until 1914, the customary custom obtained, upon the death of a sound hearted destitute, to place the children in a foundling asylum. From the foundling asylum it was customary to found one's children, and in order that those persons adopting the child might not be disturbed, or, as they termed it, "pestered," by visits from the mother of the child, the inhuman practice has been common of refusing to permit the mother to visit her children, and as a result boys and girls groaned under the want of womanhood and never had an opportunity of relieving the heartaches of sorrow-laden mothers. Protests from those persons best able to bear the burden which has been borne by the Mothers' Aid Act were general, but, despite the protests the bill became law in 1914.

In the city the sum of $50,000; in 1914, the sum of $299,000, and in 1916 the sum of $324,000, was expended under this act by the city.

To the casual observer this appears a tremendous sum, but to the thoughtful and to the wise who realize that, through this expenditure, poverty and suffering and the source of many of our social evils may be afforded opportunity for thorough examination and advice as to bodily care.

The splendid work performed under the direction of the Police Department and the District Attorney has been in large measure supplemented by the inspection and the prompt action of the Fire Department.

During the past year a department school for officers has been established, with daily sessions, and a lecture course in matting. The Fire Department conducted, as a result of which a better opportunity is afforded for securing more intimate knowledge as the best methods of fighting fires.

The high pressure system, the installation of which has been a subject of discussion for twenty years, and upon which work has been performed during the past five years, is now completed at the earliest possible date, and it is my sincere desire that the mains already laid be connected and the high pressure fire station be constructed during the present year.

The pulmotors and Draeger smoke helmets which have been added to the equipment of the department are rapidly proving their worth in the reduction of loss of life and property.

During 1916, 7,800 feet of duct was laid, and approximately 50,000 feet of lead cable purchased, which is now being installed and resulted in the removal of many miles of overhead wire.

The year 1916 has been notable for the substitution of motor-driven vehicles for those formerly drawn by horses, the following changes having been made:

- Engine 28, Centre street, Jamaica Plain, was equipped with a two-wheel motor-driven tractor.
- A combination chemical engine, hose wagon and gasoline pumping engine was placed in service with Engine Company 4, Centre street, Roxbury, replacing a steam fire engine and a hose wagon and doing away with the service of live horses.

A steam fire engine was equipped with a two-wheel motor-driven tractor, to be used as a relief engine.

A two-wheel motor-driven tractor was attached to old Ladder 9, the same to be used as a relief truck.

A 35-ton motor-driven wrecker and emergency equipment has been placed in service and located at the Headquarters Building, Bristol street. This machine is fitted with a power winch capable of lifting 5 tons. The truck is fitted with jack, blocks and tools such as are required in emergency work and has already proven its worth.

A two-wheel motor-driven tractor has been installed on a spare water tower and this tower will be located at East Boston to serve that isolated section of
the city in case the services of a water tower are required. Owing to their size, this department has experienced in the past a great amount of difficulty in sending water towers to East Boston, and the installation of this tower will overcome the delays experienced in the past due to ferry service, and provide a valuable addition to the fire-fighting machinery in the island section.

One motor-driven combination chemical engine and hose wagon and four motor-driven hose wagons, with chemical tanks, have been ordered, and part of the shipment has already arrived and upon acceptance will be assigned for service in companies which have already been partially motorized.

A tractor-driven steam fire engine and a motor-driven combination hose wagon and engine have been installed in the remodeled quarters of Engine Company 33, Boylston and Hereford streets, serving the Back Bay and the Fenway sections of the city.

A two-wheel motor-driven tractor is being attached to Ladder 6, and it will be installed with the same as River and Temple streets, Dorchester Lower Mills.

A triple combination chemical engine, hose wagon and pumping engine has been ordered for Engine 19, Norfolk street, Dorchester, and the delivery of this engine will add greatly to the fire protection of Mattapan, Wellington Hill and Hyde Park.

Motor-driven fire apparatus is no longer an experiment and is today a recognized necessity, and if we are to keep abreast of American cities in the matter of fire fighting, a more liberal policy is essential. The completion of the Fire Department means greater efficiency, less loss and less expense, and while the progress made in the last three years has been commendable it has nevertheless been some time coming, and the conditions warrant a more courageous and aggressive policy with reference to motor fire apparatus, while a compliance with the building laws will render necessary extensive and expensive alterations in many fire houses.

Engine House 14, Centre street, Roxbury, has been rebuilt, thoroughly remodeled and equipped with the latest motor apparatus. It is practically a new fire station. It is equipped with the most modern fire-fighting apparatus, and gives to this section of the city everything to be desired in up-to-date apparatus, and for fire fighting to quarters that are conducive to the health and comfort of the men.

Ladder 4, Dudley street, Roxbury, has also been rebuilt and thoroughly remodeled for the installation of apparatus, and every detail carried out in Engine House 14 has been adopted at Ladder 4, and the station equipped with an aerial ladder truck and motor-driven combination chemical engine. The installation of the latter piece of apparatus in the house of Ladder 4 and the transfer of Chemical Company 10 from Eastis street to Dudley street will result in a great saving of time and money, and the wisdom of the expenditure of some $72,000 for permanent and sanitary paving is as apparent as is the necessity for its extension and improvement between Massachusetts avenue and Dudley street.

The necessity for substituting permanent paving for macadam roads throughout the park system presents a problem which the solution of which should be a matter of the utmost importance. It has been estimated by the Park and Recreation Department that permanent paving from the Newton line to Charlestown East would cost approximately $100,000. An inspection of the fact that this would result in the completion of an important radial highway connecting two important centers in addition to the discontinuance of a recognized through street of the present roadways, I commend it to your consideration.

During the year 1916 the Foretop Forest Department, Park, representing an expenditure of about $160,000, has been completed, while an appropriation of $200,000 has been made available for the establishment of a public park within the area bounded by Sylvan, Stillman, Cross and Endicott streets.

The Ward 19, Roxbury, playground, representing a total investment of $300,000, is rapidly approaching completion. The ground at Dorchester, representing a total expenditure of approximately $200,000, will be completed early in June.

The contract has been awarded, and work on the laying out of Parker Hill Reservoir property as a playground for mothers and children in order that in the event of war it may be used as an orthopedic hospital. This work will represent an expenditure of $25,000 and the specifications are now drawn and will shortly be advertised.

Necessary improvements at the Carolina Avenue Playground, Jamaica Plain, for which an appropriation of $12,000 has been made, are now rapidly approaching completion, while the concrete grandstand and seawall at the North End Park, for which $25,000 has been appropriated, will be completed in the early summer.

In response to the demand of the Hyde Park section, draining and grading are now in progress at the Smith's Pond Playground, which should be completed this year, while the Street Commissioners are now engaged in making takings for the Dorchester Center Playground at a cost of $20,000 additional.

The establishment of a convenience station on Boston Common, and a park at the aquarium grounds, South Boston, with a roadway connecting the Strandway and Farragut road, and the rebuilding of a wall at the Back Bay Boulevards, represent in part the activities of this department during the year that has closed.

It is my earnest desire that the broad and generous policy with reference to park improvements maintained during the past year be continued, and I commend to your consideration the completion of the Ripley Playground at Dorchester, at a cost of $20,000, the completion of the "Green" at Jamaica Plain, and the improvement of the following playgrounds:

Tenean Beach Playground...$8,600.00
Eagle Hill Reservoir, East Boston...$8,000.00
Rosindale Playground...$20,000.00
Billings Field...$20,000.00
Smith Point Playground...$25,000.00
Rogers Park Playground...$25,025.00
Norfolk Street Playground...$14,250.00
Dorchester...$12,550.00
Cottage Street Playground, East Boston...$5,700.00
Tyler Street Playground, city proper...$3,450.00
Maynard Street Playground...$4,500.00
William Estis Playground...$1,850.00

I believe it but proper to state that in many cases sites have been procured for playgrounds, and either a limited attempt
or no attempt at all has been made to develop them in such manner as to fully serve public requirements.

**STREET LAYING-OUT DEPARTMENT.** During the past year the Street Laying-Out Department has undertaken street improvements of lasting benefit to the city, while much of this work was local in character, yet several street improvements were authorized which, when completed, will be of general public benefit.

From the standpoint of money expenditure the largest single undertaking of the Board was the widening of Hyde Park Avenue, in Hyde Park, this avenue being the main artery of travel to and from that district.

Long before Hyde Park became a part of the municipal corporation of Boston, the widening of this avenue was a subject of vigorous and industrious agitation both in the town and in the Legislature. Every effort failed then, presumably because the cost was thought to be too great for the financial resources of the Corporation in its pioneering and progressive time. But now, the agitation was greater than before, the citizens of Hyde Park are enjoying a much reduced, but better, all-round municipal service, and the benefit of this highway improvement will now be borne by the entire city.

A better development of Hyde Park is promised by the construction of this avenue, if a double line of car tracks is laid in the avenue, the people of the district are now seeing, and the board of development that the city may hope to be realized, the entire cost of $397,000, and was urged in the interest of a large territory that shows promise of rapid and substantial growth.

The people who have been urging this improvement all agree that for the most part the people who will have to secure better street car service, and it is promised to them as soon as this work is completed, as well.

A large section of Dorchester has for years been asking for the completion of the widening of Norfolk Street. This improvement has been ordered at an estimated cost of $125,000. It has been urged beneficent from the standpoint of transportation and real estate development.

Perhaps the most beneficial general public improvement ordered during the year is the widening of Charlestown, between City Square and Bunker Hill Street, at an estimated cost of $450,000. A loan of $100,000 was authorized during the past year to start this improvement. An ordnance to widen the street, between City Square and Foss street, was all that could be done, and the appropriation available, has been approved.

This is an improvement in the interest of business and of frontal development which might well have been made at time during the past twenty-five years, but that time has come to time during this period, but for one reason or another it was laid aside until Charlestown people almost gave it up as a useless effort.

There has been considerable development recently along the waterfront of Medford Town, which means more traffic and a greater use of Chelsea street, and there is no doubt but that a wider thoroughfare will help in the further development of the waterfront. In addition it will be of benefit to the large number of people who use the street and the property owners, as it will remove the cause of the vexations delays which they now suffer.

The widening of buildings at the corner of Washington and Dover streets presented an opportunity to improve traffic conditions at that point without great cost to the city. Since the erection of the elevated railway at this corner, pedestrian traffic was greatly impeded because of the stairways leading to the station being placed in the sidewalks. On the northeast corner of Dover street, the widening between the elevated stairway and the buildings was but four feet wide. It is a busy corner, and the pedestrians are used to finding their way about a strip of yard about five feet wide was authorized in giving ample sidewalk room, and this improvement was made at a cost of less than $35,000, which would add to the advantage of building damages to be paid for in a new building.

An improvement of a like nature was made on Kneeland street, advantage being taken of the removal of buildings to make the street 50 feet wide, between Harrison and River streets, which was but 40 feet wide.

A territory is rapidly changing from dwellings to wholesale business buildings and a street 40 feet wide has a heavy traffic and in this addition the widening helps to make the street of a uniform width, being 50 feet for the greater part.

Also, this, you will appreciate, is piece meal development is subject to criticism, but it would, however, be of great loss to those who would have otherwise been able to allow new buildings to be erected on the old lines of the city, is thus retaining for an indefinite period the improvement of these very necessary improvements.

For the next year the Board of Street Commissioners could very well suggest further improvements which would cost many millions of dollars; it recognizes, however, the financial limitations of the city, and the need of improvements other than those of widenings and extensions. The Board has before it now in one form or another, suggestions for street improvements which will cost not less than twenty million dollars, some of which have been greatly in real estate development and in the extension of the retail shopping district, while others would give relief to the general traffic, but many of these suggestions are so extensive in nature that they will hard be ever be made within the city's debt limit.

Having in mind, however, what may be accomplished with a loan within the debt limit, the Board is of the opinion that the balance needed for the completion of the widening of Chelsea street, Charlestown, namely, $350,000, might be provided in a new building.

The completion of the widening of Chauncy street should be undertaken this year as the Board knows of no street improvement which will give quicker returns in increased taxable values. At Summer and Bedford streets, Chauncy street is 50 feet wide, while midway between these points the street is but 40 feet wide, and with the cutting of the projecting buildings and the making of the street of a uniform width of 20 feet, between Summer and Belfort streets, a new retail district is bound to develop.

This desirable end will be aided greatly by the fact that the Summer street and Beacon Square Subway will have a station in Chauncy street. The completion of this improvement, it is estimated, will cost about $150,000.

North Beacon street, Brighton, has been widened to make it easy to Market street, and the remainder should be completed as soon as possible. The necessity, however, for a new railroad bridge in connection with this improvement will make the widening considerable—about $250,000.

Another suggested Brighton improvement, one which would give satisfaction to a large number of people, and which would aid in the development of a large territory, is the widening of Fanueil street, some land for this widening has already been purchased to the city.

A considerable section of Dorchester is demanding the extension of Morton street to Piers square, and this improvement would go from Morton street to the South Channel, especially the summer traffic transferring it from the small residential streets where it is an annoyance and danger to children, and the extension would be of great benefit to real estate development in a section now hemmed in. This improvement, however, will cost about $150,000.

The total estimated cost of these improvements is $2,250,000. During the past three years this department has had $500,000 a year for highway improvements, the total amount of building operations during the past year is in excess of $34,000,000.

The year that has closed has been notable in that there has been no cessation in activity of enforcement of regulations with reference to the removal of structures constituting a menace to public safety, and during the year there has been a number of structures have been razed, or a total of 1,014, 1 of 1,800 buildings. The removal of these structures, unsightly and an injury to adjoining realty as well as a health and fire menace, cannot be measured in dollars, yet the estimated value, even in their dilapidated condition, was in excess of $21,000, and all have been removed at an expense to the city of less than $500.

**BUILDING DEPARTMENT.** Despite the opinion prevailing in many circles that the building laws have been too rigid since 1905, and that applications for permits to construct and alter after first, second, and third class buildings for in excess of any year in the history of the city, the total amount of building operations during the past year is in excess of $34,000,000.

The year that has closed has been notable in that there has been no cessation in activity of enforcement of regulations with reference to the removal of structures constituting a menace to public safety, and during the year there has been a number of structures have been razed, or a total of 1,014, 1 of 1,800 buildings. The removal of these structures, unsightly and an injury to adjoining realty as well as a health and fire menace, cannot be measured in dollars, yet the estimated value, even in their dilapidated condition, was in excess of $21,000, and all have been removed at an expense to the city of less than $500.
In the opinion of the Building Commissioner, the most necessary work confronting the city at the present time is the enactment of a bill, at present pending before the Legislature, authorizing the city to erect within which no building shall be erected or alterations made in excess of 25 percent, unless the building be of first-class construction. This is best appreciated when we realize that no first class construction area at present exists in Boston, and that the possibility of conflagration must continue, because of the excessive height of the first-class construction buildings in the business district, until such time as a first class construction area has been established.

The increase in the number of accidents and deaths in connection with elevator operation and use has been such as to render necessary a larger elevator inspection force, and I have requested the Building Commissioner to supply a sufficient number of buildings equipped being 261, and the estimated cost of the work performed being $540,000.

PUBLIC WORKS DEPARTMENT

The most important work accomplished during 1916 in the Public Works Department has unquestionably been the adoption of definite types of paving in highway construction. It appears incredible, but it is nevertheless true, that until 1916 a definite program on street construction had never been determined upon, with the result that public confidence in the capacity of the Paving Division of the Public Works Department had been so shattered as to render it impossible to secure the necessary appropriations with which to make the streets suitable for public travel.

A conference of experts, consisting of the leading authorities of Massachusetts in the matter of street construction, met and determined upon various types of permanent paving and the program as recommended by them has been adopted. It is true that plans have been formulated which, if adhered to, will ultimately result in making the streets of our city as attractive as those to be found in any of the older cities of America.

It will be necessary, however, to reduce the unit quantities of work so that they shall not exceed $100,000, stipulating in the contracts for the completion of the work in seventy days; otherwise, we shall be confronted with a condition in future years similar to that which has obtained in the last year, in which the amount of unfinished work at the end of the year was greater than the amount that had been finished during the season.

The tractor of railroad and steamship freight represents about 20 per cent of the total tonnage traffic. It is impossible to assume that, until such time as a belt line terminal has been established between the two railroad lines, this will continue. Under the circumstances, as pointed out above, it is important that all through-fares between the two railroad stations, North and South, be constructed with a durable, sanitary surface, with concrete base, and that permanent construction continue from the center established in 1916.

The importance of consolidating the at present divided activities of the Public Works Department, with a view to the reduction of overhead charges in supervision and maintenance, has received earnest consideration during the year, and the recommendations now under consideration, as a result of the investigations of the enforcing force, when adopted, should represent a considerable saving to the city.

The extent and area of macadam and Telford roadways is so great, being approximated 3500 miles of roadway, that it is desirable to adopt the least expensive of durable, sanitary paving, and, with this object in view, during the year 1916, extensive work on the Macadam and Telford roadways has been conducted in the construction of concrete roadways with such satisfactory results as to justify a continuance.

The importance of an adequate water supply to the city is so obvious that no report of work accomplished during the past year in providing added protection to all sections of the city.

The water main in the various districts, due to street development and building operations called for the laying of:

- 6,800 feet of 8 to 16 inch pipe, inclusive, city proper.
- 5,900 feet of 8 to 12 inch pipe, inclusive, Roxbury.
- 21,800 feet of 8 to 12 inch pipe, inclusive, Dorchester.
- 20,700 feet of 8 to 12 inch pipe, inclusive, West Roxbury.
- 5,700 feet of 8 to 12 inch pipe, inclusive, Hyde Park.
- 7,000 feet of 8 to 12 inch pipe, inclusive, Brighton.
- 1,400 feet of 8 to 12 inch pipe, inclusive, South Boston.
- 1,150 feet of 8 to 12 inch pipe, inclusive, East Boston.

70,150 feet or 13.3 miles of pipe extension.

The 6,800 linear feet of pipe laid in the city proper was occasioned by the necessity of supplying the five pipes now being generally installed with a high service supply wherever possible in order to furnish adequate protection. On the 13.3 miles of pipe laid there have been installed 108 hydrants for fire protection. To improve and strengthen the fire protection in various districts 5,000 feet of 6-inch pipe have been replaced with 6-inch and 12-inch sizes in West Roxbury; 2,300 feet of 6-inch pipe have been replaced with 8-inch, 10-inch and 12-inch pipes in Roxbury; 7,000 feet of 6-inch pipe have been replaced with 10-inch and 12-inch pipe in the city proper, and 1,000 feet of 6-inch pipe have been replaced with 8-inch and 10-inch pipe in Dorchester. To improve the supply in the western section of East Boston, 3,960 linear feet of 21-inch pipe were laid from the end of the existing 24-inch pipe in Chelsea at Brooks Street, through Babson Street, loose, and Cottage Street to a point connecting with the present 12-inch pipe in Maverick Street. It is the intention to continue this pipe line to Marginal street in order to furnish an adequate supply to the valuable property along the waterfront, namely, the Boston & Albany terminal docks, Boston, Revere Beach & Lynn Railroad, Providence, dry goods, etc.

The most dangerous violation of the number of supply mains is the high service territory in the business district which is practically dependent upon one 42-inch high service main in Huntington Avenue and Boston Common. While it is true that there is a 20-inch high service main in Huntington Avenue, addition to the 42-inch high service main and one 20-inch high service main in Columbus Avenue, the combined capacity of both at the present time is not sufficient to properly supply and maintain the pressure in the high service district in case the 42-inch high service main is out of service. To remedy this condition and furnish additional capacity, the high service system in the business district during the year 1914-15 a 30-inch high service main was laid from the 36-inch main service main through Columbus Avenue, Harrison and Manchester streets to the South Station. At date, 2,000 linear feet of 30-inch pipe has been laid and the remaining 1,000 feet on Harrison Avenue, Curve street, Hudson and Kneeland streets to the South Station. At date, 2,000 linear feet of 30-inch pipe has been laid and the remaining 1,000 feet on Harrison Avenue, Curve street, Hudson and Kneeland streets to the South Station. At date, 2,000 linear feet of 30-inch pipe has been laid and the remaining 1,000 feet on Harrison Avenue, Curve street, Hudson and Kneeland streets to the South Station.

In the laying of the two high service pipe lines, branches have been set in same at various locations to furnish an adequate high service fire protection to the lumber districts in the South End and the City Hospital.

In addition to this work the department force has relocated and regulated practically 5,000 feet of pipe from 6-inch to 30-inch in diameter in South Boston, due to subway operations.

During the year the endeavor has been to care for all applications for main pipe laying immediately upon receipt of same, and by filling the main pipe petitions in thirty-five contracts, awarded at various times during the past year, every applicant for a service pipe that required main pipe extension has been taken care of.

The number of service pipes laid during the year was 1,898, of which 235 4-inch pipes were for sprinkler protection.

The completion of the pipe line in Harrison avenue in the spring will finish all the more important main pipe work contemplated with the exception of connecting the 20-inch high service pipe in Columbus street, between Dorchester avenue and Adams street, and the laying of a 36-inch high service main through Roxbury, connecting the 48-inch metropolitan high service main in Perkins street with the 42-inch high service main in Huntington avenue.

During the year 1917, in addition to the pipe extension, it is intended to relay at least a mile of pipe with 12-inch and 18-inch sizes to improve the fire protection. Owing to the great number of wooden frame houses in various sections of the city, there are places where the water supply should be improved. To keep step with the fire protection demands due to building operations, five miles of relaying with culvert sizes is the maximum length yearly that should be done.

The development of suburban property will call for the installation of 200 hydrants and mains where, at the present time, hydrants are spaced more than 300 feet apart. The installation of these hydrants will protect the Fire Department to work to greater advantage due to the larger number of hydrants and shorter lines of hose.
The rebuilding of the Neponset River Bridge during the year by the Metropolitan Park Commission will necessitate the laying of 40-inch main on this bridge crossing the channels by means of a siphon pipe under the channel.

Boston has long enjoyed the reputation of being the best lighted city in America and with a desire that this record be maintained, boulevard lamps have been installed on Canal street and at City square, Charlestown, during the year.

The $70,000 provision has been made for the location of 43 boulevard lamps on Meridian street, East Boston; 47 boulevard lamps on Columbia road, and 35 boulevard lamps on Hanover street, which will, in addition to providing increased illumination on these thoroughfares, should prove a material aid to business.

During the year 1916 the Street Cleaning Division has successfully adopted the flushing of streets with a view to the more complete removal of accumulations, and the results have proven so satisfactory as to warrant general adoption during the year 1917.

The thanks of the city are due the Clean-up Committee of Boston and the Press for the splendid cooperation extended in the work of keeping free from litter public thoroughfares. It will be necessary, however, to adopt a more stringent policy during the present year in order that the public may be induced to take better care in the matter of littering the highways and, with a view to enforcing reasonable consideration for the appearance of the city, a bill has been introduced making it a criminal offence to distribute newspapers or rubbish upon public thoroughfares.

The abandonment of the Chelsea Ferry will, in all probability, result in increased use by vehicles of the East Boston Ferry, and to your cooperation at an early date, the advisability of an appropriation sufficient to provide a ferryboat replacing the "D. D. Kelley," which has served for the past eight years and is today unsuitable for the heavy traffic it is obliged to accommodate.

The Summer Street Bridge disaster has rendered necessary increased expenditure on Street Light and Police Service for public protection, and fortunately these have largely been met from existing appropriations.

The health of the city is best protected through an adequate sewerage system and the work of the Sewer Division has been conducted on such an extensive scale during 1916 as to justify a statement covering the same.

South Boston.

Preparations of plans for awarding the contracts for sewer overflows in connection with the Standway improvement.

New system of sanitary and storm sewers in Dorchester avenue, from Reservoir square square in connection with the Dorchester Tunnel.

Extension of the D street overflow and the B and Seventh streets overflow into Fort Point channel on account of improvements made at New York, New Haven & Hartford Railroad.

Roxbury.

New sewers in Amory street, Tremont entrance, Alley 914 and Gainsborough street. Brookline avenue, from Jersey street to Audubon road, and Burlington avenue built for the rapid development of the automobile business in this vicinity.

New tide-gate chamber on Muddy river conduit in Dorfield street for the protection and rectification of the sewerage system in this part of the Back Bay.

City Proper.

New system of sewers to replace the old wooden sewers have been built in Albany street, from Kneeland street to Northampton street, Canal street, Sudbury street, Charles street, Faneuil street, Line street, Clinton street and Harrison avenue.

New tide-gate chamber with overflow at Albany and East Dedham streets for the protection of the South End District.

West Roxbury.

The main channel of Stony brook has been completed to a point about 100 feet beyond Washington street, near Franklin place.

Surface drainage system completed in the Perham street, Dent street and Temple street districts.

A start has also been made on the main channel of the Roslindale brook, from Anawan avenue to Centre street.

Brighton.

Telford street outlet completed and plans made for the awarding of contract in North Beacon street.

East Boston.

Frankfort street and Neptune road laid out and completed.

Dorchester.

Main channel of Davenport brook completed from Codman street to Washington street to relieve the flooding conditions from Dorchester avenue to Morton street.

Main channel of Dorchester brook sewer relief and construction from Brookfield street to Quincy street.

Coleman street brook, built through Bowdon street, Hendry street and Coleman street, from Hancock to Quincy street, to abate the flooding frequent in this territory.

New England avenue and Bernard street, from Tailot avenue to Norfolk street, both the subject of relief and have been built to relieve flooding under the railroad bridge at Woodrow avenue.

Hyde Park.

New sewers built in Water street and Glenwood avenue and plans prepared for the rebuilding of the Business street and Barry street surface drain, from Mother brook to Cleveland street, to relieve the extensive flooding in this territory.

Calif Pasture Pumping Station.

Extensive improvements have been made, inside and outside, at this station, with the object of bringing it up to the highest standard of efficiency. This year the main improvements being the clearing out of the deposit sewers, the design of new valves for the reciprocating pumps, a thorough cleaning of all the apparatus in the steam plant, and a consistent effort made to reduce the coal consumption.

During the coming year it is the purpose of this service to clean out nearly every sewer in the city and flush them with fresh water as soon as this cleaning is done. It is also the intention to clean every sewer in the older part of the city and by additional flushing place these sewers in proper sanitary condition. It is also the intention to build sanitary sewers in every street in which petitioners have requested the same, and if possible, to have every house connected with a sanitary sewerage system.

An effort is to be made to rebuild many of the old wooden sewers in the older part of the city and replace them with modern reinforced concrete sewers. A start will also be made on the covering in of several of the important brook channels such as the Roslindale main brook, Shepard brook in Brighton, Business and Barry street brooks in Hyde Park, and Oakland brook, Dorchester.

Passenger Transportation Problem.

The passenger transportation problem, which has been of necessity for discussion and the quality of which has been subjected to criticism and condemnation for many years, despite new and capable management, does not improve to the extent that the public has expected.

If the present financial condition in which the New York, New Haven & Hartford Railroad Company, the Bay State Rapid Transit Company and the Boston Elevated Railway Company find themselves represented isolated rather than general, the situation is quite clear. It is impossible to make this direct charge against these three systems without in dictating the officials of nearly every steam and street railroad operation in the United States. The railroads, street and steam, to a large degree have consciously or otherwise become vast owners of real estate, a majority of which does not net sufficient return to meet the taxes levied thereon by the city and towns where the roads operate, and this condition calls for immediate remedy. However, to compel a sacrifice would prove disastrous to the gradual development that so much of the excess reality should be demanded by the Public Service Commission.

The increase of all materials required in roadbuilding, including wagons and taxation, during the past twenty years has been tremendous, while freight and passenger charges have not changed materially.

The problem of better street railway passenger transportation has become so acute, owing to the overcrowding of cars to the point of impropriety, that a special commission appointed by his Excellency the Governor has been considering the subject during the past year.

I appeared as Mayor of the city before that special commission on the question of special taxation, namely a 6-cent fare. Rapid transit, in which the City of Boston today has an investment of $36,750,700, of which $29,040,000 has been made available during the past three years of service as Mayor, has been as beneficial to those who do not use the street railway cars as it has been to those who do use them, and it would be impossible to see how else the entire burden of relief be borne by the car riders alone. At the hearing before the special commission considering the transportation question, I made the following statement:

"The community cannot, without blind ing itself to its own interests in progressive community effort, accept the present state of the matter as the final one. We cannot stand still; neither in justice to ourselves or to posterity. We must go forward in the execution of any well conceived plan and if by any way the laborer successful in his work to the factory, the business man to his store, the professional man to his office, and bring them back more quickly to their homes than is possible now under existing means of transportation. By such efforts we can improve our business, develop our waste spaces, increase our taxable values, augment the public revenues, and add to the comfort of the
people, and knit the various parts of this community into a more compact social and industrial organism.

"If you want the company must be helped in order to execute a program of such benefit to the public you must determine the way in which aid shall be given. If it is granted through legis-

lative action, it is the public which must in the last analysis furnish it. The company can give the public Nothing except what the public pays for. It has not inherited the property and the public must furnish the operating revenue of the company through fares for transportation. Whether the public shall hereafter give more revenue to the company in the form of increased fares or the public permits the company to increase the fares operating revenue retaining a larger portion of such revenue through the medium of reduced rates, the gain to the company in either case must be at the expense of the public."

I appreciate that considerable time may elapse before the recommendations of the special commission are accepted and adopted, and pending their acceptance and adoption it is my purpose to submit to your honorable body a resolution which I trust you will support which may furnish some small measure of relief to a long-suffering public.

The resolution I propose is addressed to the Public Service Commission demanding that the New York, New Haven & Hartford Railroad Company be required to establish at once fifteen-minute passenger service on the Shawmut Branch and Midland Division, in order that the great Dorchester section, which suffers most as a result of the least passenger relief; also that the Boston Elevated Railway Company be required to provide additional car service on all surface lines.

I realize that the adoption of these recommendations as the one I have made does not meet the situation, but I nevertheless believe that the answer may be from the railroads that they cannot be complied with because of lack of funds. In that alternative there remains apparently but one course open: The street and steam railroad companies operating through Boston derive the right conduct as a charter granted to them by the state, and the roads must supply adequate passenger transportation themselves, or it becomes the duty of the public to establish and operation of the street and steam railroads in the state.

FINANCES.

During the past three years large sums have been expended for municipal improvements, and loans authorized but not issued represent today $1,189,800 against loans authorized but not issued January 31, 1914, of $3,774,500, yet, despite this extraordinary reduction in authorized loans, the net city debt during the three years shows an actual decrease of $805,467.71.

The net debt, namely, city stock, city debt, county debt and water debt, discloses a more abnormal condition when we consider the abnormal state of public affairs during the past three years. Despite increased demands for charities, hospitals and correctional institutions during the three years I have served as Mayor, the net city stock has been reduced $1,496,533.50; the net county debt has been reduced $765,227, and the net water debt has been reduced $148,186.58, or a total reduction in the net debt of the city of $2,319,967.08 during the past three years.

In consideration of the net debt situation from the per capita standpoint as of January 31, 1907, and January 31, 1917, and the population as set forth in the census of 1900 and 1910, respectively, our financial progress is sound and in the right direction.
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways, Making of, assessments</td>
<td>$1,129,704 77</td>
</tr>
<tr>
<td>Premium on loans</td>
<td>$1,727,070 42</td>
</tr>
<tr>
<td>Total redemption means January 31, 1917</td>
<td>$4,385,686 88</td>
</tr>
<tr>
<td>Net funded debt January 31, 1917</td>
<td>$84,543,194 14</td>
</tr>
<tr>
<td>City debt.</td>
<td>$88,850,221 00</td>
</tr>
<tr>
<td>County debt.</td>
<td>$1,727,500 02</td>
</tr>
<tr>
<td>Water debt.</td>
<td>$2,147,450 00</td>
</tr>
<tr>
<td>Rapid Transit debt.</td>
<td>$30,850,220 02</td>
</tr>
<tr>
<td>Gross Debt.</td>
<td>$35,640,744 74</td>
</tr>
<tr>
<td>Sinking Funds, etc.</td>
<td>$1,727,500 91</td>
</tr>
<tr>
<td>Net Debt.</td>
<td>$33,913,244 11</td>
</tr>
<tr>
<td>Rapid Transit debt.</td>
<td>$33,705,700 00</td>
</tr>
<tr>
<td>$128,428,851 02</td>
<td>$43,965,686 88</td>
</tr>
</tbody>
</table>

* Includes $442,000.02 issued by the Commonwealth under chapter 534 of the Acts of 1906.

### Gross Funded Debt

<table>
<thead>
<tr>
<th>Date</th>
<th>City Debt</th>
<th>County Debt</th>
<th>Water Debt</th>
<th>Rapid Transit Debt</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1917</td>
<td>$88,850,221</td>
<td>$3,727,500</td>
<td>$2,147,450</td>
<td>$33,708,700</td>
<td>$128,428,881</td>
</tr>
<tr>
<td>January 31, 1916</td>
<td>$80,460,381</td>
<td>$3,723,900</td>
<td>$2,304,050</td>
<td>$31,906,700</td>
<td>$127,309,097</td>
</tr>
<tr>
<td>Increase</td>
<td>$801,150</td>
<td>$3,333 34</td>
<td>$147,500</td>
<td>$1,802,000</td>
<td>$1,044,183 34</td>
</tr>
</tbody>
</table>

* Decrease.

### Net Funded Debt

<table>
<thead>
<tr>
<th>Date</th>
<th>City Debt</th>
<th>County Debt</th>
<th>Water Debt</th>
<th>Rapid Transit Debt</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1917</td>
<td>$33,214,516</td>
<td>$1,775,444</td>
<td>$384,000</td>
<td>$29,169,233</td>
<td>$84,543,194 14</td>
</tr>
<tr>
<td>January 31, 1916</td>
<td>$54,017,983</td>
<td>$1,876,780</td>
<td>409,000</td>
<td>$28,127,713</td>
<td>$84,422,478 63</td>
</tr>
<tr>
<td>Increase</td>
<td>$800,467 71</td>
<td>*$101,136 72</td>
<td>$190,000</td>
<td>$1,041,519</td>
<td>$120,715 51</td>
</tr>
</tbody>
</table>

* Decrease.

### Gross Funded Debt

<table>
<thead>
<tr>
<th>Date</th>
<th>City Debt</th>
<th>County Debt</th>
<th>Water Debt</th>
<th>Rapid Transit Debt</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1917</td>
<td>$88,850,221</td>
<td>$3,727,500</td>
<td>$2,147,450</td>
<td>$33,708,700</td>
<td>$128,428,881</td>
</tr>
<tr>
<td>January 31, 1914</td>
<td>$89,553,431</td>
<td>$3,796,900</td>
<td>2,486,400</td>
<td>$34,685,700</td>
<td>$129,525,881</td>
</tr>
<tr>
<td>Increase</td>
<td>$898,200</td>
<td>*$71,499 99</td>
<td>$330,000</td>
<td>$5,022,200</td>
<td>$7,913,300 01</td>
</tr>
</tbody>
</table>

* Decrease.

### Net Funded Debt

<table>
<thead>
<tr>
<th>Date</th>
<th>City Debt</th>
<th>County Debt</th>
<th>Water Debt</th>
<th>Rapid Transit Debt</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1917</td>
<td>$53,214,516</td>
<td>$1,775,444</td>
<td>$384,000</td>
<td>$29,169,233</td>
<td>$84,543,194 14</td>
</tr>
<tr>
<td>January 31, 1914</td>
<td>$64,711,090</td>
<td>$2,150,671</td>
<td>532,186</td>
<td>$21,567,442</td>
<td>$78,901,700 21</td>
</tr>
<tr>
<td>Increase</td>
<td>$1,496,553 56</td>
<td>*$375,227 00</td>
<td>$143,186 58</td>
<td>$7,691,791 01</td>
<td>$5,581,823 93</td>
</tr>
</tbody>
</table>

* Decrease.

### Loans Authorized, but not Issued

<table>
<thead>
<tr>
<th>Date</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1914</td>
<td>$3,774,500 00</td>
</tr>
<tr>
<td>January 31, 1917</td>
<td>$1,189,000 00</td>
</tr>
</tbody>
</table>

Decrease... $2,385,500 00

### Loans Authorized, but not Issued

<table>
<thead>
<tr>
<th>Date</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 31, 1905</td>
<td>$1,840,200 00</td>
</tr>
<tr>
<td>January 31, 1906</td>
<td>2,125,000 00</td>
</tr>
<tr>
<td>January 31, 1907</td>
<td>1,018,000 00</td>
</tr>
<tr>
<td>January 31, 1908</td>
<td>2,153,000 00</td>
</tr>
<tr>
<td>January 31, 1909</td>
<td>2,053,000 00</td>
</tr>
<tr>
<td>January 31, 1910</td>
<td>1,224,000 00</td>
</tr>
<tr>
<td>January 31, 1911</td>
<td>1,076,000 00</td>
</tr>
<tr>
<td>January 31, 1912</td>
<td>2,431,500 00</td>
</tr>
<tr>
<td>January 31, 1913</td>
<td>2,028,000 00</td>
</tr>
<tr>
<td>January 31, 1914</td>
<td>3,774,000 00</td>
</tr>
<tr>
<td>January 31, 1915</td>
<td>2,325,000 00</td>
</tr>
<tr>
<td>January 31, 1916</td>
<td>2,034,500 00</td>
</tr>
<tr>
<td>January 31, 1917</td>
<td>1,180,000 00</td>
</tr>
</tbody>
</table>
THE THREE GREATEST EVILS THAT MENACE FREE AMERICA ARE DISEASE, POVERTY AND CRIME, AND HOW CLOSELY THE TWO LATTER ARE ASSOCIATED WITH, AND DEPENDENT UPON THE FORMER MUST BE. WHEN YOU REALIZE THAT ALL MEN, WOMEN AND CHILDREN, ENGAGED IN INDUSTRY ARE ILL ON AN AVERAGE OF NINE DAYS EACH YEAR, AND THAT THE TOTAL EXPENDITURE FOR MEDICAL AND SURGICAL ATTENDANCE, COUPLED WITH THE LOSS OF EMPLOYMENT IS IN EXCESS OF $1,000,000,000.

IT IS CLEARLY THE DUTY OF A MUNICIPALITY TO PROVIDE MEDICAL AND SURGICAL TREATMENT TO ALL PERSONS REQUIRING SAME, AND SINCE THE AVERAGE INDIVIDUAL IS DEPENDENT FOR EXISTENCE, SOLELY, UPON BODILY HEALTH, IT IS IMPORTANT THAT HE CONTINUE TO RECEIVE MEDICAL AND SURGICAL
CARE AND SUPERVISION UNTIL SUCH TIME AS HE IS ABLE TO_ASSUME HIS CUSTOMARY DUTIES.

IT IS ONLY WITHIN RECENT YEARS THAT THE JUST RECOGNITION OF THE OBLIGATION ON THE STATE OWES THE PEOPLE HAS BEEN MANIFEST.

AS A RESULT OF INADEQUATE ACCOMMODATIONS, MEN AND WOMEN HAVE BEEN DISCHARGED, WITH THEIR CONDITION BUT SLIGHTLY IMPROVED, IN ORDER THAT WARD BEDS OCCUPIED BY THEM, BE MADE AVAILABLE FOR OTHER SUFFERERS, WITH THE RESULT, THAT LEFT TO THEIR OWN RESOURCES, AND THE COLD CHARITY OF FRIENDS, BECAUSE OF MEDICAL OR SURGICAL NEGLECT AFTER LEAVING THE HOSPITAL, PHYSICAL DISABILITY HAS RESULTED IN MAKING THEM PERMANENT PUBLIC CHARGES.

THE MOST ASTONISHING FEATURE IN CONNECTION WITH THE CONSIDERATION OF THE SUBJECT OF POVERTY, DISEASE AND CRIME, HAS BEEN THE ABSOLUTE DISREGARD IN AMERICA
PRIOR TO JANUARY 1ST OF THE PRESENT YEAR, OF THE HUMAN EQUATION.

IN THE MAD DESIRE FOR THE ACCUMULATION OF WEALTH, AND THE INCREASE OF DIVIDENDS, INDUSTRY HAS ANNUALLY CONSUMED ITS QUOTA OF BOYS AND GIRLS, SENDING THEM FORTH, ON ARRIVAL AT WOMANHOOD AND MANHOOD ESTATE, STUNTED MENTALLY AND PHYSICALLY, A BURDEN TO THEMSELVES, IN LARGE PART, AND A MENACE TO THE COMMUNITY.

THE MOST FORWARD STEP SINCE THE DECLARATION OF INDEPENDENCE, WAS THE PASSAGE OF THE "CHILD LABOR BILL" ON JANUARY FIRST 1917, WHICH RELEASED FROM THE PEONAGE OF FACTORY, MINE, QUARRY, AND CANNERY, TWO MILLION GIRLS AND BOYS, SIXTEEN YEARS OF AGE AND UNDER, MANY OF WHOM, FOR THE FIRST TIME IN YEARS, WERE PERMITTED TO BASK IN GOD'S SUNSHINE AND BREATHE PURE AIR.
More than one million of the two million children who have toiled in the industries of America, were fourteen years of age and under, and some of them in the textile plants of the South and canning industries were between the ages of eight and ten years.

The law now, thank God, prohibits the employment of children in industries, and at least, an opportunity will be afforded to combat disease, poverty and crime, which was at the root of the evil.

In the school age to sixteen years, now, happily, in operation in a majority of the states of the Union, will afford an opportunity for the boys and girls, future men and women of America, to develop both mentally and physically.
PERSONALLY I BELIEVE, THAT THESE THREE EVILS ARE, IN A LARGE MEASURE, ECONOMIC, AND CAN BE RIGHTLY SOLVED, THROUGH A BROADER SPIRIT OF CHRISTIAN CHARITY, AND THROUGH THE PAYMENT OF A SUFFICIENT TO AVOID THE RISK OF WANT.

THE COMPIILATION OF WAGES PAID ADULT MALES IN THE UNITED STATES DURING THE YEAR 1813, DISCLOSED THE FACT, THAT SEVENTY-FIVE PER CENT OF ALL ADULT MALE WORKERS IN AMERICA WERE RECEIVING A YEARLY WAGE OF $600 OR LESS, AND THAT ONE IN EVERY TWELVE WHO DIED IN NEW YORK CITY, THE RICHEST CITY IN THE WORLD, DURING THE SAME YEAR, WERE EITHER INTERRED IN A PAUPER'S GRAVE, OR THEIR BODES SENT TO A MEDICAL OR SURGICAL INSTITUTION FOR DISSECTION.

DESPITE THESE FACTS, THERE APPEARS
A constant protest in certain quarters against the payment of a living wage, and were it not for the strength of labor organizations, in all probability, the more unwholesome standard of wages, productive of slums and disease, that were in evidence twenty-five years ago, would obtain today generally in America.

The productive source of all wealth in the nation, is the result of the labor of those who toil with both hands and brain, than those who labor with brains alone, and this being true, labor, of necessity, is entitled to its just portion of the profits resulting from its contribution of brain and muscle.

The most unwholesome indictment of our disregard for the welfare of our neighbor, is evidenced by the fact, that prior to 1915, or for a period of
150 YEARS, IT HAS BEEN CUSTOMARY IN AMERICA ON THE DEATH OF THE HEAD OF THE HOUSEHOLD, IN THE EVENT OF THE WIDOW BEING UNABLE TO PROVIDE FOR HER CHILDREN, TO SIEZE THE CHILDREN, PLACE THEM IN A FOUNDLING ASYLUM, AND FROM THE FOUNDLING ASYLUM, FAMII THEM OUT, SO TO SPEAK, TO SOME FAMILY, AND IN ORDER THAT THE FAMILY WITH WHOM THE CHILD OR CHILDREN HAVE BEEN PLACED MIGHT NOT BE DISTURBED, AS A CONSEQUENCE OF VISITS FROM THE MOTHER OF THE CHILDREN, A RULE WAS ADOPTED, AND IS STILL IN FORCE IN NEARLY EVERY CITY AND TOWN IN MASSACHUSETTS, AND I DARE SAY, IN AMERICA, UNDER WHICH THE TRUSTEES FOR CHILDREN ARE NOT ALLOWED TO FURNISH INFORMATION TO THE MOTHER AS TO WHERE HER CHILD OR CHILDREN HAVE BEEN PLACED.
THE TENACITY OF MOTHER-LOVE IS ALL-POWERFUL IN EVERY AGE, AND THAT THEIR LITTLE FLOCK MIGHT CONTINUE UNDER THEIR WATCHFUL AND LOVING SUPERVISION, THEY HAVE TOILED ON, AND ON, AND ON, UNTIL THROUGH SICKNESS, THEY WERE NO LONGER ABLE TO PROVIDE, AND THEN NO LONGER ABLE TO PROVIDE, THEIR CHILDREN TORN RUTHLESSLY FROM THEM.

DESPITE A COMMON SIGHT IN AMERICA FOR 130 YEARS WITNESSED BY ALL, A LONG LINE OF SERIOUS FACED WOMEN, GARBED IN SOMBRE BLACK, WITH BOWED HEAD AND BENT BODIES, WENDING THEIR WAY TO THE OFFICE BUILDINGS AND MERCANTILE ESTABLISHMENTS, LONG BEFORE THE SUN ROSE IN THE MORNING, IN ORDER THAT THEY MIGHT RETURN HOME IN SEASON TO CLOTHE, FEED, AND WASH THEIR CHILDREN, AND SEND THEM OFF TO SCHOOL.
IN THE EVENING THE SAME SAD SIGHT HAS AGAIN BEEN EVIDENCED, WHEN THE LITTLE ONES HAD BEEN TUCKED UN BED, THEY SILENTLY LEFT THE HOME, AND AGAIN TOOK UP THEIR LABORS.

IN 1913 THE COMMONWEALTH OF MASS. RECOGNIZED ITS OBLIGATION TO THE WIDOW BY THE ADOPTION OF THE MOTHER'S AID ACT, AND IN THAT YEAR BOSTON EXPENDED $50,000 UNDER ITS PROVISIONS.

THE EXPENDITURE UNDER THIS MOST HUMANE OF LAWS IN 1916 WAS $364,000. BUT AS A RESULT OF THIS EXPENDITURE, COMMITMENTS OF CHILDREN HAS DECREASED, AND TODAY NEARLY 1,400 MOTHERS ARE PERMITTED TO REAR THEIR OWN CHILDREN, A MOST PLEASING AND BENIGN DEPARTURE, SINCE THERE HAS NEVER BEEN ANY INSTITUTION CREATED BY MAN OF AS GREAT VALUE TO THE CHILD AS THE CHILD'S OWN MOTHER.
THE STAMINA OF FUTURE WOMAN AND
MANHOOD IN AMERICA IS DEPENDENT, IN
LARGE MEASURE, UPON THE HEALTH AND CARE
RECEIVED BY THE MOTHERS.

UNDER PRESENT CONDITIONS, AN IN-
CREASE IN THE FAMILY OF A LABORING MAN
REPRESENTS AN INDEBTEDNESS TO THE
PHYSICIAN OR SURGEON, THAT USUALLY RE-
QUIRES NOT LESS THAN SIX MONTHS TO DIS-
CHARGE, AND FAILURE TO EMPLOY A COMPETENT
PHYSICIAN INVARIABLY RESULTS IN SOME FORM
OF DISABILITY THAT TORTURES THE VICTIM
THROUGH LIFE.

IT IS AS IMPORTANT THAT THE MOTHER
SHOULD RECEIVE BOTH ADVICE AND CARE
PRIOR TO, AS THAT THEY SHOULD HAVE MEDI-
CAL AND SURGICAL SERVICE AT THE TIME
OF MATERNITY.
WITH THIS IDEA IN MIND, THE CITY OF BOSTON, ESTABLISHED LAST YEAR A MATERNITY WARD, WITH A PRE-NATAL CLINIC, AT WHICH THE PROSPECTIVE MOTHER MAY RECEIVE ADVICE PRIOR TO AND SUBSEQUENT GIVING TO/BIRTH, WITH SPECIAL ATTENTION ACCORDED MOTHERS WITH NURSING CHILDREN, ALTHOUGH IN THE MATERNITY WARD RECENTLY ESTABLISHED. IN ADDITION TO CARING FOR THE MOTHER, UNDER MOST IMPROVED CONDITIONS, A NURSERY HAS BEEN ESTABLISHED IN THE MATERNITY WARD, WHICH PERMITS THE CHILDREN TO BE CONSTANTLY NEAR THEIR MOTHERS, THEREBY, PROMOTING THE HEALTH OF BOTH MOTHER AND CHILD. DURING THE PAST YEAR A SOCIAL SERVICE DEPARTMENT HAS BEEN CREATED WITH A FOLLOW-UP SYSTEM OF VISITS TO THE HOME, WHERE ADVICE IS FURNISHED AS TO TREATMENT,
AND FOOD, AND PROVISIONS FOR TRANSPORTATION
WITHOUT EXPENSE TO THE INDIVIDUAL, AND THE
PROVIDING OF SUITABLE CLOTHING, WHERE
NECESSARY, should be established.

IT HAD BEEN THE CUSTOM FOR NEARLY A
QUARTER OF A CENTURY IN BOSTON, TO COMMIT
BOYS GUILTY OF TRUANCY TO AN INSTITUTION
KNOWN AS THE "PARENTAL SCHOOL", THE ANNUAL
COMMITTMENT BEING APPROXIMATELY 100.

UPON INVESTIGATION IT WAS FOUND
THAT MORE THAN FORTY PER CENT OF THE BOYS
COMMITTED FOR TRUANCY, AS A RESULT OF ENVIRONMENT AT THE PARENTAL SCHOOL, AND THE
ASSOCIATION WITH THEIR ELDES MORE VERSED,
IN MANY CASES, OF CRIMINAL INSTINCT,
ULTIMATELY TERMINATED THEIR CAREERS AT
CONCORD REFORMATORY OR STATE'S PRISON.

THE SCHOOL DEPT. OF BOSTON EXPENDS
ANNUALLY, APPROXIMATELY, $7,400,000 FOR
EDUCATIONAL PURPOSES. Yet this institution was permitted to exist, and these boys, to the number of 100, lost annually, society and a useful future.

Two years ago I presented a bill for the abolition of the parental school, recommending as a substitute, the adoption of a system of pre-vocational study in the public schools, and during the two years that this change has been in operation, it has been found necessary to commit but five boys, where formerly, forty times that number were committed in the same period.

It was discovered upon investigation, that the boy who disliked five hours each day of mathematics, history, and geography, was, if permitted to spend two hours daily at carpentry, machinist, or electrical work, outstripped his fellow pupils in the re-
MAINTAINING THREE HOURS IN HISTORY, MATHEMATICS
AND GEOGRAPHY, THAT, HERETOFORE, HAD BEEN
SO DISTASTEFUL TO HIM.

IN THIS CONNECTION, IT IS BUT FITTING
TO POINT OUT, THAT THE GREAT NEED OF
AMERICA TODAY, IS THE DEVELOPMENT OF VO-
CATIONAL EDUCATION.

TWENTY-FIVE YEARS AGO, EIGHTY-FIVE
PER CENT OF THE LABORING WORK IN GERMANY
WAS PERFORMED BY GERMANS, WHILE THREE YEARS
AGO, THE FIGURES WERE REVERSED, AND EIGHTY-
FIVE PER CENT OF THE LABORING WORK WAS PER-
FORMED BY OTHER THAN GERMANS.

THE CHANGE IN INCOME RESULTING FROM
THE EVOLUTION TO MECHANIC, OR PROFESSIONAL
MAN, FROM LABORING WORK, HAS IN A LARGE
MEASURE, BEEN RESPONSIBLE FOR THE RED-
UCTION IN POVERTY, DISEASE AND CRIME
IN GERMANY.

IT IS IMPERATIVE THAT THIS CHANGE
TAKE PLACE IN AMERICA, AS UNDER EXISTING
CONDITIONS, IT IS DAILY BECOMING MORE
DIFFICULT, ON THE WAGES OF THE LABORER,
TO RAISE FAMILIES, AND PROVIDE FOR THEM.
The American Nation owes an eternal debt of gratitude to the Benevolent and Protective Order of Elks for the splendid lesson of patriotism that today's Flag Day brings to every section of the world over which Old Glory waves.

The cornerstone of Elkdom is patriotism and the true Elk is that type of American who loves worthily, and who serves patriotically throughout the entire year. With him every day is Flag Day, and to us, as American citizens, cognizant of the patriotic service rendered by the Grand Army of the Republic both during and since the Civil War, it is gratifying to know that as the "Old Boys," we so endearingly call them, are passing to the Great Beyond, new, powerful and patriotic men whose numbers are yearly augmented by thousands are preparing to do the work so well done for the past fifty years by the Grand Army of the Republic, namely, to teach that in return for equality of opportunity, service and sacrifice to flag and country are essential.

The Continental Congress, one hundred and forty years ago through legislative enactment, accepted as the national emblem of the thirteen colonies the stars and stripes, which we endearingly term Old Glory. From that time to the present it has been the custom to place one additional star in the field of blue upon the admission of a new state, and the present flag is identical in every respect with the original, with the sole exception that in the original flag there were but thirteen stars representing the thirteen colonies, and in the present flag there are forty-eight, representing forty-eight states constituting the Union.

In the light of American history and American progress we have a realising sense that America has been destined by the Almighy to serve as the instrument for the consummation of His mystic, yet divine purpose. Our flag discloses the hopes, the aspirations and ideals of seventeen centuries' struggle and suffering on the part of humanity the world over, for the destruction of the theory of the "Divine Right of Kings to Rule" and the substitution of the "Doctrine of the Divine Right of Freedom in Man."

What a wonderful story our flag tells us on this, its one hundredth and fortieth birthday. It recalls not only the mighty heroes of the past, with whose achievements we are most familiar, but it brings vividly to our vision once more the women to whose unflinching courage and great patriotism the success of the movement for liberty was possible.

We can in imagination see the alignment of forces organized to crush Washington and his gallant little army—the soldiers of Great Britain, their hirelings, the Hessians, and the savage Indians—with scalping knives and tomahawks, hinging on the edge of the forest, ready to swoop down and consume his helpless task for a price. And through it all we find the wife or mother or daughter of the colonial soldier with fortitude and resignation doing her part to insure success of the movement for liberty. That flag thrilled the souls of the colonists with patriotic ardor and the courage that scorned death because of the sweet memory and treasured recollection of home, of wife, of mother and of children that it represented. Into that flag, with its stripes of white, and red, typifying courage of the defenders of liberty, with its stars on the field of blue representing the heroes above, Benjamin Ross and his associates shed tears and breathed a prayer with every thread.

It recalls to us the sorrow and suffering of the father of our country, who, kneeling beneath its folds at Valley Forge in 1778, when the cause of the colonists appeared hopeless, prayed daily for the success of the movement for liberty.

Under this flag assembled in the most critical hour of the Nation's life the regiments of our ally in the present war, the soldiers of France, aided by Admiral De Grasse, Rochambeau and Lafayette; through the aid rendered by France, courage was rekindled, determination was strengthened, victory was achieved, liberty was assured.

Thank God, in the present crisis, America, despite the lapse of 140 years, has not forgotten the service rendered by France, and in the present World War she returns a hundred-fold, men, money and food, that, despite the decimation of her people and the destruction of her cities, the world may still salute the unfailing remnant of the chivalrous Republic with the words: "Viva La France."

This flag, which waved in triumph over many a bloody field, has never, thank God, represented in aim or ideal any views in conflict with those held by the fathers and founders of American liberty. In defence of principles, courageous men followed it for four long, weary years under the leadership of the greatest American of the last century, and the most enduring figure of the centuries to come, in order that liberty and equality might be the common heritage of all men, and that the Union might be preserved, the Emancipator, Abraham Lincoln.

In 1898 the flag again floated over our men in uniforms of blue, who fought that wrongs might be righted, that injustice might be destroyed, and that the blessings of liberty might be the lot of the people of Cuba and the Philippine Islands. Cuba, perhaps the richest and fairest island in the world, yet, at the termination of the Spanish-American War, America was content to allow the people of these islands to enjoy the fruits of their labors and the blessings of free government, and unselfishly and devotedly aided in the establishment of the same without demanding either territory or money, and by this human sacrifice, increasing the love that all Americans have in common for the Old Flag.

In the present crisis, America takes her position with the same unselfish purpose
and adherence to principle that has characterized her action in every great movement from the beginning of our government. The aim and purpose of America have been clearly presented by the present great leader of our nation, the Honorable Woodrow Wilson.

It is inconceivable that the head of any government, familiar with the history of America, would invite our rights, murder our citizens and trample the flag in the mire without being required to make a full and complete accounting to the American nation. For more than two and one half years, with the leadership of a Washington with the statesmanship of a Jefferson and with the resignation and the sublime patience of a Lincoln, America has submitted to indignity until patience was rapidly ceasing to be a virtue and threatening to degenerate into a vice.

Strange to say, the patience of America was interpreted by the German government as cowardice, and after the lives of two hundred American men, women and children had been destroyed, the soul of America asserted itself, and the message to Congress on April 2 by President Wilson found a hearty and unanimous response from the hearts of more than one hundred million people in America. It is unfortunate that the blood-let of the German government is blind to the fact that America is a land that does not breed cowardice; that in the veins of American citizens flows the blood of the adventurous, the determined, the courageous, manhood and the pure womanhood of every land in the world; and now that America has dropped the pen and taken up the rifle it will not again revert to the pen until that pen has written the doom of monarchy and until that rifle has established government based on justice to supplant government founded on might and the brutality of force.

In every great crisis and nations alike are prone to error, but in the last analysis the judgment of the people, regardless of the press or leaders, is invariably sound. America, having dedicated her manhood, womanhood and treasure to the herculean task of establishing justice in the world, with no desire for loot, loot or financial gain, has the right to demand that all nations with whom she is allied shall do their full duty.

The American people favored the Declaration of War and supported President Wilson in his recommendation to Congress.

The American people favor dividing their food supply with the allied nations for democracy.

The American people, without protest or bloodshed, have enrolled to the number of ten million for conscription and universal service, the most essential adjunct to a broader and purer democracy.

The American people recognize that to win the war a tremendous sacrifice of the citizenship of America is imperative.

The American people, however, have the right to require that the same privilege enjoyed by the volunteer soldier of the allied nations of Europe be accorded the conscripted soldier of America, namely, intensive training under competent officers before being called to participate in battle.

The American people have the right to require and demand that all aliens eligible for military service, living in the United States, who have resided here for a longer period than a year, without making application for citizenship, be conscripted for service abroad, first.
ADDRESS AT SYMPHONY HALL. JUNE 17, 1917.

SPEECH OF HON. JAMES M. CURLEY
AT SYMPHONY HALL
SUNDAY JUNE 17TH, 1917.

I APPRECIATE, AS MAYOR OF BOSTON, THE CONFIDENCE IN ME, WHICH THE INVITATION OF YOUR ORGANIZATION TO PRESENT IRELAND'S CLAIM FOR JUSTICE AT THE BAR OF PUBLIC OPINION, CONVEYS.

THE HONOR IS DOUBLY GREAT, IN VIEW OF THE FACT, THAT I AM A NATIVE OF BOSTON, AND HAVE NEVER BEEN PRIVILEGED TO VISIT THE LAND OF SAINTS, SCHOLARS, AND MARTYRS — IRELAND.

AS AN AMERICAN I APPROACH THE SUBJECT WITHOUT HATRED OR PASSION, AND ACTUATED SOLELY BY THE DESIRE TO SERVE THE LAND OF MY BIRTH — AMERICA, AND DO MY PART AS AN HUMBLE CITIZEN TO MAINTAIN HER REPUTATION, FOR HONOR, RIGHTEOUSNESS, AND JUSTICE.

THE UNITED STATES OF AMERICA HAS NEVER DRAWN THE SWORD EXCEPT TO RIGHT WRONG, DESTROY INJUSTICE, AND MAKE THE WORLD BETTER
THROUGH THE SERVICE AND SACRIFICE SHE HAS RENDERED AS A NATION IN BEHALF OF HUMANITY.

IN 1776 AMERICA TOOK UP ARMS FOR THE DESTRUCTION OF THE THEORY THAT KINGS RULE BY DIVINE RIGHT, AND THE ONLY DIVINE RIGHT THAT SHOULD BE RECOGNIZED, WAS THE DIVINE RIGHT OF LIBERTY IN MAN.

FOR EIGHT LONG WEARY YEARS IN SUPPORT OF THIS PRINCIPLE COURAGEOUS MEN AND DEVOTED WOMEN MADE SUPREME SACRIFICE, AND THE FRUITS OF THEIR LABORS, IS THIS SPLENDID REPUBLIC, WHICH THROUGH ITS EXISTENCE HAS NEVER TURNED A DEAF EAR TO THE APPEAL OF SUFFERING HUMANITY IN ANY PORTION OF THE WORLD.

AMERICA'S POSITION IN THE PRESENT WORLD CONFLICT, NAMELY; THAT WAR IS BEING WAGED TO MAINTAIN THE RIGHTS OF SMALL NATIONS, IS AN IDEAL SUFFICIENTLY INSPIRING TO PROMPT MEN TO LAY DOWN THEIR LIVES FOR FLAG AND COUNTRY.

IT IS THE SAME SPLENDID CHARACTER OF IDEAL THAT GAVE TO THE WORLD THE EMANCIPATOR - ABRAHAM LINCOLN, AND TO THE BLACK MAN - LIBERTY AND EQUALITY.

IT IS THE SAME CHARACTER OF IDEAL THAT UNITED AMERICA, AT THE CALL OF THE MARTYRED PRESIDENT - MCKINLEY, IN FAVOR OF LIBERTY, TO THE PEOPLE OF OPPRESSED CUBA, AND THE PHILIPPINE ISLANDS.
IT IS AN APPEAL TO THE SOULS OF MEN WHICH, UNFORTUNATELY, THOSE OF IRISH BLOOD CANNOT ACCEPT AT FACE VALUE, UNTIL PROMISE HAS BEEN REALIZED THROUGH FULFILLMENT AND INDEPENDENCE GRANTED TO IRELAND.

THERE ARE WELL-MEANING PERSONS WHO WILL CONTENT THAT IT IS UN-AMERICAN TO DEMAND INDEPENDENCE FOR IRELAND AT THIS TIME, AND THAT OUR SOLE AIM SHOULD BE, THE RESTORATION OF INDEPENDENCE TO STRICKEN, OUTRAGED, DE-VASTED BELGIUM, AND WAR-ACCURSED, DISEASE-RIDDEN SERVIA. I CONFESSION THIS PROPOSITION I SHARE THE VIEW OF THE OLD NEGI CIDE IN VICTOR HUGO'S MASTERPIECE "LES MISERABLES", WHO SAID: "I WEEP WITH YOU FOR THE PRINCES MURDERED IN THE TOWER, BUT YOU WEEP WITH ME FOR THE CHILDREN OF THE PEOPLE; THEY HAVE SUFFERED LONGEST".

BELGIUM AND SERVIA HAVE SUFFERED LESS THAN THREE YEARS - IRELAND FOR MORE THAN SEVEN CENTURIES, AND DESPITE OPPRESSION, FAMINE, RAPE, AND SAVAGERY, STILL CLINGS TO THE IDEAL OF LIBERTY, WITH NEVER A THOUGHT OF RUBBING THE WHITE FLAG TO THE QUARTER IN TOKEN OF SURRENDER, UNTIL IRELAND TAKES HER PLACE AMONG THE NATIONS OF THE WORLD.

IT CONSISTS IN STIFLING TRADE THROUGH THE ENACTMENT OF LAWS PROHIBITING COMMERCE WITH OTHER COUNTRIES, THEN IRELAND HAS BEEN OPPRESSED. IF IT CONSISTS IN THE PROHIBITION OF THE TEACHING OF THE HISTORY, AND THE SINGING OF PATRIOTIC SONGS, THEN IRELAND HAS BEEN OPPRESSED. IF IT CONSISTS IN EXILE, DEPORTATION, AND PENAL SERVITUDE, FOR PROCLAIMING THE RIGHT TO EXIST AS A NATION, THEN IRELAND HAS BEEN OPPRESSED.

THIS OPPRESSION HAS NOT BEEN A MATTER OF A FEW YEARS, OR A FEW CENTURIES, IT HAS GONE ON FOR MORE THAN SEVEN CENTURIES, AND THROUGH IT ALL, IT HAS FAILED TO MAKE ONE HONORABLE IRISHMAN A LOYAL ADHERENT OF THE GOVERNMENT RESPONSIBLE FOR THE OPPRESSION.

EACH DECADE SINCE THE DAY OF BRICOMBE IN 1014, HAS CONTRIBUTED ITS MARTYR TO THE CAUSE OF IRISH INDEPENDENCE. THE LIST LOOKS LARGE, THE SACRIFICE TREMENDOUS, RORY O'MOORE, 1576; HIS NAME-SAKE ROGER O'MOORE, 1641; HENRY GRATTAN, 1778; THE VALIANT WOLFE TONE, 1796; THE MARTYRED ROBERT EmmETT, 1803; THE GREAT LEADER THROUGH WHOSE GENIUS, WITHOUT THE FIRING OF A SHOT, CATHOLIC EMANCIPATION WAS SECURED FOR THE PEOPLE OF IRELAND — DANIEL O'CONNELL; THE BRILLIANT JOHN MITCHELL IN '48; THE TALENTED JAMES STEVENS IN 1865, THE PARLIAMENTARY GENIUS — CHARLES STEWART PARNELL, in 1881; AND THE MORE RECENT MARTYRS
BUT THE WAR OVER, WITNESS THE RETURN OF THE
JAILOR, AND THE ENACTMENT OF LAWS EVEN MORE
OPPRESSIVE THAN THOSE WHICH HAD FORMERLY
EXISTED.

DURING THE NAPOLEONIC WARS, IRELAND WAS
AGAIN PROMISED HOME RULE AND PERMITTED TO EN-
LIST TO SAVE THE EMPIRE, AND AT WATERLOO THE
IRON DUKE OF WELLINGTON — AN IRISHMAN, DE-
FEATED NAPOLEON, AND THE SHACKLES WERE AGAIN
RESTORED TO THEIR ACCUSTOMED PLACE—IRELAND.
MEN OF IRISH BLOOD HAVE MADE IRELAND
THE PAGES OF HISTORY UNDER EVERY FLAG IN
THE WORLD, AND STAND READY TODAY TO BAPTISE
WITH THEIR BLOOD, AND GLORIFY WITH THEIR
VALOR — THE GREEN AND GOLD FLAG OF THE
IRISH REPUBLIC.

FROM YORKTOWN, WHERE THREE REGIMENTS
OF FRENCHMEN, Bearing SUCH FAMILIAR NAMES
AS DE DILLON, DE LACY, AND DE WALSH, AMONG
THEIR COMMANDERS, AND WITH MORE THAN FIVE
HUNDRED PATRICKS AND MICHAELS IN THE RANKS,
THE DESCENDANTS OF THE WILD GEESK, THAT
ACCEPTED EXILE IN FRANCE, RATHER THAN SERVICE
UNDER THE FLAG OF THE INVADER OF IRELAND,
FOUGHT FOR AMERICAN INDEPENDENCE, TO FONTERCY
WHERE IRISH VALOR WRESTED VICTORY FROM DE-
FEAT; FROM WATERLOO TO THE CRIMENA PENINSULA;
FROM THE COTTON BALES AT NEW ORLEANS, UNDER
THE IRISHMAN — ANDREW JACKSON; FROM CEDAR
CREEK UNDER THE IRISHMAN—SHERIDAN, TO THE
FIELD OF APPOMATOX, UNDER
GRAFT; FROM KHIANTO TO PEKIN; FROM INDIA TO SOUTH AFRICA; FROM THE DUST OF THE UNNUMBERED DEAD, THERE ARISES LIKE INCENSE TO THE THRONE OF GOD ON HIGH, AN APPEAL FOR IRISH INDEPENDENCE.


WE PROTEST AGAINST A CONVENTION OF THE IRISH PEOPLE, WHICH CAN RESULT ONLY IN DISAGREEMENT AND FAILURE, BECAUSE OF ITS MAKE-UP, AND DEMAND THAT ENGLAND, NOT AS A MEASURE OF EXPEDIENCY, BUT AS A MEASURE OF JUSTICE, AND DECLARATION TO THE WORLD, OF SINCERITY, GRANT INDEPENDENCE TO IRELAND.

WE ASK IT IN THE NAME OF THE RIGHT MEN OF IRISH BLOOD WHO SIGNED THE DECLARATION OF INDEPENDENCE, MATHW TÖRNPTON, GEORGE READ, CHARLES CARROLL, THOMAS McKRAN, JAMES SMITH, GEORGE TAYLOR, THOMAS LYNCH, AND EDWARD RULLENDE; WE ASK IT IN THE NAME OF PATRICK CARR, WHO BAPTISED STATE STREET WITH HIS BLOOD IN THE MOBEMENT FOR LIBERTY;
WE ASK IT IN THE NAME OF JOHN DUNLAP, THE
OFFICIAL PRINTER OF THE DECLARATION; WE ASK
IT IN THE NAME OF JOHN NIXON, WHO FIRST
READ THE DECLARATION OF INDEPENDENCE; WE
ASK IT IN THE NAME OF THE TWENTY-FOUR
Patriotic Irishmen who contributed the
Princeely sum of $420,000. In 1776, that the
Continental troops under General Washington
MIGHT BE PAID, THAT THE ARMY MIGHT BE CLOTHED,
AND THAT THE WAR MIGHT CONTINUE UNTIL THE
LIBERTY OF THE COLONISTS WAS ESTABLISHED; WE
ASK IT IN THE NAME OF ADMIRAL DEGROSE, OF THE
MARQUIS LAFAYETTE, OF COUNT ROCHAMBEAU, OF
KOOGTBUSK, OF PILASKI, OF DE STEUBEN, OF ALL
THE OTHERS WHO CAST THEIR LOT IN THE MOVEMENT
FOR A FREE AMERICA; WE ASK IT IN THE NAME OF
THE ELEVEN PRESIDENTS WITH IRISH BLOOD IN
THEIR VEINS WHO HAVE SERVED THESE UNITED STATES;
WE ASK IT IN THE NAME OF THAT IMMORTAL GALAXY—
THE IRISH BRIGADE, WHO UNDER THOMAS FRANCIS
MEAGHER IN 1864, CAPTURED MORE BATTLE FLAGS
AND STANDARDS THAN THE REST OF THE UNION ARMY
COMBINED, AND NEVER LOST ONE FLAG OR STANDARD;
WE ASK IT IN THE NAME OF THOSE MEN WHO HAVE
MADE BRILLIANT THE PAGES OF ENGLISH LITERATURE,
ORATORY, STATESMANSHP, AND JOURNALISM,
EDMUND BURKE, DR. SWIFT, OLIVER GOLDSMITH,
RICHARD STEELE, LAWRENCE STEPP, RICHARD
BRINNSLEY SHERIDAN, HENRY GRATTAN, TOM MOORES,
SIR PHILIP FRANCIS, SAMUEL LIVER,
CHARLES THOMAS LIVER,
WILLIAM CONGREVE, CHARLES JOHNSTONE, WILLIAM LECKIE; WE ASK IT IN THE NAME OF THOSE MEN WHOSE SERVICE HAVE ILLUMINATED THE PAGES OF HISTORY. GENERAL RICHARD MONTGOMERY, THE FIRST RANKING OFFICER TO DIE IN THE MOVEMENT FOR AMERICAN LIBERTY; WE ASK IT IN THE NAME OF MAJOR MCYLLARY, THE FIRST RANKING OFFICER TO DIE AT BUNKER HILL IN THE MOVEMENT FOR LIBERTY; WE ASK IT IN THE NAME OF COMMODORE BARRY; WE ASK IT IN THE NAME OF ANDREW JACKSON; WE ASK IT IN THE NAME OF THE IRON DUKE OF WELLINGTON; WE ASK IT IN THE NAME OF SHERIDAN; WE ASK IT IN THE NAME OF SHERMAN, WE ASK IT IN THE NAME OF THOMAS FRANCIS MEagher, WE ASK IT IN THE NAME OF GENERAL SHIELDS, WE ASK IT IN THE NAME OF MCCLELLAN, WE ASK IT IN THE NAME OF LORD KITCHENER; WE ASK IT IN THE NAME OF SIR JOHN FRENCH, WE ASK IT IN THE NAME OF ADMIRAL JELLINEK; AND WE ASK IT
SPEECH OF HON. JAMES M. CURLEY
AT SYMPHONY HALL
SUNDAY JUNE 17TH, 1917.

I APPRECIATE, AS MAYOR OF BOSTON, THE
CONFIDENCE IN ME, WHICH THE INVITATION OF
YOUR ORGANIZATION TO PRESENT IRELAND'S
CLAIM FOR JUSTICE AT THE BAR OF PUBLIC
OPINION, CONVEYS.

THE HONOR IS DOUBLY GREAT, IN VIEW OF
THE FACT, THAT I AM A NATIVE OF BOSTON, AND
HAVE NEVER BEEN PRIVILEGED TO VISIT THE LAND
OF SAINTS, SCHOLARS, AND MARTYRS - IRELAND.

AS AN AMERICAN I APPROACH THE SUBJECT
WITHOUT HATRED OR PASSION, AND ACTUATED
SOLELY BY THE DESIRE TO SERVE THE LAND OF
MY BIRTH - AMERICA, AND DO MY PART AS A
HUMBLE CITIZEN TO MAINTAIN HER REPUTATION,
HER HONOR, RIGHTEOUSNESS, AND JUSTICE.

THE UNITED STATES OF AMERICA HAS NEVER
DRAWN THE SWORD EXCEPT TO RIGHT WRONG, DE-
STROY INJUSTICE, AND MAKE THE WORLD BETTER
THROUGH THE SERVICE AND SACRIFICE SHE HAS
RENDERED AS A NATION IN BEHALF OF HUMANITY.

IN 1776 AMERICA TOOK UP ARMS FOR THE
DESTRUCTION OF THE THEORY THAT KINGS RULE
BY DIVINE RIGHT, AND THE ONLY DIVINE RIGHT
THAT SHOULD BE RECOGNIZED, WAS THE DIVINE
DIVINE RIGHT OF LIBERTY IN MAN.

FOR EIGHT LONG WEARY YEARS IN SUPPORT OF
THIS PRINCIPLE COURAGEOUS MEN AND DEVOTED
WOMEN MADE THE SUPREME SACRIFICE, AND THE
FRUITS OF THEIR LABORS, IS THIS SPLENDID REPUBLIC, WHICH THROUGH ITS EXISTENCE HAS NEVER TURNED A DEAF EAR TO THE APPEAL OF SUFFERING HUMANITY IN ANY PORTION OF THE WORLD.

AMERICA’S POSITION IN THE PRESENT WORLD CONFLICT, NAMELY: THAT WAR IS BEING WAGED TO MAINTAIN THE RIGHTS OF SMALL NATIONS, IS AN IDEAL SUFFICIENTLY INSPIRING TO PROMPT MEN TO LAY DOWN THEIR LIVES FOR FLAG AND COUNTRY.

IT IS THE SAME SPLENDID CHARACTER OF IDEAL THAT GAVE TO THE WORLD THE EMANCIPATOR ABRAHAM LINCOLN, AND TO THE BLACK MAN — LIBERTY AND EQUALITY.

IT IS THE SAME CHARACTER OF IDEAL THAT UNITED AMERICA AT THE CALL OF THE MARTYRED PRESIDENT — MCKINLEY, IN FAVOR OF LIBERTY, TO THE PEOPLE OF OPPRESSED CUBA, AND THE PHILIPPINE ISLANDS.

IT IS AN APPEAL TO THE SOULS OF MEN WHICH, UNFORTUNATELY, THOSE OF IRISH BLOOD CANNOT ACCEPT AT FACE VALUE, UNTIL PROMISE HAS BEEN REALIZED THROUGH PERFORMANCE, AND INDEPENDENCE GRANTED TO IRELAND.

THERE ARE WELL-MEANING PERSONS WHO WILL CONTENT THAT IT IS UN-AMERICAN TO DEMAND INDEPENDENCE FOR IRELAND AT THIS TIME, AND THAT OUR SOLE AIM SHOULD BE, THE RESTORATION OF INDEPENDENCE TO STRICKEN, OUTRAGED, DEVASTATED BELGIUM, AND WAR-ACCURSED, DISEASE-
RIDDEN SERVIA. I CONFESS, ON THIS PROPOSITION I SHARE THE VIEW OF THE OLD REGICIDE IN VICTOR HUGO'S MASTERPIECE "LES MISÉRABLES", WHO SAID: "I WEEP WITH YOU FOR THE PRINCES MURDERED IN THE TOWER, BUT YOU WEEP WITH ME FOR THE CHILDREN OF THE PEOPLE; THEY HAVE SUFFERED LONG.

BELGIUM AND SERVIA HAVE SUFFERED LESS THAN THREE YEARS - IRELAND FOR MORE THAN SEVEN CENTURIES, AND DESPITE OPPRESSION, FAMINE, RAPINE, AND SAVAGERY, STILL CLINGS TO THE IDEAL OF LIBERTY, WITH NEVER A THOUGHT OF RUNNING THE WHITE FLAG TO THE QUARTER IN TOKEN OF SURRENDER, UNTIL IRELAND TAKES HER PLACE AMONG THE NATIONS OF THE WORLD.


MEN WITH IRISH BLOOD IN THEIR VEINS THE WORLD OVER ARE EAGER TO DO THEIR PART, BUT THE LONG LIST OF BROKEN AGREEMENTS, AND VIOLATED PLEDGES, BARS THE WAY TO THE ACCEPTANCE OF ANY CONTINGENT PROMISES, WHICH EXPEDIENCY MAY DictATE, OR NECESSITY COMPEL.

OPPRESSION IS AS HEINOUS UNDER ONE GOVERNMENT AS UNDER ANOTHER, AND IF OPRESSION CONSISTS OF INVASION AND RUTHLESS WAR ON A
NEIGHBORING COUNTRY, ONE-TWENTIETH AS POWERFUL, THEN IRELAND HAS BEEN OPPRESSED. IF OPPRESSION CONSISTS IN FORCING FAMINE THROUGH THE ACQUISITION OF TERRITORY, AND ITS DISTRIBUTION TO FAVORITES, WHO THEREAFTER ARE BUT ABSENTEE LANDLORDS, THEN IRELAND HAS BEEN OPPRESSED.

IF IT CONSISTS IN TAXATION WITHOUT ADEQUATE REPRESENTATION, AND THE FORM OF TAXATION IS SO SEVERE, AS TO IMPOVERISH AND DESTROY INDUSTRY, THEN IRELAND HAS BEEN OPPRESSED; IF IT CONSISTS IN DENYING THE RIGHT TO FREEDOM IN RELIGIOUS WORSHIP, AND THE SUBSTITUTION OF ANOTHER RELIGIOUS BELIEF, FOR THE CUSTOMARY FORM OF RELIGIOUS BELIEF, AND THE ENACTMENT OF LAWS FOR THE SUPPORT OF A RELIGION WHICH IS NOT ACCEPTABLE TO THE PEOPLE, THEN IRELAND HAS BEEN OPPRESSED; IF IT CONSISTS IN SUPPRESSING THE LANGUAGE, AND THE SCHOOLS IN WHICH THE LANGUAGE BE TAUGHT, THEN IRELAND HAS BEEN OPPRESSED. IF IT CONSISTS IN STIFLING TRADE THROUGH THE ENACTMENT OF LAWS PROHIBITING COMMERCE WITH OTHER COUNTRIES, THEN IRELAND HAS BEEN OPPRESSED. IF IT CONSISTS IN THE PROHIBITION OF THE TEACHING OF THE HISTORY, AND THE SINGING OF PATRIOTIC SONGS, THEN IRELAND HAS BEEN OPPRESSED. IF IT CONSISTS IN EXILE, DEPORTATION, AND PENAL SERVITUDE, FOR PROCLAIMING THE RIGHT TO EXIST AS A NATION, THEN IRELAND HAS BEEN OPPRESSED.
THIS OPPRESSION HAS NOT BEEN A MATTER OF A FEW YEARS, OR A FEW CENTURIES, IT HAS GONE ON FOR MORE THAN SEVEN CENTURIES, AND THOUGH IT ALL, IT HAS FAILED TO MAKE ONE HONORABLE IRISHMAN A LOYAL ADHERENT OF THE GOVERNMENT RESPONSIBLE FOR THE OPPRESSION.

EACH DECADE SINCE THE DAY OF BRIOMBE IN 1014, Has CONTRIBUTED ITS MARTYR TO THE CAUSE OF IRISH INDEPENDENCE. THE LIST LOOMS LARGE, THE SACRIFICE TREMENDOUS, RORY O'MOORE, 1576; HIS NAME-SAKE ROGER O'MOORE, 1641; HENRY GRATAN, 1778; THE VALIANT WOLFE TONE, 1798; THE MARTYRED ROBERT EMMET, 1863; THE GREAT LEADER THROUGH WHOSE GENIUS, WITHOUT THE FIRING OF A SHOT, CATHOLIC EMANCIPATION WAS SECURED FOR THE PEOPLE OF IRELAND — DANIEL O'CONNELL; THE BRILLIANT JOHN MITCHELL IN '48; THE TALENTED JAMES STEVENS IN 1865, THE PARLIAMENTARY GENIUS — CHARLES STEWART PARNELL, IN 1881; AND THE MORE RECENT MARTYRS TO IRISH INDEPENDENCE EASTER SUNDAY OF 1916, SHEEDY SKEFFINGTON, THOMAS MCDONOUGH, PATRICK PEARCE, JAMES CONNELLY, SIR ROGER CASEMENT, AND OTHERS.

THE PEOPLE OF IRELAND ARE ASKED TO ACCEPT AS AN EVIDENCE OF GOOD FAITH, THE RELEASE OF ALL PERSONS ARRESTED LAST YEAR IN CONNECTION WITH THE RECENT UPRISING IN IRELAND. PERSONALLY, I BELIEVE, THE MEN IN QUESTION WOULD HAVE BEEN CONTENT TO ACCEPT ANY DECISION THAT A
COURT-MARTIAL MIGHT HAVE ORDERED ANY TIME DURING THE TWELVE MONTHS, AND, THAT IF IT JUST TO RELEASE THE MEN AT THIS TIME, WITHOUT TRIAL, IT HAS BEEN AN INJUSTICE TO HOLD THEM FOR AN ENTIRE YEAR WITHOUT TRIAL.

WE ARE INFORMED THAT THE MOTIVE PROMPTING THEIR RELEASE WAS THE DESIRE TO GRANT EVERY INDIVIDUAL THE RIGHT TO PARTICIPATE IN THE PROPOSED CONVENTION IN IRELAND. I PERSONALLY BELIEVE, THAT "A SPRATT HAS CAUGHT A SALMON" FOR THE LAST TIME, AND THAT PARTICIPATION IN THE CONVENTION TO DETERMINE WHAT Portion OF THE PROPERTY THAT HAS BEEN STOLEN SHALL BE RETURNED TO THE ORIGINAL OWNER IS AN INSULT TO THE OWNER, AND A REFLECTION ON THE INTELLIGENCE OF THE THIEF MAKING THE TENDER.

WHEN THE AMERICAN REVOLUTION BROKE OUT, THE RESTRICTIONS UPON IRELAND WERE REMOVED, AND GRATTAN AT THE HEAD OF 80,000 MEN IN OPEN REVOLT, WITH PROMISES WAS LULLED INTO THE BELIEF THAT IRELAND'S WRONGS WERE TO BE RIGHTED, BUT THE WAR OVER, WITNESS THE RETURN OF THE JAILOR, AND THE ENACTMENT OF LAWS EVEN MORE OPPRESSIVE THAN THOSE WHICH HAD FORMERLY EXISTED.

DURING THE NAPOLEONIC WARS, IRELAND WAS AGAIN PROMISED HOME RULE AND PERMITTED TO ENLIST TO SAVE THE EMPIRE, AND AT WATERLOO THE IRON DUKE OF WELLINGTON - AN IRISHMAN, DEFEATED NAPOLEON, AND THE SHACKLES WERE AGAIN RESTORED TO THEIR ACCUSTOMED PLACE - IRELAND.
MEN OF IRISH BLOOD HAVE MADE LUMINOUS
THE PAGES OF HISTORY UNDER EVERY FLAG IN
THE WORLD, AND STAND READY TODAY TO BAPTISE
WITH THEIR BLOOD, AND GLORIFY WITH THEIR
VALOR — THE GREEN AND GOLD FLAG OF THE
IRISH REPUBLIC.

FROM YORKTOWN, WHERE THREE REGIMENTS
OF FRENCHMEN, BEARING SUCH FAMILIAR NAMES
AS DE DILLON, DE LACY, AND DE WALSH, AMONG
THEIR COMMANDERS, AND WITH MORE THAN FIVE
HUNDRED PATRICKS AND MICHAELS IN THE RANKS,
THE DESCENDANTS OF THE WILD GEESE, THAT
ACCEPTED EXILE IN FRANCE, RATHER THAN SER-
VICE UNDER THE FLAG OF THE INVADER OF IRE-
LAND, FOUGHT FOR AMERICAN INDEPENDENCE,
TO FONTEROY WHERE IRISH VALOR WRESTED
VICTORY FROM DEFEAT; FROM WATERLOO TO THE
CRIMENA PENINSULA; FROM THE COTTON BALES
AT NEW ORLEANS, UNDER THE IRISHMAN—ANDREW
JACKSON; FROM CEDAR CREEK UNDER THE IRISHMAN-
SHERIDAN, TO THE FIELD OF APPOMATOX, UNDER
GRANT; FROM KHARTOUM TO PEKIN; FROM INDIA
TO SOUTH AFRICA; FROM THE DUST OF THE UN-
NUMBERED DEAD, THERE ARISES LIKE INCENSE
TO THE THRONE OF GOD ON HIGH, AN APPEAL FOR
IRISH INDEPENDENCE.

THE DEMOCRACY OF ENGLAND, AND THE
DEMOCRACY OF THE WORLD, IF PERMITTED TO PASS
UPON THE QUESTION WITHOUT PREJUDICE, WOULD
UNQUESTIONABLY FAVOR THE IMMEDIATE INDEPEND-
ENCE OF IRELAND, AND WERE IT NOT FOR THE
OPPOSITION OF THE HOUSE OF LORDS, THAT
ARISTOCRATIC INSTITUTION, WHOSE WATCHWORD
HAS EVER BEEN, "SIEZE AND HOLD FAST, MIGHT
WILL MAKE RIGHT", A MILLION MEN OF IRISH
BLOOD WOULD TODAY BE CLAMORING FOR THE
PRIVILEGE OF DYING, THAT LIBERTY AND EQUALITY
MIGHT BE THE HERITAGE OF THE WORLD.

WE PROTEST AGAINST A CONVENTION OF THE
IRISH PEOPLE, WHICH CAN RESULT ONLY IN DIS-
AGREEMENT AND FAILURE, BECAUSE OF ITS MAKE-UP,
AND DEMAND THAT ENGLAND, NOT AS A MEASURE
OF EXPEDIENCY, BUT AS A MEASURE OF JUSTICE,
AND DECLARATION TO THE WORLD, OF SINCERITY,
GRANT INDEPENDENCE TO IRELAND.

WE ASK IT IN THE NAME OF THE EIGHT MEN
OF IRISH BLOOD WHO SIGNED THE DECLARATION
OF INDEPENDENCE, MATHEW THORNTON, GEORGE
READ, CHARLES CARROLL, THOMAS MCKEAN,
JAMES SMITH, GEORGE TAYLOR, THOMAS LYNCH,
AND EDWARD RUTLEDGE; WE ASK IT IN THE NAME
OF PATRICK CARR, WHO BAPTISED STATE STREET
WITH HIS BLOOD IN THE MOVEMENT FOR LIBERTY;
WE ASK IT IN THE NAME OF JOHN DUNLAP, THE
OFFICIAL PRINTER OF THE DECLARATION; WE ASK
IT IN THE NAME OF JOHN NIXON, WHO FIRST
READ THE DECLARATION OF INDEPENDENCE; WE
ASK IT IN THE NAME OF THE TWENTY-FOUR
PATRIOTIC IRISHMEN WHO CONTRIBUTED THE
PRINCELY SUM OF $420,000 IN 1778, THAT THE
CONTINENTAL TROOPS UNDER GENERAL WASHINGTON
MIGHT BE PAID, THAT THE ARMY MIGHT BE CLOTHED
AND THAT THE WAR MIGHT CONTINUE UNTIL THE LIBERTY OF THE COLONISTS WAS ESTABLISHED; WE ASK IT IN THE NAME OF ADMIRAL DEGROSS, OF THE MARQUIS LAFAYETTE, OF JUEN ROCHAMBEAU, OF KOSCIUSKO, OF PULASKI, OF DE STEUBEN, OF ALL THE OTHERS WHO CAST THEIR LOT IN THE MOVEMENT FOR A FREE AMERICA; WE ASK IT IN THE NAME OF THE ELEVEN PRESIDENTS WITH IRISH BLOOD IN THEIR VEINS WHO HAVE SERVED THESE UNITED STATES WE ASK IT IN THE NAME OF THAT IMMORTAL GALAXY — THE RISH BRIGADE, WHO UNDER THOMAS FRANCIS MEAGHER IN 1864, CAPTURED MORE BATTLE FLAGS AND STANDARDS THAN THE REST OF THE UNION ARMY COMBINED, AND NEVER LOST ONE FLAG OR STANDARD; WE ASK IT IN THE NAME OF THOSE MEN WHO HAVE MADE BRILLIANT THE PAGES OF ENGLISH LITERATURE, AND ORATORY, STATESMANNISH, JOURNALISM, EDMUND BURKE, DEAN SWIFT, OLIVER GOLDSMITH, RICHARD STEELE, LAWRENCE STERN, RICHARD BRIMSLEY SHERIDAN, HENRY GRATAN, TOM MOORE, SIR PHILIP FRANCIS, SAMUEL LOVER, CHARLES THOMAS LEVER, WILLIAM CONGREVE, CHARLES JOHNSTONE, WILLIAM LECKEY; WE ASK IT IN THE NAME OF THOSE MEN WHOSE SERVICE HAVE ILLUMINATED THE PAGES OF HISTORY, GENERAL RICHARD MONTGOMERY, THE FIRST RANKING OFFICER TO DIE IN THE MOVEMENT FOR AMERICAN LIBERTY; WE ASK IT IN THE NAME OF MAJOR MCCLEARY, THE FIRST RANKING OFFICER TO DIE AT BUNKER HILL IN THE MOVEMENT FOR LIBERTY; WE ASK IT IN THE NAME OF COMMO-
Dore Barry; we ask it in the name of
Andrew Jackson; we ask it in the name of
the Iron Duke of Wellington; we ask it
in the name of Sheridan; we ask it in the
name of Sherman, we ask it in the name
of Thomas Francis Meagher, we ask it in
the name of General Shields, we ask it in
the name of McClellan, we ask it in the
name of Lord Kitchener; we ask it in the
name of Sir John French, we ask it in the
name of Admiral Jellicoe; and we ask it
The constructive character of Ireland's contribution to America's progress and prosperity has unquestionably been greater than that of all other races combined. Unfortunately, too little attention has been given this phase of Irish progress and too much attention has been bestowed upon other phases.

We have been prone in the past to so pride ourselves upon the martial achievements of the Irish as to cause the impression to become deep-rooted that in our prowess as a fighting people alone have we been a value. It is not my purpose to detract from the tremendous contribution to American history by gallant men of Irish blood, but, if possible, to clear the atmosphere of the impression that they have been purely a one-sided people. As soldiers, statesmen, poets, inventors and orators they have been a contributing factor to human progress. As soldiers, even prior to the conception of liberty in the Colonies, they had achieved fame and it is pleasing for us, in the month which marks the anniversary of Ireland's Patron Saint, to assemble as American citizens of Irish blood and rejoice in those achievements which make luminous the pages of the Republic's history.
It is gratifying to know that the ember igniting liberty's torch emanated from that distinguished Irishman, whose fiery utterances furnished the text which resulted in the Republic's birth, when as a member of the Virginia House of Burgess' those prophetic words were uttered: "As for me, give me liberty or give me death," Patrick Henry.

The evacuation of Boston by the British and armed resistance at Bunker Hill was in a large measure due to the ammunition and arms secured through the daring of Captain John Sullivan in consequence of the capture of Fort William and Mary, December 11, 1774 more than four months before the shot was fired at Lexington and "heard round the world."

As Americans of Irish blood visiting our northern neighbor Canada, it is most interesting to gaze up at those rugged heights, rising almost perpendicular from the St. Lawrence, and there find inserted a bronze tablet sacred to the memory of the first general who died in the struggle for liberty and but for whose untimely death, in all probability, Canada would today be under the domination of the American Flag, General Montgomery.

Ships were necessary to combat the mighty power of England and it remained for O'Brien of Machias, Maine, with his six sons, to capture an English convoy.
and, in return for their signal act of gallantry, for the Continental Congress to christen the first ship of the American navy "Liberty," and the second ship "Hibernia," the first in command of Jack O'Brien, the second in command of Jerry O'Brien and the Navy itself in command of that dauntless hero, whose service to America has only recently received due recognition at the Capitol, Washington, the first Commodore of the American Navy, John Barry.

It is pleasing to us as men of Irish blood, proud of our American citizenship, to know that the great "father of our country," General George Washington, on the eve of Saint Patrick's Day, 1776, placed in command of the Continental forces at Dorchester Heights General John Sullivan, and the pass word on that memorable occasion of the departure of vested British tyranny and oppression from these shores was "Saint Patrick."

It is refreshing to recall that when the army of Washington encamped at Valley Forge in the dread winter of 1778, after surviving reverse after reverse for a period of nearly two years, when, as historians tell us, the trail of the army could be traced for hundreds of miles by the blood left on the snow and ice by
those who had neither shoes nor stockings; when rumors of desertion were rife, and when the cause of liberty was apparently to be lost, an assemblage of Irishmen in Philadelphia raised the princely sum of $515,000 that the war might continue; that the troops might be supplied with food, raiment, shelter and munitions of war, and that the gloom of a Valley Forge might be dispelled by the radiant sunburst of a triumphant victory at Yorktown and the liberty of the American people for all time assured.

Much stress has been laid for nearly a century upon the contribution of the French people to American liberty, and it was indeed a tremendous contribution and one worthy of a great people, but let it not be forgotten that the Irish regiments in the service of France pleaded that they might be selected, because of an hereditary hatred of the English, to serve under Washington and that prominent among the regiments were the regiment de Dillon, the regiment de Walsh, and the regiment de Lacey, made up wholly of the descendants of that Spartan-like band, who, rather than serve under the conquering Cromwell, took service under the colors of France.

The most courageous document ever
known in the world's history was the Declaration of Independence, and it is pleasing for us to know that Charles Thompson, an Irishman, was secretary at the first meeting of the Continental Congress and continued in that capacity until, at the close of the war, Washington tendered him his sword when liberty had been secured; that among those men who signed the Declaration of Independence ten were of Irish blood; that 142 of the Minute Men who fought at Lexington and Concord were Irish and of those who participated in the Battle of Bunker Hill, 228 were of Irish blood; that the White House at Washington was designed by William Hogan, and is an exact reproduction of the home seat of the Duke of Leinster, near Dublin, Ireland; that the seat of our National Government was originally the farm of Daniel Carroll, brother of Charles Carroll, signer of the Declaration of Independence, who, at the conclusion of the war, tendered his farm as a seat for the American Government; that the figure of Liberty which surmounts the National Capitol was designed by the Irishman, Crawford, and that the Congressional Library with its matchless mosaics, its fairy-like colorings, its incomparable marble staircase, stands as a monument to the
ability, the honesty and the honor of its
designer, an army engineer named Casey.

Every great privation visited upon
the Irish people has proven a blessing
in disguise for America. Persecution
and oppression in the seventeenth and
eighteenth centuries furnished America
with valiant sons and pure daughters,
inured to poverty, born to privation,
and eminently fitted for the blazing of
a broad highway to progress and liberty
in a new and strange land.

The famine of '48 marked the beginning
of a stream of immigration such as has
seldom been witnessed in the history of
any land. From 1848 to 1870 more than
two and one-half million Irish men and
women came to these shores, not the infirm
and the decrepit, but the staunch and
sturdy manhood and the wholesome and pure
womanhood, the flower of Ireland, and
these were the men that made possible
Grant's campaign in the Wilderness, Sher-
man's march from Atlanta to the sea, and
Sheridan's master stroke at Cedar Creek.
They were lovers of liberty first, and
Ireland second.

What a wonderful heritage is ours when
we contemplate the character, the courage
and the manhood of these mighty men.

Picture the gallant General Michael
Corcoran on the occasion of the visit of Prince Albert to America in 1860, ordered by the Governor of New York to do escort duty with his regiment and the manly Corcoran dashing his sword to the ground, stating: "I refuse to do honor to the representative of a government that for seven centuries has persecuted and oppressed my race," and for this utterance the 69th Regiment disbanded by order of the Governor of New York.

Then picture Fort Sumter fired upon and the gallant American General, Corcoran, tendering the Governor of New York the services of the 69th Regiment in defence of the Union, and this Regiment later welded into that fighting machine of imperishable memory, the Irish Brigade, first under Corcoran and later under the immortal General, Thomas Francis Meagher, adding fresh laurels on every bloody field to the Stars and Stripes of our country until in 1864, when the fighting was most severe, historians tell us the Irish Brigade in that year captured more flags and standards than the remainder of the Union army combined and never lost one flag or standard.

We may well say with he who honored both the land of his birth and the land of his adoption, the lamented O'Reilly:
"No treason we bring from Erin—nor
bring we shame nor guilt,
The sword we hold may be broken, but
we have not dropped the hilt.
The wreath we bear to Columbia is
twisted of thorns, not bays;
And the songs we sing are saddened by
thoughts of desolate days.
But the hearts we bring for Freedom
are washed in the surge of tears;
And we claim our right by a People's
fight outliving a thousand years."

The chaste, humble and Christlike life
of Saint Patrick and his teachings are
the most treasured heritage of the Irish
people. They have proven an adamant-
like force in the pathway of materialism,
atheism and chaos in the life of this
Republic. They stand for the purity
of womanhood and for the sanctity of
American home life, and there is no
method by which their benefit and bless-
ing to this Republic may be gauged. What
families, at its birth had an Irish father.

The railroads of the United States furnish means of communication, development and prosperity for the American people, and are in all probability even a larger contributing force to national prosperity than any other single institution.

The first spike driven to hold in place the first rail of our great railroad system was driven by Charles Carroll of Carrollton, Maryland, in 1809, and the first steam engine built in the United States was the work of Christopher Colles, who was born in Ireland in 1738.

It would be an utter impossibility for this nation to develop in the short space of years necessary for our present greatness were it not for the inventive genius of the Irishman, Robert Fulton, who built the first steamboat.

Thomas Jefferson said that the real benefactor of the human race is the man who can make two blades of grass grow where only one grew before. What shall we say of the great McCormick family, whose harvesting and reaping machinery is today found in every portion of the world, and through the use of which millions of bushels of corn, wheat, rye
and oats are today grown where only stubble, stones and weeds previously existed? The backbone of this and of any other nation is dependent upon agricultural prosperity, and this prosperity annually trickling down the avenues and arteries of trade and endeavor, whose reflex is happy homes, educated citizenship and healthy children, has been rendered possible through the inventive genius of the McCormick family.

Massachusetts is proud of her great candy industry, the manufacture of which annually adds millions of dollars to the wealth of the people, and this great industry had its birth in the genius of the Irishman, John Hannon, first manufacturer of chocolate in America.

In our hours of leisure we enjoy companionship with music, thanks to Thomas Crehore, first manufacturer of the piano in America.

The prosperity of America is in a large measure due to our leadership in textile industries and the first to introduce the manufacture of cotton in America was Patrick Tracy Jackson, while the Irish colonists in 1718, emigrating to America were the first to introduce the manufacture of linen.
A recognized world institution today is the daily newspaper, and the first daily newspaper in this land was published by John Dunlap of Strabane, Ireland.

I believe it needless to refer to Ireland's contribution to America in the field of statesmanship. Eleven Presidents of the United States, including the present great leader of American thought, Honorable Woodrow Wilson, have gloried in the blood which coursed through their veins...
INDEPENDENCE FOR IRELAND.

ADDRESS OF HIS HONOR JAMES M. CURLEY, MAYOR OF BOSTON AT SYMPHONY HALL, JUNE 17, 1917.

I appreciate, as Mayor of Boston, the confidence in me which the invitation of your organization to present Ireland’s declaration of independence at the bar of public opinion conveys.

The honor is doubly great in view of the fact that I am a native of Boston, and have never been privileged to visit the land of saints, scholars and martyrs—Ireland.

As an American I approach the subject without hatred or passion, and attempt solely to preserve the feeling of principle. As I stand at the bar, I am mindful of the importance of the occasion, that the words which I shall deliver have the power to move the hearts of the people.

I am aware of the sacrifice that we have made in the cause of freedom. The United States of America has never given the sword except to right wrong, destroy injustice, and make the world better through the service and sacrifice she has rendered as a nation in behalf of humanity.

In 1776 America took up arms for the destruction of the theory that kings rule by divine right, and the only divine right that should be recognized is the divine right of liberty in man. For eight long weary years in support of this principle courageous men and devoted women made supreme sacrifice, and the fruits of their labors is this splendid Republic, which through its existence has never turned a deaf ear to the appeal of suffering humanity in any portion of the world.

America’s position in the present world conflict, namely, that war is being waged to maintain the rights of small nations, is an ideal sufficiently inspiring to prompt men to lay down their lives for flag and country. It is the same splendid character of ideal that gave to the world the emancipator, Abraham Lincoln, and to the black man liberty and equality. It is the same character of ideal that united America at the call of the martyred President, McKinley, in favor of liberty to the people of oppressed Cuba and the Philippines.

It is an appeal to the souls of men, which, unfortunately, those of Irish blood cannot accept at face value until promise has been realized through fulfillment, and independence granted to Ireland.

There are well-meaning persons who will contend that it is un-American to demand independence for Ireland at this time, and that our sole aim should be the restoration of Ireland to independence. It is not the case.

Belgium and Servia have suffered less than three years, Ireland for more than seven centuries, and despite oppression, famine, and war-ravaged Ireland, still clings to the ideal of liberty, with the might of running the white flag to the quarter in token of surrender until Ireland takes her place among the nations of the world. The valor of the French nation, the martyrdom of the people of Belgium, and the fortitude of the Servians merit the admiration and hope on the part of red-blooded manhood that their ruthless oppressors be punished, and their right to peaceable freedom vindicated.

Men with Irish blood in their veins the world over are eager to do their part, but the long list of broken agreements and violated pledges bars the way to the accomplishment of any uniting movement which expediency may dictate or necessity compel.

Oppression is as heinous under one government as under another, and if oppression consists of invasion and ruthless war on a neighboring country one twentieth as powerful, then Ireland has been oppressed. If oppression consists in forcing famine through the acquisition of territory, and its distribution to favorites who elsewhere are absentees, landlords, then Ireland has been oppressed. If it consists in taxation without adequate representation, and the form of taxation is so severe as to impoverish and destroy industry, then Ireland has been oppressed. If it consists in denying the right to free speech, the rights of impresario, and the establishment of another religious belief for the customary form of religious belief, and the enactment of laws for the support of a religion which is not acceptable to the people, then Ireland has been oppressed.

If it consists in suppressing the language and the schools in which the language be taught, then Ireland has been oppressed. If it consists in stifling trade through the enactment of disabling commercial laws with other countries, then Ireland has been oppressed. If it consists in the prohibition of the teaching of history and the singing of patriotic songs, then Ireland has been oppressed.

In Ireland they are exiled, deported and penal servitude for proclaiming the right to exist as a nation, then Ireland has been oppressed. This oppression has lasted here a matter of a few years, or a few centuries; it has gone on for more than seven centuries, and through it all it has failed to make one honorable Irishman a loyal adherent of the government responsible for the oppression.

Each decade since the day of Bricin in 1014 has contributed its martyr to the cause of Irish independence. This list is long, the sacrifice tremendous: Rory O’Moore, 1576; his namesake Roger O’Moore, 1641; Henry Grattan, 1778; the valiant Wolfe Tone, 1798; the martyred Representatives, 1803; the leader through whose genius, without the firing of a shot, Catholic emancipation was secured for the people of Ireland — Daniel O’Connell — 1828; General John Mitchel in 1848; the talented James Stephens in 1863, the parliamentary genius, Charles Stewart Parnell, in 1881, and the more recent martyrs to Irish independence, Easter Sunday, 1916.

It is the case with the people of Ireland that they have been subjected to the same cruel treatment that we have suffered under British rule. We pray for a solution of the problems of Ireland, and ask for the restoration of the government of the Irish people under a British protectorate.

We protest against a convention of the Irish people, which can result only in disagreement and failure, because of its makeup, and demand that England, not as the mother country, but as a measure of justice and declaration to the world of sincerity, grant independence to Ireland.

We ask in the name of the eight million Irish blood who signed the Declaration of Independence, Matthew Thornton, George Reid, Charles Carroll, Thomas McKean, James Smith, George Taylor, Thomas Rathcob and Seward Bullock, we ask in the name of Patrick Carr.
who baptized State street with his blood in the movement for liberty; we ask it in the name of John Nixon, who first read the Declaration of Independence; we ask it in the name of the twenty-four patriotic Irishmen who contributed the princely sum of $420,000 in 1778, that the Continental troops under General Washington might be paid; that the army might be clothed, and that the war might continue until the liberty of the colonists was established; we ask it in the name of Admiral DeGrose, of the Marquis Lafayette, of Count Rochambeau, of Kosciusko, of Pulaski, of De Steuben, of all the others who cast their lot in the movement for a free America; we ask it in the name of the eleven Presidents with Irish blood in their veins, who have served these United States; we ask it in the name of that immortal galaxy, the Irish Brigade, who under Thomas Francis Meagher in 1864 captured more battle flags and standards than the rest of the Union army combined, and never lost one flag or standard; we ask it in the name of those men who have made brilliant the pages of English literature, oratory, statesmanship and journalism, Edmund Burke, Dean Swift, Oliver Goldsmith, Richard Steele, Lawrence Stern, Richard Brinsley Sheridan, Henry Grattan, Tom Moore, Sir Philip Francis, Samuel Lover, Charles Thomas Lever, William Congreve, Charles Johnston, William Leckey; we ask it in the name of those men whose services have illumined the pages of history, Gen. Richard Montgomery, the first ranking officer to die in the movement for American liberty; we ask it in the name of Major McCleary, the first ranking officer to die at Bunker Hill in the movement for liberty; we ask it in the name of Commodore Barry; we ask it in the name of Andrew Jackson; we ask it in the name of the Iron Duke of Wellington; we ask it in the name of Sheridan; we ask it in the name of Sherman; we ask it in the name of Thomas Francis Meagher; we ask it in the name of General Shields; we ask it in the name of McClellan; we ask it in the name of Lord Kitchener; we ask it in the name of Sir John French; we ask it in the name of Admiral Jellicoe; and we ask it in the name of God and justice.

I firmly believe that the God of Justice, who rules over the destinies of the universe, will permit the writing of Emmet’s epitaph and that the ideal for which brave men in every generation during the past seven centuries have struggled, will be written, and Ireland will take her place among the nations of the world.

The only action that will make immortal the name of the present Prime Minister, Lloyd George, for service to his country is the immediate recommendation to Parliament and approval by that body of independence to Ireland now.

Father Ryan spoke with a voice of prophecy when he wrote his poem:

“A Land Without Ruins.”

“A land without ruins is a land without memories—a land without memories is a land without history. A land that wears a laurel crown may be fair to see; but twine a few sad cypress leaves around the brow of any land, and be that land barren, beattices and bleak, it becomes lovely in its consecrated covert of sorrow, and it wins the sympathy of the heart and of history. Crowns of roses fade, crowns of thorns endure, Calvaries and crucifixions take deepest hold of humanity, the triumphs of might are transient, they
Mayor Curley at a rally held in the Ward 8 Wardroom, East Boston, devoted the evening to a review of the improvements made in the East Boston section during his administration. He said in part:

"Beginning in 1904, the people of East Boston were forced to pay one cent to pass through the East Boston tunnel, and, under the act authorizing the building of the tunnel, were required to keep paying the toll until 1922. I promised the people of East Boston that I would remove the toll, if it could be done legally, and I kept my word even though it became necessary to add five cents to the city tax rate. Now the whole city is paying the $150,000 formerly per year formerly taken out of the pockets of the East Boston residents. This tunnel toll was an imposition upon the people of East Boston. Every other tunnel and subway was used without such extra charge, and although the toll was collected during two years of Mayor Collins, two years of Mayor Ribbard and in six years of Mayor Fitzgerald, not one of these Mayors ever made an attempt to remove it.

This has been a benefit to every man, woman and child in East Boston.

"For fifteen years the people of the Chapin School district have been clamoring for a playground, and efforts have been made repeatedly to convert the reservoir into a park. No Mayor ever gave the matter serious consideration until I saw the justice of the demand, had a bill passed through the Legislature for the purpose of making safe our water supply, and then presented to the City Council an appropriation of $80,000 to convert the reservoir into a playground. This appropriation passed, and the Chapin district will have one of the finest parks in the city.

"An appropriation of $25,000 has been made for the improvement of the Fourth Section playground for mothers and children, work on which will soon begin.

"For twenty-five years the people of the Fourth Section and particularly Harbor View, have been asking for a bridge over the Revere Beach and Lynn roadbed at Wardsworth Street. This has been built
at an expense of $9,175. The bridge is a great convenience to the
many people who bathe at Harbor View, as well as the members of the
various yacht clubs and residents.

"Ever since the maximum abolition of the grade crossings there
has been a demand from the people in the second section for a bridge
across the railroad tracks at Cove street as a means of access to the
Cottage street playground. This has been built at an expense of
$10,100.

"Neptune Road, the main entrance to Wood Island Park, had always
been under the control of the Park Department, and had been permitted
to become a standing disgrace. I ordered it transferred to the Public
Works Department and reconstructed at a cost of $40,200. It is now
one of the most beautiful boulevards in the city.

"The teaming interests have for years been agitating the extension
of Gonder street to Shelby street in order that the hills might be
avoided, and this improvement has been made at an expense of $27,583.

"Including those above mentioned, there have been new streets laid
cut in East Boston during the past four years at a cost of $179,563.
This amount of new street construction is greater than the total new
construction for fifteen years preceding.

"For years the business men along Meridian street, Maverick square,
and Central square have agitated better lighting. I promised them a
white way and boulevard lamps are now being installed on Meridian
street, from Maverick square to Gonder street.

"All that I ask of every citizen is a fair consideration of the
present administration without prejudice. It has been no small task
to keep the tax rate down in the face of greatly increased cost of
labor and material without the curtailment of any services of the city.
This has been done, while the cost of running the state and other
departments not under the Mayor's control has greatly increased. With
this record of special achievements in East Boston during my adminis-
tration, I respectfully solicit your vote and support."
BOSTON AS OCEAN TERMINAL.

His Honor the Mayor addressed the following communication to Hon. Newton D. Baker, Secretary of War, relative to the opportunities of Boston as an ocean terminal, upon the 10th instant:

OFFICE OF THE MAYOR,
BOSTON, October 10, 1917.
HON. NEWTON D. BAKER,
Secretary of War, Washington, D. C.:

DEAR SIR,—The war measure which has been inaugurated by your Railway Advisory Committee of the Council of National Defense, providing for the operation of the entire trunk railway system of the country as a single unit for the dispatch of cargoes for local and export movement, has in effect made the port of Boston a possible ocean terminal for all such trunk lines.

The chief reason why this port has not been able to receive its rightful share of the export and import commerce no longer exists where cargoes of the war are to be dispatched to our foreign allies or for our own use in France.

I wish therefore to call your attention to one of the values of the port of Boston under such an administration of traffic. As a factor of safety against congestion and consequent delays in the already overburdened ports of New York, Philadelphia and Baltimore where the pressing needs of great populations impose a necessity for the use of a large proportion of their facilities for local commerce, New York harbor is especially flooded with the great commerce of 20,000,000 inhabitants in and about its railway and ocean terminals. The food riots of last winter and the great distress of its inhabitants were mainly due to the movement of the supercargoes of war exports. Unit operation of trunk line facilities of the United States constitutes Boston a great ocean terminal for cargoes from many parts of the United States and permit the harbor of Boston to have routed through its facilities cargoes for export and import to and from many of the greatest producing districts.

I would further call your attention to the greater capacity for a complete use of its facilities by ocean borne traffic. With the through and uncongested routes made possible by these war measures on the part of the railroads, Boston becomes at once a logical port in relief of the congestion and delays of other ports now burdened with a peak load upon all their facilities, the retirement of passenger equipment from the local roads in preparation for the movement of the great tonnage of the war, will result in there being great systems affording frequent and uncongested access of our extensive port facilities and afford a means of speedy and economic relations with the ocean carriers.

With the port of Boston a base for a large unit of the new fleet of merchantmen and a complete use of its facilities, would aff ord excellent and efficient service to these carriers. Many piers and water front utilities now used by private interests would, owing to the war conditions, be available and afford a large increase in the tonnage possible to be moved and accommodated.

We would further direct your esteemed attention to the speed and relatively low cost of handling cargoes in this port, under these conditions, compared with the other ports mentioned and much of the tonnage routed through its facilities would move largely outside of the heavy general movement to other ports in relief of the congestion of the main lines.

This is the first time in history that Boston can be made a general trunk line terminal and happily at a time when its many advantages as an ocean port can be made to mean so much in the furtherance of practicable and effective relief of congestion in other ports on the Atlantic coast during the war.

The City of Boston would welcome this great commerce and the executives of our local railways would undoubtedly enter into the spirit of showing how valuable this great harbor could be made in furnishing free and uninterrupted shipment of the huge tonnage to our allies.

As a war measure the use of this harbor will reveal the magnificent and unusual opportunities afforded here for interchange of the commerce of the world and it may well result in this port at last taking its place among the great ports of the world. In distances to foreign ports in the matter of its deep and open channel, available water front land, state and municipal areas available for emergency as well as permanent facilities, and in many other respects it possesses to a greater degree inducements to trade of the world is possessed by few and surpassed by no harbor on the Atlantic coast. With trunk line favoritism for other ports removed, Boston would at once take its place and be allotted its rightful share of ocean borne commerce.

The Government has under consideration the establishment in this harbor of emergency rail, water and storage terminals for purposes of the speedy and effective movement of not only New England commerce of the war, but as a factor of relief to the trunk lines by a diversion of the cargoes of war from long and unnatural routes to short, speedy and economic ones. The citizens of Boston are united upon the merit and justice of such a development in its harbor and as its spokesman I appeal to you to permit this development to be made as urged by the committee acting in relation to same. Surely with the unique provision that this port may share trunk line service on a parity with any of the most favored ports of the Atlantic coast, its nearness to the Allies and our own army together with other advantages well known, Boston as a trans-shipment and storage base could not be improved upon.

We are aware that under separate railroad administration many of these factors of merit were discounted but no longer can it be said of the port of Boston that adequate, speedy and comprehensive war facilities such as are recommended would not in all respects compare favorably with other ports, the most favored of which is at least a day’s longer journey from the war bases in France. Both state and city lands are available and we would respectfully urge that the port of Boston be allowed to share in facilitating the dispatch of the sea borne cargoes of the war.

Respectfully yours,

JAMES M. CHILDE, Mayor.
The following address was delivered by Mayor Curley at the Nine
street municipal building last night, Dec 3, 1917.

"Never in the history of a municipal campaign has a supposedly
intelligent candidate for public office displayed more supreme ignorance than the gentleman from Dover.
While his failure to serve in a municipal office has been a blessing
to the city, the knowledge to be acquired by such service would at
least have prevented him from being a buffoon in the present mayor-
cracy contest.

"He speaks pithy of municipal problems that have taxed the
efforts of men possessed of brains with an ignorance and an abandon-
ment that stamp him as totally unfit to administer the affairs of
this municipality.

"There are 600 miles of streets in Boston, of which 400 miles
are constructed of macadam or telford, which are totally unsuited
for modern motor vehicle traffic. To reconstruct with durable, san-
itary, modern surface at the present cost of $75,000 per mile would
represent a total expenditure of $30,000,000. The life of a granite
block street with concrete base is one less than 25 years, while the
life of a wood block, bitulithic or asphalt street with concrete base
is about 10 years. If the streets of Boston were in good condition
five years ago, before I took the office of mayor, they would today be
in the best condition ever.

"More money has been expended on the acceptance of private ways
during the past four years than was expended in the preceding ten
years. More money has been expended on modern, durable and sanitary
street construction during the past two years than in any preceding
six-year period with the exception of the second last administration.
There had never been a definite or comprehensive street construction
policy prior to my administration. During my administration, a con-


ference of engineers representing Technology, Harvard University, the Finance Commission, the State Highway Commission, the Metropolitan Park Commission and the Public Works Department considered the entire subject for the first time in the history of the city. Pramulgated a definite policy with reference to street construction and this policy has been religiously adhered to.

"Under the present City Charter the City Council is prohibited from originating any appropriation and the increase in annual expenditures for new street construction from $250,000 prior to my assuming office to the sum appropriated in 1916 and in 1917 to $750,000 annually is the result of my recommendation and not the work of the City Council as Mr. Peters would have the public believe. For the benefit of the distinguished gentleman from Dover who, while he may be familiar with town administration, is ignorant of city administration I beg to submit for his perusal Section 5 of the City Charter, which reads as follows:

Section 5. All appropriations, other than for school purposes, to be met from taxes, revenues, or any source other than loans shall originate with the Mayor, who within thirty days after the beginning of the fiscal year shall submit to the City Council the annual budget of the current expenses of the city and county, and may submit thereafter supplementary budgets until each time as the tax rate for the year shall have been fixed. The City Council may reduce or reject any item, but without the approval of the Mayor shall not increase any item in, nor the total of a budget, nor add any item thereto, nor shall it originate a budget.

"After Mr. Peters has taken his kindergarten training in municipal administration, a public apology for incorrect statements of his misrepresentations and deliberate attempt to deceive the voters would be in order. The gentleman from Dover stated in an address recently appearing in the newspapers and purporting to have been delivered before the Rotary Charitable Society that if elected he would start a constructive solution of the street problem, and this statement is an insult to the intelligence of the representatives of our two lead-
ing universities and the engineering forces of State and City Depart-
ments — men really possessed of brains.

"The most lamentable spectacle of the present campaign is the
attempt to evade responsibility for the accession to his cause of the
lordly Giblin and Diamond Jim Finicky while accepting of their support.
These two distinguished exponents of reform with the representatives
of the arson trust, the loan shark syndicate, the lighting trust and
the realty trust, if the prevailing bid and asking price for support
are maintained at present levels, will shortly result in the align-
ment for the citizen from Dover of the most motley array of political
parasites and microbes that ever assembled under the banner of reform
in any municipal campaign.

"During my administration as Mayor, the best record ever estab-
lished on award of contracts has been made and in every case the
award has been to the lowest responsible bidder. I ask the gentle-
man from Dover if he would recommed a change in this system which
has worked so admirably in the interests of the taxpayers?

"I secured the passage of an ordinance providing that the proceeds
from the sale of lands and buildings owned by the City be applied to
the reduction of the City debt with the result that nearly $1,000,000
of debt has been extinguished in the past four years. I ask the
gentleman from Dover would he favor the abandonment of this policy?

"Upon my recommendation, the segregated budget was adopted in com-
plete form. The adoption of the segregated budget resulted from the
recommendation by me of an order creating an independent Budget Com-
mission to study and report upon a segregated budget for the entire
City. Would the gentleman from Dover favor the abandonment of the
segregated budget?
"Upon June 1st of the present year the salaries of 6000 persons in the employ of the City were increased and, as a matter of equity, all persons engaged in the same character of employment were placed on the same salary basis, thereby, for the first time, destroying favoritism and establishing justice. I ask the gentleman from Dover would he favor the repeal of the recommendation for salary increases now paid to persons in the employ of the City?

"The Boston Consolidated Gas Company have announced that it is their purpose to increase the price of gas to consumers in Boston after January 1, 1918, and I have ordered the Law Department to fight the increase in the interests of the people. Would the gentleman from Dover in a contest between the Gas Trust and the people stand with the interests supporting his candidacy?

"I shall from time to time, as the campaign proceeds, enlighten the gentleman from Dover relative to municipal administration and for the present will remain content by simply stating that the tax rate of Boston, despite four years of war, is today lower than that of any other city in the Commonwealth, with the exception of Peabody; that during the past four years the net debt of the city has been reduced $2,691,317.09, exclusive of rapid transit debt, and that the public employees are enjoying better wages and conditions than ever before in the history of the City and, so far as I have been able to ascertain, are united in their advocacy and support of James M. Curley for re-election."
At a rally in Jenon Hall, Forest Hills, last night Mayor Curley said in part:

"For years the people of west Roxbury have been clamoring for new residential streets in vain. Hundreds of citizens have bought or built their homes on private ways and suffered from wind and slash in the winter, and dust and dirt in the summer. The custom for years has been to appropriate only §300,000 a year for new streets for the entire city, with the result that residential development has far outstripped street construction. Realizing this situation, I promised that if elected I would greatly increase new street construction. Each year of my administration I have recommended and received $300,000 instead of $300,000, and of the amount the enormous sum of $312,150 has been apportioned to west Roxbury by the street commission for the construction of 66 new streets. Most of these streets were purely residential, but some were of community importance.

"Belgrade Avenue extension and Beech street widening through to Centre street, including a new bridge over the railroad, is a most important and necessary improvement. It has been ordered at a cost of $117,000.

"The widening and construction of Grove Street, between Washington street and Centre street, has been agitated for years. It is an important traffic connection between these two great thoroughfares and has been laid out and ordered constructed at a cost of $112,000.

"There have been laid or contracted for 329,100 square feet of new granolithic sidewalks in addition to the sidewalks laid on new streets.

"Important surface and sanitary sewers have been laid at a cost of $509,709, the most important of which were Story Brook section 7, $150,000 and the Temple street outlet, $101,500. In addition to
At a rally held at Meeting House Hill last night, Mayor Curley said in part:

"The Dorchester district is so large that the average citizen has no conception of the amount of work done and improvements made there, unless compiled in some manner such manner as this. Aside from the economical and efficient administration of affairs in the city as a whole, there are special reasons why every citizen of Dorchester should vote for me.

"There has been spent or appropriated for the acceptance and construction of new streets in Dorchester in the past four years the enormous sum of $71,560.37, representing 197 streets. This is the largest number of streets and the largest amount of money ever spent for new residential streets by any administration in Dorchester or any other district in the history of Boston.

"The completion of the Norfolk street widening and extension through to Blue Hill Avenue has been provided for and the work is now progressing at a cost of $112,000.

"There has been appropriated $77,000 for the improvement of Savin Hill playground and beach; while an additional loan of $25,000 has been made for the improvement of Boston beach. Work has not progressed as far on Boston beach as on Savin Hill beach, but when it is completed it will be equally as beautiful and serviceable.

"An additional loan of $100,000 has been made for Doran Park and one of the finest parks of its kind will soon be completed. An overlook park has been provided for on Washington Street at an expense of $86,000 and a new playground on Norfolk Street for $14,500.

"There have been 90 streets resurfaced and repaired in the past four years at an expense of approximately $270,000 and contracts have been let for the resurfacing and repaving of Dorchester Avenue and..."
Repeset avenue at a cost of $21,700. This work is, unfortunately, progressing slowly owing to the scarcity of labor due to the war.

"More granolithic sidewalks have been laid, or contracted for, than ever in the history of Dorchester, aggregating 771,420 square feet. For the year 1917 alone contracts have been let on 18 streets at a cost of $60,000. Special mention should be made of the sidewalks on the following great thoroughfares: Columbine road, between Edward Everett square and Blue Hill avenue; Dorchester avenue, Repeset avenue and Adams street.

In the past four years, $291,300 has been spent for sewer outlets and brook improvements, and so much more for sewers in the one hundred or so new streets that have been laid out.'

The Benevolent and Protective Order of Elks in every section of America, including our eastern possessions, wherever a lodge is found, assemble today to pay their tribute to the great host of Elks who have departed this life.

At no time in the history of this splendid organization has there been so much impetus given to the cause of charity and the welfare of the underprivileged. The impulses of the hearts of the members of this organization have been an inspiration to the world, and the work of the Elks has been an inspiration to the world.

The immortal Vivian, disciple of the brotherhood of man and the fatherhood of God, long realized the potential possibilities of right thinking, right living and right thinking for the betterment of the human race. The organization that he founded was the result of the seed planted by him after the close of the great Civil War.

He found a nation embittered by four years of strife, united in theory but divided in the battle for freedom, to repay or, with envy and hatred, tearing their heads in every part of this broad land.

He found a Southern mother, whose sons had been sacrificed to a theory they believed right, nurturing her babes from the bitterness that beset the people of the country, who, in response to the call of the Emancipator, had waged war for the extension of human liberty and dignity to all people, without regard to race, creed or color.

He found the Northern mother who had suffered the loss of husband or son sharing the hatreds and bitterness of the Southern mother.

In a realizing sense of the necessity for brotherly love as a means to the establishment of a united nation, he formulated the Benevolent and Protective Order of Elks. The guiding thought and the cornerstone of the Order's greatness was brotherly love based on justice, and fidelity to principle and country, cloaked with the broad mantle of sweet charity.

To the principles of the departed Vivian 500,000 men in America today subscribe, and wherever the drum-beat is heard in this cruel war, whether in the countries of America, of the Far-off Philippines, or the bloody fields of France and Flanders, our brother Elks may be found under the sturdy folds of humanity's beacon of hope, standing ready to make the supreme effort that they may be emulated by Vivian may become the dominant thought of the world.

Elkmann has never represented lip-service to humanity, to charity or to flag. Within the last year American patriots have displayed to the world a new flag, whose meaning we have yet to interpret, namely, the service flag. The service flag, fluttering from the home of the toiler and the pauper alike, is a symbol of the good will that is being exemplified by the children of the world. Today the service flag is flying over every building occupied by a lodge of the Benevolent and Protective Order of Elks, and the stars of red and white, with the border of red, are daily becoming more numerous.

The service flag represents more in this hour of the world's unrest to the people of America, from whose families men have gone forth to defend the great principles for which this government of ours was established, than any other flag in our generation has ever represented.

The border of red to the father who has given his son to the red badge of manhood, and courage that has been so glorified in any crisis American citizenship.

The field of white symbolizes the purity of purpose that has been ever the ideal of our country from the beginning, not a quest for the acquisition of territory, not the lust for indemnities, but the sole desire to establish liberty, equality and democracy throughout the world.

Poised on the meaning conveyed by the red and the white, it becomes possible as compared with the stars to the mothers of America who have contributed a son or to the American wife who has contributed husband. To the mothers and wives of America each star discloses a heavy heart and tear-laden eye, and a bond of hope through God's Providence of the speedy ending of the war and the safe return of a loved one.

And so today we engage in what may be termed a new departure in connection with our memorial exercises. We offer up a tribute of our own to the memory of the brave men who fell in the great conflict of the world.

And so today we engage in what may be termed a new departure in connection with our memorial exercises. We offer up a tribute of our own to the memory of the brave men who fell in the great conflict of the world.

Elkmann has taught men, as William Cullen Bryant has so beautifully phrased it in his "Thanatopsis," to

So live, that when thy summons comes to join
The innumerable caravan, that moves
to that mysterious realm, where each shall take
His chamber in the silent halls of death;
Then go not like the quarry slave at night,
Scurrying to his dungeon, but, sustained and
soothed
By an unfaltering trust, approach thy grave.

There can be no permanent peace in the world until human selfishness has been destroyed. Elkmann presents its principles as a panacea for the evils that afflict humanity. They are the great divine principles that were enunciated by the great Nazarene nearly nineteen centuries ago on the shores of Galilee, and which the people of the world must one day accept.

Fidelity to the great principles of brotherly love, charity and justice must one day replace human selfishness, malice and greed in the hearts of men, if the aim of life is to be the common good of humanity.

It is the custom of Elkmann to pause twice annually from labor and pleasure and devote a portion of two days to prayer for the dead. It is customary throughout America on Memorial Day to journey to the cemeteries and conduct through the meditations of recollection and to lay God's harp of gentle spring—sweet flowers—over the monuments under which rest the remains of dear ones departed. It is rarely that one performs this beautiful act without the consciousness of some unhappiness committed towards the dead when in the flesh, and the fragrance of flowers conveyed the realization of how fleeting is life and how important it is that charity in thought, in word and in deed be exercised while our friends and neighbors are in the flesh, not only to acknowledge but to benefit.

Elkmann has taken for its motto: "The faults of our brothers we write upon the sands; their virtues on the tablets of love and memory." And so, today, throughout the land Elkmann assembles to pay tribute to the departed with charity for human weakness, with praise for good achievement and mindful of what the poet Shakespeare has so well said:

The evil that men do lives after them;
The good is oft interred with their bones.

We assemble with a more profound realization than ever before of the value of the guiding principles of this organization: Brotherly love, charity, justice and fidelity. Let us, as we value our American citizenship, as we love our country and our flag, and as we respect our organization, endeavor to practise these great principles not today alone, but every day throughout the year. Let our charity and our daily lives be of that order so beautifully set forth by the poet O'Reilly in speaking of a departed friend:

And how did he live, that dead man there, In the country churchyard laid? Oh, he! He came for the sweet field air; He was tired of the town and he took no pride In its fashion or fame. He returned and died. In the place he loved, where a child he played. With those who have knelt by his grave and prayed. He ruled no lords, and he knew no pride. He was one with the workers, side by side. He hated a mill, and a mine, and a town. With their lever of misery, struggle, renown; He could never believe but a man was made. For a nobler end than the glory of trade. For the youth he mourned with an endless pity Who were cast like stone on the streets of the city. He was weak, maybe, but he lost no friend; Who loved him once, loved on to the end.
BOSTON AS OCEAN TERMINAL.

His Honor the Mayor addressed the following communication to Hon. Newton D. Baker, Secretary of War, relative to the opportunities of Boston as an ocean terminal, upon the 10th instant:

OFFICE OF THE MAYOR,
BOSTON, October 10, 1917.

HON. NEWTON D. BAKER,
Secretary of War, Washington, D. C.;

DEAR SIR,—The war measure which has been inaugurated by your Railway Advisory Committee of the Council of National Defense, providing for the operation of the entire trunk railway system of the country as a single unit for the dispatch of cargoes for local and export movement, has in effect made the port of Boston a possible ocean terminal for all such trunk lines.

The chief reason why this port has not been able to receive its rightful share of the export and import commerce no longer exists where cargoes of the war are to be dispatched to our foreign allies or for our own use in France.

I wish therefore to call to your attention one of the values of the port of Boston under such an administration of traffic. As a factor of safety against congestion and consequent delays in the already overburdened ports of New York, Philadelphia and Baltimore where the pressing needs of great populations impose a necessity for the use of a large proportion of their facilities for local commerce, New York harbor is especially flooded with the great commerce of 20,000,000 inhabitants in and about its railway and ocean terminals. The food riots of last winter and the great distress of its inhabitants were mainly due to the movement of the supercargoes of war exports. Unit operation of trunk line facilities of the United States constitutes Boston a great ocean terminal for cargoes from many parts of the United States and permit the harbor of Boston to have routed through its facilities cargoes for export and import to and from many of the greatest producing districts.

I would further call your attention to the greater capacity for a complete use of its facilities by ocean borne traffic. With the through and uncongested routings made possible by these war measures on the part of the railroads, Boston becomes at once a logical port in relief of the congestion and delays of other ports now burdened with a peak load upon all their facilities, the retirement of passenger equipment from the local roads in preparation for the movement of the great tonnage of the war, will result in these great systems affording frequent and uncongested access of our extensive port facilities and afford a means of speedy and economic relations with the ocean carriers.

With the port of Boston a base for a large unit of the new fleet of merchantmen and a complete use of its facilities, would aff anord excellent and efficient service to these carriers. Many piers and water front utilities now used by private interests would, owing to the war conditions, be available and afford a large increase in the tonnage possible to be moved and accommodated.

We would further direct your esteemed attention to the speed and relatively low cost of handling cargoes in this port, under these conditions, compared with the other ports mentioned and much of the tonnage routed through its facilities would move largely outside of the heavy general movements to other ports in relief of the congestion of the main lines.

This is the first time in history that Boston can be made a general trunk line terminal and happily at a time when its many advantages as an ocean port can be made to mean so much in the furtherance of practicable and effective relief of congestion in other ports on the Atlantic coast during the war.

The City of Boston would welcome this great commerce and the executives of our local railways would undoubtedly enter into the spirit of showing how valuable this great harbor could be made in furnishing free and uninterrupted shipment of the huge tonnage to our allies.

As a war measure the use of this harbor will reveal the magnificent and unusual opportunities afforded here for interchange of the commerce of the world and it may well result in this port at last taking its place among the great ports of the world. In distances to foreign ports in the matter of its deep and open channel, available water front land, state and municipal areas available for emergency as well as permanent facilities, and in many other respects it possesses to a greater degree inducements to trade of the world is possessed by few and surpassed by no harbor on the Atlantic coast. With trunk line favoritism for other ports removed, Boston would at once take its place and be allotted its rightful share of ocean borne commerce.

The Government has under consideration the establishment in this harbor of emergency rail, water and storage terminals for purposes of the speedy and effective movement of not only New England commerce of the war, but as a factor of relief to the trunk lines by a diversion of the cargoes of war from long and unnatural routes to short, speedy and economic ones. The citizens of Boston are united upon the merit and justice of such a development in its harbor and as its spokesman I appeal to you to permit this development to be made as urged by the committee acting in relation to same. Surely with the unique provision that this port may share trunk line service on a parity with any of the most favored ports of the Atlantic coast, its nearness to the Allies and our own army, together with other advantages well known, Boston as a trans-shipment and storage base could not be improved upon.

We are aware that under separate railroad administration many of these factors of merit were discounted but no longer can it be said of the port of Boston that adequate, speedy and comprehensive war facilities such as are recommended would not in all respects compare favorably with other ports, the most favored of which is at least a day’s longer journey from the war bases in France. Both state and city funds are available and we would respectfully urge that the port of Boston be allowed to share in facilitating the dispatch of the sea borne cargoes of the war.

Respectfully yours,

JAMES M. CHILDEK, Mayor.