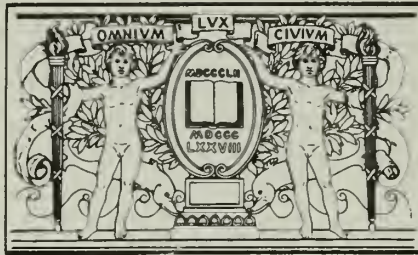


BOSTON PUBLIC LIBRARY



3 9999 06550 511 5



**BOSTON
PUBLIC
LIBRARY**





REPORTS OF PROCEEDINGS

OF THE

CITY COUNCIL OF BOSTON

FOR THE YEAR

COMMENCING JANUARY 6, 1941, AND ENDING JANUARY 3, 1942



CITY OF BOSTON
PRINTING DEPARTMENT
1942

INDEX

TO THE

CITY COUNCIL PROCEEDINGS

FOR

THE YEAR COMMENCING JANUARY 6, 1941, AND ENDING JANUARY 3, 1942

Absentee Voting

acceptance of chap. 54, sect. 103-A, General Laws, *re* absentee voting in city elections, 60, 71; notification of soldiers, 297, 302

Airport

appropriation

\$450 for expenses *re* valuation of certain property, 218, 226
\$593,187.50 from sale of airport for airport debt requirements, 383, 385
conveyance of land adjoining airport to Federal government, 135, 138, 174

release of rights in land and flats to Commonwealth in connection with airport development, 257, 341, 354, 363

resolution opposing transfer to state without full compensation, 20; reported in new draft, 43

sale of East Boston airport to state, 257, 341, 354, 363

sale of used personal property, 373, 380

transfer of \$1,040 from Reserve Fund to special account, Airport Improvements, 369, 371

Air Raid Shelters

Committee on Public Safety requested to survey downtown buildings for shelters, 404

shelters under Common and throughout city, 403

American Mutual Liability Insurance Co.

gift of Maxim portable trailer pump to city, 216, 226

Americanization Bureau

Bureau of Information to be established, with index of citizens who are members of military and naval forces, 297

Appellate Tax Board

appeal to board from rulings of Commissioner of Corporations, 327, 350

Appointments and Elections

BIRD, GEORGE H., Keeper of City Lock-up, 295

BRADLEY, WILLIAM R., Deputy Sealer of Weights and Measures, 268

BREEN, JOHN A., member of Board of Zoning Adjustment, 233

CONNELLY, ISABEL C., Overseer of Public Welfare, 206

COURTNEY, PAUL G., member of Committee on Public Safety, 413

CROSBY, ROBERT E., Inspector of Housing and Sanitation, 172

CUMMINS, JOHN J., Deputy Sealer of Weights and Measures, 157

CUNNINGHAM, RICHARD F., member of Committee on Public Safety, 413

CUSHING, BRADBURY F., re-appointed member of Boston Housing Authority for term ending January 8, 1946, 13, 43

DAILEY WILLIAM F., Overseer of Public Welfare, 206

DOWD, THOMAS A., Assessor for term ending March 31, 1946, 157

DOWNY, MARY T., elected secretary of City Planning Board, 354

DOYLE, ROGER T., Trustee of Boston City Hospital, 206

Appointments and Elections, Continued

DOYLE, WILFRED J., City Clerk, 28

DREYFUS, CARL, member of Committee on Public Safety, 413

DRISCOLL, DANIEL M., Custodian of Foreclosed Real Estate, 222

FITZGERALD, MARY M., member of City Planning Board, 206

GALVIN, WILLIAM J., member of Committee on Public Safety, 413

GIBSON, JAMES R., member of Board of Zoning Adjustment, 233

GOLDMAN, HARRY, acting Deputy Commissioner, Division of Communicable Diseases, 376

GORMLEY, FRANK J., Inspector of Housing and Sanitation, 172

HALL, JOHN L., Library Trustee, 206

HIGGINS, WILLIAM F., member of Board of Street Commissioners, 43

HOWE, DAVID H., member of Boston Port Authority, 206

HYLAND, GEORGE G., member of Committee on Public Safety, 413

JOHNSON, ERNEST A., member of City Planning Board, 206; member of Committee on Public Safety, 413

JONES, ELIOT N., member of Board of Zoning Adjustment, 233

KELLEHER, MICHAEL T., member of Committee on Public Safety, 413

KELLEY, WILLIAM F., member of Park Commission, 206

KRAMER, PHILIP, member of Committee on Public Safety, 413

LANG, FRANCIS X., as Acting City Treasurer, 295; as Acting Superintendent of Supplies, 298

LEE, JOHN E., member of Committee on Public Safety, 413

LYNCH, DANIEL J., clerk of Municipal Court of Boston, Criminal Business, 137

MACDONALD, FRANK U., Inspector of Housing and Sanitation, Health Department, 261

MALONE, JOSEPH L., member of Committee on Public Safety, 413

MCCARTHY, JAMES J., as City Treasurer, 395; as Acting Superintendent of Supplies, 190

MCCARTHY, JAMES JOSEPH, member of Boston Port Authority for term ending July 24, 1947, 137

NICODEMUS, JOHN C., member of Committee on Public Safety, 413

O'CONNELL, DANIEL J., member of Transit Department, 206

PARKER, WILLIAM STANLEY, member of Committee on Public Safety, 413

PARKMAN, HENRY, JR., member of Committee on Public Safety, 413

REDDINGTON, CHARLES E., Deputy Sealer of Weights and Measures, 157

REILLY, WILLIAM ARTHUR, member of Committee on Public Safety, 413

SARGENT, DANIEL, member of Art Commission, 233

SASSERNO, JOSEPH H., member of Committee on Public Safety, 413

SCANLON, MRS. JOSEPH E., member of Committee on Public Safety, 413

SLATTERY, DANIEL G., member of Board of Appeal, 233

SOMES, DANA, member of Board of Zoning Adjustment, 233

SULLIVAN, LEO D., trustee of Statistics Department, 326

TIMILTY, JOSEPH F., member of Committee on Public Safety, 413

TOBIN, HON. MAURICE J., chairman of Committee on Public Safety, 413

WALSH, JOHN J., member of Committee on Public Safety, 413

WHITE, EVA WHITING, Overseer of Public Welfare for term ending April 30, 1944, 206

WHITE, JOSEPH C., member of Committee on Public Safety, 413

WILINSKY, DR. CHARLES F., member of Committee on Public Safety, 413

WILLEY, EDWARD H., Overseer of Public Welfare, 206

Appropriations

annual budget submitted: 23; reported, 108-passed, 111
airport: debt requirements, 383, 385; improvements, \$1,040, from Reserve Fund, 369, 371; property, expenses *re* valuation of certain items, \$450, 218, 226
Art Department: cleaning of portraits, Council Chamber, \$250, 103, 112; Hanoville Veterans' tablet, Union Square, Brighton, \$600, to be charged to Phillips Street Fund, 370, 371; memorial to Alice E. Gallagher, \$400, 276, 279
Board of Examiners: \$15, 393, 398
Board of Special Commissioners on Representative Districts: \$500, 75, 82, 99, 102, 271
Board of Zoning Adjustment: \$1,500, 188, 200
Boston Port Authority: \$1,500, 393, 395
Bureau of Americanization: \$8,500, 218, 235
Cemetery Fund income to Cemetery Division expenses, \$60,000, 75, 82
City Clerk Department: duplication of city records, 23, 31; equipment, \$800, 393, 395
City Council: contractual services, \$1,414, 393, 395
City Documents: \$10,000, 393, 395
Committee on Public Safety: \$5,000, 267, 268
Contingent Fund: special appropriation, 393, 395
Finance Commission: \$3,500, 135, 177
Fire Department: \$97,000, 393, 395; Wire Division, \$704, 393, 395
Foreclosed Real Estate Division: \$5,000 from rentals to current expenses, 315, 321; \$5,000 from rentals to current expenses, 369, 371
Institutions Department: steamer "Stephen O'Meara," \$16,500, 393, 395
Library Department: roof repairs, central library, \$20,000, 383, 385
Mayor, Office Expenses: \$7,933, 393, 395
mosquito control: \$250, 39, 43
Municipal Employment Bureau: \$21,000, 8
Municipal Survey Committee: \$25,000, 83, 101
Park Department: district headquarters building, South Boston, \$3,500, 179, 185; \$44,450, 393, 395; Randidge Fund excursions, \$5,000, 204, 210; \$1,600 from sales of city property for purchase of land on Rochester and Troy sts., 369, 371, 385; vetoed, 391
Police Department: \$98,460, 393, 395
Printing Department: \$20,000 from revenue account, 369, 371
Public Buildings Department: Armory, \$11,800, 408, 415
Public Works Department:
 bridge construction, \$148,323.45, 221, 226, 227; bridge service, 393, 395; additional appropriation of \$2,049.94, 405, 407
 ferry service, \$9,600, 393, 395
 highways, making of, \$148,323.45, 220, 226, 227; additional appropriation of \$2,049.94, 405, 407
 lighting service, \$23,500, 393, 395
 sanitary service, \$23,100, 393, 395
 sewer service, \$18,900, 393, 395
 sewerage works, \$2,049.94, 405, 407
 Sumner Traffic Tunnel, \$6,800 from tunnel income, 408, 414
Registry Department: contractual services, \$1,250, 393, 395
 request to include \$146,000 for traffic lights, 82
Social Law Library: \$1,000, 381
Traffic Commission: automatic traffic signals, \$45,000, 305, 306

Appropriations Committee

members: Councilors Gottlieb (chairman), M. H. Sullivan, Ward, Lyons, Russo, Wickes, Goode (*vice* Shattuck, resigned)
report on annual budget: 108

Art Department

member appointed: Daniel Sargent, for term ending April 30, 1946, 233
appropriation: cleaning of portraits, Council Chamber, 103, 112; Hanoville Veterans' tablet, Union square, Brighton, \$600 to be charged to Phillips Street Fund, 370, 371; memorial to Alice E. Gallagher, \$400, 276, 279

Assessing Department

member appointed: Thomas A. Dowd for term ending March 31, 1946, 157
abatement of excise taxes on autos owned by service men, 330, 349
changes in assessment districts: 419
extension of time for filing tax abatement applications, 329, 349
information requested as to effect of proposed racing "take" bill on tax rate, 263
ordinance *re* salaries of assessors, 257

Assessing Department, Continued

poll tax abatement for men in United States armed forces, 20
fair valuations for Ward 16, 111; survey of increased valuations, Ward 16, 319
survey of property of defunct Federal National Bank, 329, 352
transfer: \$5,142 from Collecting, Budget Department and Traffic Commission, 405, 407

Auditing Department

borrowing in anticipation of taxes, 8, 16
borrowing program for 1941, 227
computation of municipal relief loan, 162
information requested as to payment by Revere, 72
request to hold up payment of bills for new court house repairs, 371
transfer within departmental appropriation, 394, 395

Automobile Insurance Rates

orders: flat rate throughout state, 335; maximum of \$25, 338; referendum on flat rate for state, 336
resolutions: against purported discrimination by companies, 178; condemning failure to reduce Boston rates, 335

Bicycles, Registration of

order accepting section 11A of chap. 85 of General Laws *re* registration of bicycles, referred to Executive Committee, 365

Board of Appeal

member appointed: Slattery, Daniel G., for term ending April 30, 1945, 233
enforcement of zoning ordinance: Ward 8, in regard to junk yards, 185

Board of Examiners

appropriation: \$15, 393, 395

Board on Representative Districts in County of Suffolk

appropriation by city of \$500, 75, 82, 99, 102, 271

Bond Approvals

Boston American League Baseball Company, 121
Constables:
 list of fifteen, 189
 list of fifty-five, 180
 list of ten, 223
 list of thirteen, 206
 Broad, Charles B., 233
 Kaplan, Max, 419
 Mahoney, James F., 233
 Mahoney, William H., 242
 Mullen, Bernard W., 233
 Sefton, Charles F., 326
National League Baseball Club of Boston, Inc., 140

Bond of Indemnity

John J. Hourihan, 363
 Welding and Engineering Company of Boston, 395

Bonus

\$10 monthly to be paid by State to men in National defense service, 320
\$100 to be paid city employees in National defense upon discharge, 319

Borrowing Capacity of City

Estimate of amount city can borrow, 137

Boston Committee on Public Safety

members appointed: 413
appropriation for incidental expenses, 267, 268
loan of \$150,000 for public safety program, 398, 402, 415
order requesting appointment of City Councilors on committee, 404
ordinance giving committee formal municipal status, 398, 401
survey requested of downtown buildings for shelters, 404

Boston Consolidated Gas Company

conference requested *re* improved street lighting, 318

Boston Elevated Railway

additional man requested during rush hours on one-man cars, 30

annual report and cost of service to be furnished Council, 163

Blue Hill ave.: car reservation, 98, 104, 184, 201

Boylston street subway: rental payments (Acts of 1941, chap. 140), 216, 226; accepted, 242

bus lines requested:

Brigham Circle to Charles st., 209, 311, 324

Francis st. to Park sq., 73, 165, 320, 334

Massachusetts Ave. Station to Dudley st., 213

Massachusetts ave. to Boylston and Charles sts., 107, 221

bus operation license petitions:

Beech and Kittredge sts. to Cummins Highway, 353—granted, 415

Boston-Brookline line, Chestnut Hill ave., to Cleveland Circle, 353—granted, 371

Boston-Brookline line to Huntington ave., Ward st., St. Alphonsus st. and Evans way, 171—leave to withdraw, 180

Brigham Circle to Boylston and Charles sts., 366—granted, 386

Cambridge and North Harvard sts. to Hopedale and North Harvard sts., 27—granted, 142

Dudley street station to Massachusetts station, 233

Gallivan boulevard—Marsh st. to junction of Hallett, Hill Top and Cedar Grove sts., 400—granted, 415

Granite ave. and Hill Top st. to Granite ave. and Milton st., 27

Huntington and Massachusetts aves. to Boylston and Charles sts., 316

Market and Washington sts. to Arlington and Faneuil sts., Brighton, 120—granted, 142

River st. and Fairmount ave. over various sts. to River st. (petition referred December 2, 1940), granted, 43

Weld and Maple sts. to La Grange and Centre sts., 242—granted, 242

car stop: Commonwealth ave., 356, 373

condemnation requested of Atlantic ave. Elevated structure, 277

court action by Attorney General requested, 128, 150

data requested through Finance Commission *re* stockholders, 151, 162, 187

demolition of Atlantic ave. Elevated structure, 402 (order referred to Committee on Rules)

escalator in Maverick station, 224, 231

extension of five-cent fare zone:

Allston-Dudley st. line, Commonwealth-Harvard aves. to entrance of Dudley st. terminal, 181, 201

Brigham Circle to Park sq., 73, 165, 209, 279, 290, 311, 324

bus and car lines entering Dudley st. terminal, 29, 49, 185, 204

Huntington ave., between Francis and Charles sts., 165, 279

Jamaica-Dudley st. line from Roxbury Crossing to Dudley st. terminal entrance, 235

Finance Commission: report by Timothy F. Callahan, special counsel, 140; report of commission, 157; final report, 172

five-cent fare on system: 123; new draft of order "within limits of city," 138; amended to include Cambridge terminal, 138

five-cent fares: for less than two miles, 146; for school children throughout year, 284, 289

free riding for service men, 278, 290

half fare requested for junior organizations, 46, 61

Huntington avenue subway:

noise nuisance at entrance, 240

rental payments (chap. 148 of Acts of 1941), 188, 210; act accepted, 242

increased service requested:

Arborway-subway line, 101, 117, 147, 168

Army Base, 355, 368

Ashmont station—Mattapan sq., 313

Ashmont-Morton st. and Washington st.—Dudley st. lines, 125, 186

Broadway—North Station, City Point—Dudley st. lines and Bay View bus, 31, 49

Columbia Station to Andrew sq., 380, 409

Corriganville and Fairmount sections, Hyde Park, 36

Geneva ave. line, Dorchester, 357, 368

Humboldt ave. car line continuance, 142

Huntington ave. subway, 150, 187

Hyde Park to Cleary sq., 175, 201

Jamaica Plain-Dudley st. line, 168, 296, 314

Massachusetts ave. to Boylston and Charles sts., 213, 221

Memorial Day to all cenertries, 207, 216

Orient Heights and Jeffries Point to East Boston high school, 55, 117

River st. to Boston Sanatorium during visiting hours, 98, 117

Roslindale sq. to Cleary sq., 337

Sacred Heart Church, Roslindale, 317

Savin Hill station to Jeremiah E. Burke school, 127, 153

summer bus schedule to South Boston beaches, (2) 212, 222

new-type cars requested: Dedham, Hyde Park and Cummins Highway lines, 82, 96; Washington st. line from Dudley st. to Ashmont st., 279, 290

removal of tracks: Massachusetts ave., etc., 212; Norfolk st., 243, 254, 279, 332

Boston Elevated Railway, Continued

resolution: asking sale of stock to cover deficit, 182

sale of power houses: to Boston Edison Company, 207

sale of surplus power: to city, 211

sale of unused Elevated structure and rails, 225, 232

shelters requested: Belgrade ave. and Robert st., Ward 20, 321, 332; Brighton-Allston, 73; Central sq., East Boston, 285, 289, 366, 380, 410

substitution of bus for car line: Massachusetts station—Dudley st., 213

trackless trolley permit: over Main st. between Sullivan sq. and Somerville line, 277

track location: 276

trailer cars: on Subway—South Huntington ave. line, 335, 343

transfers: on Jamaica-Dudley st. line, 327, 343

use of land: at Washington and Faneuil st., Brighton, for play space for children, 262, 278

Boston Housing Authority

member appointed: Cushing, Bradbury F., for term ending January 8, 1946, 13, 43

agreement: on payments in lieu of taxes between Federal Works Administrator and City of Boston, 180

land: On Mile rd. Dorchester, to be considered for housing project, 45

larger apartments: in Orchard pk., and South End housing units, Ward 8, 29, 50

legislation requested: placing employees under civil service, indefinitely postponed 364 (order referred November 18, 1940)

Lenox st. housing project: establishment of nursery school requested, 328; vacancies to be filled, 54

low-income group: in housing projects, 183

Mission Hill housing unit: admission, 93; applicants, 148

naming of square: in South Boston housing project, for late Monsignor George W. Patterson, 8; for late Rev. Patrick B. Murphy, 8

naming of streets: in Mission Hill area for World War veterans, 10, 38

new housing project: Ward 6, 149

Old Colony project: residents, 268

opposition: to further sale of housing projects, 46

Orchard park: to be included in Orchard pk. housing project, 79

preference: to those whose homes are taken for new project, 70

request for project: on site bounded by Roxbury, Tremont and Ruggles sts., and Shawmut ave., Ward 9, 213, 228

return: on Old Colony housing project, 84

sale of land:

Columbia rd., South Boston, by Park Department to Housing Authority, 42, 43, 70

East Dedham street by city for housing project, 219, 226, 235

Park place, Roxbury, by Park Department, for housing project purposes, 205, 210, 226

sale: of South Boston housing project to Federal Works Agency, 41, 71, 81

security: given on housing projects, 16

solariums: at all housing projects, 329

storing of wood: from houses demolished for housing projects for winter use by poor, 252

use: of new South Boston housing project, 70

Boston Port Authority

members appointed:

David H. Howie, for term ending July 24, 1947, 206

James Joseph McCarthy, for term ending July 24, 1947, 137

appropriation: \$1,500, 393, 395

transfer: \$10,000 to Contingent Fund, 342, 354

transfers within departmental appropriation: 293, 297, 408, 415

Boston Retirement Board

transfer: \$499.11 from Library Department, 405, 407

transfers within departmental appropriation: 293, 297

"Boston's Streets"

new edition: 1,000 copies authorized, 191

Brandeis, Louis Dembitz

resolution: *re* death, 335

orders: requesting that name of Blue Hill ave., be changed to Louis D. Brandeis boulevard, 39, 357; requesting that school be named in his honor, 357

Budget

annual budget: submitted, 23; date of hearings, 62; public hearing, 92; reported, 108; passed, 111

Budget Department

new classification: under "Compensation and Classification Plans":
Managing Custodian, 256
transfer: \$1,800 to Assessing Department, 405, 407

Building Code, Committee on

members: Councilors Fish (chairman), Ward, Shattuck, Lyons, Langan, Kelly, Goode, 16

Building Department

condemnation: requested of Atlantic ave. Elevated structure, 277
demolition: building at 23 Chickatawbut st., Ward 16, 284, 314
investigation: of elevator fatalities, 125, 154
order: requesting Commissioner to refuse building permits for land of Daniel L. McGrath on Nashua st., 388
transfer: \$4,842.28 from reserve fund, Library Department and City Planning Board, 405, 407
transfer within departmental appropriation: 405, 407

Building Laws

amendment: to Revised Ordinances of 1925, chapter 10, section 7, *re* builders' licenses, 21, 244

Bureau of Americanization

appropriation: \$8,500, 218, 235

Burner's Hofbrau, Inc.

resolution: favoring refund of license fee, 82

Busses**Boston Elevated Railway increased service:**

Army Base, 355, 368
Ashmont-Morton st., line, 125, 186; Ashmont station-Mattapan sq., 313
Bay View bus, 31, 49
Columbia station-Andrew sq., 380, 409
Corriganville and Fairmount sections, Hyde Park, 36
Francis st. (Brigham Circle) to Park sq., 165, 311, 320, 334
Massachusetts ave. to Boylston and Charles sts., 107, 213, 221
Memorial Day to all cemeteries, 207, 216
Orient Heights and Jeffries Point to East Boston high school, 55, 117
Roslindale sq. to Cleary sq., 337
Savin Hill station to Jeremiah E. Burke school, 127, 153
service to Boston Sanatorium during visiting hours, 98, 117
summer bus schedule to South Boston beaches, (2) 212, 222
Sunday morning bus to Sacred Heart Church, Roslindale, 317

operation license petitions:**BOSTON ELEVATED RAILWAY:**

Beech and Kittredge sts., Cummins Highway, 353; granted, 415
Boston-Brookline line, Chestnut Hill ave., to Cleveland Circle, 353; granted, 371
Boston-Brookline line to Huntington ave., Ward st., to St. Alphonsus st. and Evans way, 171; leave to withdraw, 180
Brigham Circle-Park sq., 366; granted, 386
Cambridge and North Harvard sts. to Hopedale and North Harvard sts., 27; granted, 142
Dudley st. station to Massachusetts station, 233
Gallivan boulevard-Marsh st., to junction of Hallet, Hill Top and Cedar Grove sts., 400; granted, 415
Granite ave. and Hill Top st. to Granite ave. and Milton st., 27
Huntington and Massachusetts aves. to Boylston and Charles sts., 316
Market and Brighton sts. to Arlington and Faneuil sts., Brighton, 120; granted, 142
River st., and Fairmount ave., over various streets to River st. (petition referred December 2, 1940); granted, 43
Weld and Maple streets, La Grange and Centre sts., 242; granted 242
New England Transportation Company: Park sq., to Boston-Dedham line, 52

Oakdale Community Garage Bus line: Dedham and Boston line to Park sq., 43, 98

opposition: to House Bill 141 *re* granting of bus permits by Public Utilities Department, 82

Cardinal William H. O'Connell

felicitations: of Council on thirtieth anniversary of elevation to Cardinalate, 371

gift to city of land: on Vernon st., Roxbury, for playground purposes, 274, 279; on Malden st., South End, for playground for small children and mothers' rest, 275, 279

Carey, William A., Councilor, Ward 10

ward area: Roxbury, west

committee appointments: claims, executive, unclaimed baggage, 16

amendment: air-raid shelters throughout city, 403

doubting of vote: 239

improvements, Ward 10:

For details, see Streets, Squares, Circles, names
Allston and Kelton sts., 306 (for Councilor Ward)
Brigham circle, 190
Calumet st., 338
Chestnut ave., 306
Hillside st., 176
Hillside and Calumet sts., 311, 326
Mozart and Lamartine sts., 319
Parker Hill ave., 355
Parker Hill terrace, 252
Perkins st. and Jamaicaaway, 237 (with Councilor Langan)
Zamora court, 326

motion: lay on table report of committee on licenses *re* Elevated bus license, 316; refer back to committee, 317

orders:

afternoon registration of voters, 318
hudget allowance for parks and playgrounds, 396 (with Councilors Linehan, D. F. Sullivan, Lyons and Seannell)
bus Brigham circle, Charles st., 209, 311 (with Councilor Chase)
cleaning of Ward 10 and other city streets, 122
delivery of oil to dependents, 52, 177
employment on defense for W. P. A. workers, 98
extension of five-cent fares, Jamaica-Dudley st., line, 335
five-cent fare Allston-Dudley st. line, 181 (with Councilor Ward)
five-cent bus service Francis st. to Park sq., 73, 279 (with Councilor Chase)
five-cent fare, Huntington ave., 165 (with Councilor Chase)
Huntington avenue subway extension, 58
improvement of gas lighting on streets of Ward 10 and entire city, 318
increased allowances to relief recipients, 277
increased lighting, Huntington ave., 365
inspection of foods, 380
Jamaica Plain-Dudley street car service, 296
library hudget to include cost of new roof, central library, 390
lowering of entrance age to kindergarten and first grade, 318
Mission Hill housing unit admissions, 93
Mission Hill housing unit applicants, 148
naming of streets in Mission Hill housing area for World War veterans, 10
Parker Hill playground improvements, 82
postponement of tax sale advertising, 122
removal of snow from sidewalks, 28
roping off streets, March 29, 113 (with Councilors Langan, Lyons, Englert and Goode)
roping off streets, schoolboy parade, June 3, 209
survey of downtown buildings for shelters, 404
survey of Dudley st. lines, 185 (with Councilors Hurley, D. F. Sullivan, Englert)
survey of Ward 10 and entire city for improvement of electric lighting, 318
traffic signals Huntington and South Huntington aves., 327
trailer cars Subway-South Huntington ave. line, 335
transfers Jamaica-Dudley st. line, 327
wider participation in food stamp plan, 165

orders:

afternoon registration of voters, 318
air raid shelters, 403
Board on Representative Districts, 99
Brigham circle, traffic lights, 190
burial of poor, 46
bus, Brigham circle-Charles st., 209
bus, Huntington and Massachusetts aves. to Boylston and Charles sts., 316, 317
central traffic artery, 66
certification of temporary street cleaners, 164
City Hospital investigation *re* treatment of patients, 45
cleaning of streets, 122
closing of Nazi and Italian consulates, 238
conduct of civilians during air raids, 402
confirmation of Michael W. Ober, 173
death of Mrs. Margaret M. Tohn, 340
delivery of oil to dependents, 52, 177
Elevated bus petition, 366
employment on defense for W. P. A. workers, 98
entrance age for kindergarten and first grade, 318
five-cent fares, Jamaica-Dudley st. line, 335
five-cent bus service Francis st. to Park sq., 73
free transportation on Elevated for men in service, 113
funding of overlay deficits, 223

Areay, William A., Councilor, Ward 10, Continued

Huntington ave. subway extension, 58
 Huntington ave. subway service, 150
 improved lighting on streets of Ward 10 and entire city, 318
 increased allowance to relief recipients, 277
 increased lighting, Huntington ave., 365
 inspection of foods, 380
 Mission Hill housing unit admissions, 93
 Mission Hill housing unit applicants, 148
 municipal stadium, 34
 Parker Hill playground improvements, 82
 parking, 114
 postponement of tax sale advertising, 122
 proportional representation, 196, 198
 reimbursement of W. P. A. workers for car fare, 270
 residents in housing projects, 269
 rising prices, 263
 sale of Elevated power houses, 207
 selection of funeral director by indigent, 182
 snow removal from sidewalks, 28
 "stop" signs Hillside and Calumet sts., 326
 "stop" signs Mozart and Lamartine sts., 319
 traffic lights, 307
 traffic signals, Perkins st. and Jamaicaaway, 237
 transfer from Parkman Fund, 235
 transfers Jamaica-Dudley st. line, 327
 two-zone fares, Huntington ave. bus line, 386
 use of W. P. A. in national defense, 244
 wider participation in food stamp plan, 165

resolutions:

death of Mrs. Margaret M. Tobin, 340
 felicitations to Cardinal O'Connell, 371 (with Councilor Linchan)
 March 17 a legal holiday for county of Suffolk, 28

unanimous consent: delivery of oil to welfare recipients, 177

Cemetery Division

see Park Department

Central Traffic Artery

resolution: approving enactment of legislation authorizing city to borrow \$19,400,000 outside debt limit for central traffic artery, referred to executive committee, 52; assigned for one week, 58; passed, 63; plebiscite asked (order referred to executive committee), 62

Chase, Perlie Dyar, Councilor, Ward 4

ward area: Back Bay, south, and Fenway

committee appointments:

escort to Mayor, 1
 executive, printing, soldiers' relief, unclaimed baggage, 16
 special committee on voting machines (appointed December 9, 1940)

amendment:

free transportation on Elevated for men in service, 113
 municipal stadium project speakers, 36

improvements, Ward 4:

for details, see Streets, Squares, Circles, names
 Bay State rd., 285 (for Councilor Shattuck)
 Brookline ave. and Deaconess rd., 328
 Gainsborough st., 372
 Granby st., 285 (for Councilor Shattuck)
 Massachusetts ave., 372

orders:

action on Finance Commission report *re* Elevated, 150
 advertising city to tourists, 93
 attracting tourists to city, 93
 better service, Huntington ave. subway, 150
 burial of poor and indigent, 19
 bus, Brigham circle-Charles st., five-cent fare, 209, 311 (with Councilor Carey)
 bus line, Massachusetts station-Dudley st., 213 (with Councilors Hurley and D. F. Sullivan)
 data *re* Elevated stockholders 151
 five-cent bus Francis st. to Park sq., 73, 279 (with Councilor Carey)
 five-cent fare, Huntington ave., 165 (with Councilor Carey)
 Huntington ave., grass-plotted safety islands, 128
 Huntington ave. underpass opening, 328
 increased old age assistance from city, 380
 information from Health Commissioner *re* rodent menace, 10
 naming of playground for Henry L. Shattuck, 262 (with Councilor Taylor)
 plans for possible war emergency, 396
 public welfare overseers asked to appear at hearing *re* burial of poor, 45
 removal of Elevated tracks and resurfacing of streets (2), 212 (with Councilor D. F. Sullivan)
 retention of insurance policies by old age assistance recipients, 55
 return on Old Colony housing project, 84
 shower baths, school yard playgrounds, 239
 snow workers' registration, additional day, 28
 speeding, new underpass, 365

Chase, Perlie Dyar, Councilor, Ward 4, Continued**orders:**

survey of area in traffic improvement bill, 59
 toboggan chute, Boston Common, 31, 38
 W. P. A. payment before Easter, 122 (with Councilor M. H. Sullivan)

remarks:

abatement of excise taxes on autos owned by men in service, 330
 action on Finance Commission report *re* Elevated, 150
 advertising to attract tourists, 93
 appropriation of \$401,126 from airport proceeds, 395
 better service, Huntington ave. subway, 150
 burial of poor and indigent, 19
 bus Francis st.-Park sq., 320
 bus, Huntington and Massachusetts aves. to Boylston and Charles sts., 316, 317
 central traffic artery, 65, 69
 Elevated bus petition, 366
 five-cent bus service Francis st. to Park sq., 73
 five-cent fare, Huntington ave., 165
 free transportation on Elevated for men in service, 113
 Huntington ave. safety islands, 129
 increased old age assistance, 380
 municipal stadium, 19, 34
 naming of playground for Henry L. Shattuck, 262
 pedestrian traffic signals, Brookline ave. and Deaconess rd., 328
 proportional representation, 194
 public welfare overseers asked to attend hearing *re* burial of poor, 45
 retention of insurance policies by old age assistance recipients, 55
 return on Old Colony housing project, 84
 rodent menace, 11
 snow workers' registration, additional day, 28
 speeding, new underpass, 365
 survey of area in traffic improvement bill, 59
 toboggan chute and sled coasting, Boston Common, 31
 traffic lights, 86
 two-zone fares, Huntington ave. bus line, 386
 W. P. A. payment before Easter, 122

resolutions:

bus line Francis st.-Park sq., 320
 discrimination in automobile insurance policies, 177
 increased old age assistance from state, 380
 noise nuisance, Huntington ave. subway, 240
 oil shortage, 240
 protest against increased cost of necessities of life, 213 (with Councilor D. F. Sullivan)

unanimous consent:

Elevated stockholders, 151
 five-cent fare on Elevated, 124
 nomination of Henry L. Shattuck for Council President, 6
 vote on loan of \$19,400,000 for traffic artery, 70

City Censor

closing of burlesque houses Good Friday, 85, 121 145
 investigation of show at Wilbur Theatre, 9

City Clerk Department

election of Wilfred J. Doyle, 28
appropriation: duplication of city records, \$5,000, 23, 31; equipment, \$800, 393, 395
 report on duplication of records, 283

City Council**members:**

Carey, William A., Ward 10
 Chase, Perlie Dyar, Ward 4
 Coffey, James S., Ward 1
 Englert, Edward L., Ward 11
 Fish, Philip Austin, Ward 16
 Galvin, William J., Ward 2
 Goode, James J., Jr., Ward 18
 Gottlieb, Joseph J., Ward 14
 Hurley, William F., Ward 8
 Hutchinson, Edward A., Ward 13
 Kelly, John B., Ward 15
 Langan, James M., Ward 19
 Linehan, Thomas E., Ward 7
 Lyons, Theodore F., Ward 20
 Russo, Joseph, Ward 3
 Scannell, Joseph M., Ward 6
 Shattuck, Henry L., Ward 5
 Sullivan, Daniel F., Ward 9
 Sullivan, Maurice H., Ward 22
 Taylor, Charles I., Ward 12
 Ward, Michael J., Ward 21
 Wickes, John C., Ward 17

annual address by Mayor Tobin, 1-6

election of William J. Galvin as President, 6

City Council, Continued

committees appointed:**special committees:**

BUILDING CODE: Councilors Fish (Chairman), Ward, Shattuck, Lyons, Langan, Kelly, Goode, 16

CONSTABLES: Councilors M. H. Sullivan (Chairman), Taylor, Lyons, 16

ESCORT TO MAYOR: Councilors Englert and Chase, 1

ESCORT TO PRESIDENT GALVIN: Councilors Coffey and M. H. Sullivan, 6

LICENSE FEES: Councilors Scannell (Chairman), Hurley, Hutchinson, Wickes, Russo, 16

PARKS AND PLAYGROUNDS: Councilors Goode (Chairman), Russo, Scannell, Gottlieb, Hurley, 16

PERAMBULATION OF BOUNDARY LINES: Council members, Councilors Lyons and Taylor, 371

PUBLIC SAFETY: Councilors Taylor (Chairman), Langan, Goode, Fish, Hutchinson, 16

PUBLIC WELFARE: Councilors Coffey (Chairman), Wickes, D. F. Sullivan, Russo, Hurley, 16

RIISING PRICES OF FOOD: Councilors Taylor, Goode and M. H. Sullivan, 263

SALARIES OF CITY AND COUNTY EMPLOYEES, 338

STREET LIGHTING: Councilors Hurley, Taylor, Ward, Fish, Scannell, 56

TAX TITLE PROPERTY: Councilors Hutchinson (Chairman), Kelly, Englert, Coffey, D. F. Sullivan, 16

UNCLAIMED BAGGAGE: Councilors Linchan (Chairman), Chase, Carey, 16

VOTING MACHINES: Councilors Taylor (Chairman), Hurley, Lyons, Shattuck, Chase (appointed December 9, 1940)

standing committees:

APPROPRIATIONS: Councilors Gottlieb (Chairman), M. H. Sullivan, Ward, Shattuck, Lyons, Russo, Wickes, 16

Councilor Goode vice Councilor Shattuck, resigned, 72

CLAIMS: Councilors M. H. Sullivan (Chairman), Scannell, Hutchinson, Taylor, Carey, 16

COUNTY ACCOUNTS: Councilors Wickes (Chairman), Goode, Gottlieb, Coffey, Scannell, 16

EXECUTIVE: all the members, Councilor Langan, Chairman, 16

FINANCE: Councilors Shattuck (Chairman), Hutchinson, Gottlieb, Goode, Kelly, Coffey, Englert, 16

INSPECTION OF PRISONS: Councilors Lyons (Chairman), Fish, Taylor, Langan, M. H. Sullivan, 16

LEGISLATIVE MATTERS: Councilors Ward (Chairman), Langan, Wickes, Shattuck, Coffey, 16

LICENSES: Councilors Fish (Chairman), Lyons, Englert, Russo, Ward, 16

resignation of Councilor Ward, 189

ORDINANCES: Councilors Lyons (Chairman), Fish, Englert, Taylor, Langan, Scannell, D. F. Sullivan, 16

PARKMAN FUND: Councilors Kelly (Chairman), Linehan, Coffey, Gottlieb, Taylor, 16

PRINTING: Councilors Scannell (Chairman), Chase, Kelly, D. F. Sullivan, Linehan, 16

PUBLIC LANDS: Councilors Russo (Chairman), Ward, Wickes, D. F. Sullivan, Hurley, 16

RULES: Councilors Langan (Chairman), Fish, Lyons, Taylor, M. H. Sullivan, 16

SOLDIERS' RELIEF: Councilors Englert (Chairman), Taylor, Chase, Hutchinson, D. F. Sullivan, 16

appropriation: contractual services, \$1,414, 393, 395

corrections in proceedings:

December 16, 1940, page 463, omission from remarks of Councilor Linehan, 11

April 14, 1941, page 163, remarks of Councilor Shattuck, 178

May 12, 1941, page 194, remarks of Councilor Chase, 213

November 24, 1941, page 380, remarks of Councilor Chase, 390

December 1, 1941, page 387, remarks of Councilor Shattuck, 397

Elevated: Finance Commission report for each member, 147

enforcement of rule No. 12, 142

leave of absence for Alfred C. Holland, stenographer-clerk, 70

legislative hearings *re* city, 10, 51, 85, 106

orders:

CORPORATION COUNSEL to apply for action on Broadway Bridge, 61

FAVORING LEGISLATION for retention of insurance policies by old age assistance recipients, 55

FIVE-CENT FARE on Elevated, 123

INFORMATION *re* Elevated stockholders, 151

LOWERING of license fees, 125

MODERNIZING of Northern ave. and Summer st. bridges, 30, 50

PARCHMENT to commemorate Councilor Wickes' heroism, 71

City Council, Continued

ordinance amending Revised Ordinances of 1925, chap. 3, sect. 5, *re* salaries of City Council officers, 401, 402

reference of unfinished business to Council of 1942, 420

resolutions:

ANNUITY to Alice M. Stevens, 9

ANNUITY to sister of Albert F. Mitchell, 175

APPRECIATION of services of President Galvin, 420

APPROPRIATION for Massachusetts N. Y. A. Symphony Orchestra, 389

APPROVAL OF LEGISLATION authorizing borrowing for central traffic artery, 52, 58

APPROVAL OF LEGISLATION authorizing payment of pension to W. Everett Grady, Suffolk County, 35

APPROVAL OF LEGISLATION *re* loans outside debt limit, 85

APPROVING General Pulaski Memorial Day resolution pending in Congress, 58

BOSTON ELEVATED to establish bus line from Francis st. to Park sq., 320

CLOSING of NAZI CONSULATE in ROSTON, 146

COMMENDATION of Congressman John W. McCormack, 396

COMMENDATION of Finance Commission report *re* coordination of metropolitan public services, 251

COMMENDING heroism of Councilor Wickes in saving boys from drowning, 28

CONGRATULATIONS to Hyde Park High School cadets, 225

CONGRATULATIONS to Max Singer, 297

CONGRATULATIONS to Mr. and Mrs. Thomas F. Coffey upon their fiftieth wedding anniversary, 239

DEFENSE RE-EMPLOYMENT plan for draftees, 54

DISCRIMINATION in automobile insurance policies, 177

DIVISION of Marine Safety, Pilotage and Salvage enactment favored (Senate Bill 175), 29

ENACTMENT of House Bill 221 favored, *re* additional payment to employees called in draft, 45

ENDORSEMENT of H. R. 3301 *re* differential in Navy Yard wages, 112

ENDORSEMENT of Junior Police Corps, 16, 27

EXTENSION of W. P. A. projects for middle-aged women, 356

FAIR EMPLOYMENT PRACTICE, 388

FAVORING FRANKING PRIVILEGES for members of United States armed forces, 252

FAVORING LEGISLATION AUTHORIZING:

exemption of Dr. Timothy Leary from retirement act, 82

further aid to old age assistance recipients, 93

payment to Connors Brothers Co. for work on old Court House, 80, 82

reconstruction of certain highways, 58

refund to Burner's Hofbrau, Inc., 82

FELICITATIONS to Cardinal O'Connell on thirtieth anniversary of elevation to Cardinalate, 371

FREE DENTAL CLINICS for adults, 9

INCREASED OLD AGE ASSISTANCE from state, 380

MARCH 17 a legal holiday for county of Suffolk, 28

MUNICIPAL STADIUM: legislative authority asked to borrow outside of debt limit, 18, 31; indefinitely postponed, 364

NAMING of school for Lieut. Philip Rasmussen, 418

NATIONAL HOLIDAY on Bill of Rights Day, 364

NOISE NUISANCE: Huntington ave. subway entrance, 240

OIL SHORTAGE: effort to avert, 240

OPPOSING HOUSE BILL 141: *re* granting of bus permits by Public Utilities Department, 82

OPPOSING TRANSFER: of airport to state without full reimbursement, 20; reported in new draft, 43

OPPOSITION: to proportional representation form of voting, 191

OPPOSITION: to transfer of Commonwealth pier from state to Federal government, 236

"PORT OF BOSTON RECONSTRUCTION COMMISSION": enactment favored, 29

PRIORITY RIGHTS: for municipal construction, 336

PROTEST: against proposed W. P. A. lay-off, 81, 175, 233

PROTEST: against redistricting plan, 244

RAISING: of W. P. A. wage scale, 328

RECOGNITION OF SERVICES: of Lieut. Philip Rasmussen, 418

REIMBURSEMENT: for property damages caused by "loopers"; legislative enactment favored, 47

REINSTATEMENTS:

Brown, Charles C. in police department, favoring legislative enactment, 126

Keneally, Mary, office of clerk of Civil Court, Suffolk County, 53

Lally, Katherine L., office of clerk of Civil Court, Suffolk County, 53

RELEASE OF DRAFTEES: in one year, 250

City Council, Continued

resolutions:

- RELIEF EXPENDITURES: of city to be assumed by state, 76
 RULES FOR CONDUCT: of civilians during air raids, 402
 SAFEGUARDING: freedom of speech, press and assembly, 21
 SUPPORT OF PRESIDENT: in war, 391
 USE OF W. P. A.: in national defense, 243

resolutions upon death of:

- Louis D. Brandeis, 335
 Joseph D. Hurley, 22
 Mrs. Sara Delano Roosevelt, 298
 Charles H. Taylor, 278
 Mrs. Margaret M. Tobin, 340
 James A. Watson, 397

transfer: \$421.99 from library department, 405, 407

transfer within departmental appropriation: 293, 297

City Documents

appropriation: \$10,000, 393, 395

appropriation charges: printing of "Municipal Register" and pocket edition of "City Government Organization", 250

No. 43: report of Timothy F. Callahan, special counsel for Finance Commission, Boston Elevated investigation, 162

No. 44: list of constables authorized to serve civil process, 155, 172

No. 45: list of constables connected with official positions, submitted by the Mayor, April 14, 1941, 156, 172

No. 46: list of minor officers paid by fees, 156, 172

No. 47: list of inhabitants qualified to serve as jurors, 233

No. 50: list of reels of films duplicating Boston records, 284

No. 57: report of committee on perambulation of boundary lines, 384

City Employees

bonus: of \$100 requested to be paid to city employees in national service upon discharge from active duty, 319; opinion of Corporation Counsel that Council is without power, 332

extra week's vacation: for employees unable to enjoy special summer privileges, 213

fire department: schedule of working hours for firemen, 224; 70-hour week requested for firemen, 237

five-day week: during summer months, 185

Good Friday: time off between twelve and three, 147; half holiday, 149; leave of absence to Catholics Holy Thursday and Good Friday, 149

holiday: for city employees on March 17, 93

Holland, Alfred C.: stenographer-clerk, clerk of committees department, one-year leave of absence granted, 70

hospitals: skeleton force May 31, 213, 229

hospital trustees: requested to grant hearing to all employees before suspension, 298

Jewish employees: leave of absence, 145, 295

legislation asked: enabling city to pay enlisted men difference in salaries, 397; enabling city to pay vacation money to drafted employees, 93

payments: before Christmas, 380; before vacations, 211, 215

police department: order for one day off in seven, 174; passed in new draft, 210; message from Mayor, 246, 302; act accepted, 310

preference by school committee: to resident teachers, 381

residence within city: opinion of Corporation Counsel asked, 163; order re compelling residence in city prior to September 1, 1941, 190

retirement: Cornelius J. Hourihan, laborer, public works department 295, 297

Sanatorium: increased wages of employees, 279

Suffolk County:

courthouse scrubwomen, increased pay, 311, 329
 janitors and male cleaners, increased salary requested, 390

time off: for employees who are members of new State Guard, 191

two weeks' vacation: with pay for drafted city employees, order passed, 183

City Loans, Redemption of

transfer: \$5,000 to hospital department, 405, 407

City Messenger Department

removal of flagpole: Central sq., 404

City Messenger, Department Continued

roping off streets:

- Ancient and Honorable Artillery Company parade, June 2, 209
 B. A. A. marathon race, April 19, 122
 Cathedral Club race, April 12, 127
 Columbus Day parade, 334
 Dorchester Day, June 7, 208
 March 17th parade, 100
 Presentation Literary and Social Club of Brighton road race, April 5, 126
 Reddish A. A. race, March 29, 113
 Schoolboy parade, June 3, 209
 Thanksgiving Day parade, 372

City Planning Board

members appointed:

- Mary M. Fitzgerald, 206
 Ernest A. Johnson, 206

organization: chairman, William Stanley Parker; vice-chairman, Ernest A. Johnson; secretary and executive director, Frank H. Malley, 242; Mary T. Downey elected secretary, 354

transfer: \$780 from Reserve Fund, 362, 366; \$254.04 to Building Department, 405, 407

transfer within departmental appropriation: 293, 297

"City Records"

appropriation: of \$5,000 to complete duplication, 23, 31; report of City Clerk, 282

Claims

accident (compensation for): O'Reilly, James E., 62

back annuity: McLaughlin, Kathleen, 363

burial expenses: MacKenon, Cora V., 353

compensation for damage to health of family: Buckley, Lawrence, 205

loss of salary: Cullen, Theresa, 205

merchandise delivered: Dowd (H. J.) Co., Inc., 413

payment for labor:

- Cincotti, Raphaela, 384
 Mirabella, Joseph, 206
 O'Connell, Cornelius, 171
 O'Connell, John J., 189
 Powers, James, 250
 Reynolds, John, 171

personal injuries:

- Andrews, Doris, 250; Ardolino, Camille, 27
 Bachman, Katherine, 294; Balunas, Laura F., 353
 Baldassari, Kenneth, 75; Barelli, Lucia, 42; Barker, Richard F., 27
 Barrie, Marie, 363; Barron, Ellen E., 62; Baynes, Lillian F., 107
 Beard, Mary A., 222; Beede, Hilda Lee Drew, 75; Beeman, Clara, 27
 Berman, Nathan, 157; Boebel, Elizabeth, 232
 Brennan, Mrs. Mary E., 276; Brisnaw, Fannie, 384
 Brodsky, Sarah E., 171; Brusio, Mabel F., 205; Buckley, Joseph A., 9
 Burke, James T., 283; Byers, Walter, 283
 Cahill, Marion A., 353; Callaghan, Joseph J., 394
 Campanale, Joseph, 120; Carcia, Bessie, 42; Carine, Anna, 283
 Ceridan, Bernice, 376; Clark, Hazel M., 363; Coady, Anna M., 232
 Coleman, Katherine, 267; Compton, Mrs. J., 42
 Connell, Joseph L., 62; Cook, David, 107; Cotter, Arthur E., 15
 Crowley, Lucy, 83; Crowley, Marion, 400; Curley, Bessie M., 316
 Dakin, George W., 370; de Kalb, Lily E., 9; DeLuca, Michael, 400
 DeSario (George M.) et al., 107; Dillon, Arthur, 120
 Doherty, Martha, 261; Dolan, Elizabeth, 171
 Donahue, Margaret A., 205
 Eliades, Phidias, 52; Engelman, Rachel, 189
 Falcetta, Rosa, 120; Farren, Elizabeth, 241; Festa, Albina, 363, 376
 Fink, Doris, 232; Flaherty, Catherine E., 353
 Flannery, Ann, 98; Fowler, Charles L., 27
 Gallagher, Elizabeth, 261; Garrity, Michael J., 353
 Geizins, Alice C., 120; Gillerist, Edna, 267
 Goodwin, Caroline M., 120; Gordon, Peter, 294
 Gordon, Theodore, 241; Gray, Agnes, 98; Greenstein, H. C., 419
 Grimes, Dorothy, 75
 Haley, Mrs. Walter M., 250; Halligan, John J., 42
 Hanlon, Marion G., 222; Harrington, Lester C., 107
 Harrington, Mabel C., 107; Heller, Ethel D., 295
 Helman, Samuel, 250; Heyman, Janet, 62; Hodge, Amy M., 222
 Hogg, Agnes V., 27; Holden, Laura I., 205; Holm, Ella G., 267
 Howard, Mary B., 205; Hurwitz, Nathan, 370
 Hutchings, Bertha A., 120
 Irving, Gloria H., 120
 Johnson, Grace M., 222
 Kalman, Bertha, 15, 232; Kekst, Anna, 363; Kelley, Martha, 9
 Kemp, Gilbert E., 120; Knapp, Minna, 9; Kopelman, Dr. Barry, 363
 La Bombard, Teresa E., 98; Lagone, Michael A., 107
 Lawler, Margaret J., 232; Little, Margaret, 189; Lyman, William, 232
 Mahoney, Agatha B., 395; Manning, Lillian, 27

Claims, Continued

personal injuries:

Marenghi, Raffaella, 363; Margolis, Max, 222; Martin, Jane V., 75
 Mayer, Robert A., 180; McClafferty, Grace M., 353
 McDonald, Catherine L., 261; McGoldrick, Catherine M., 222
 McGrath, Margaret, 52; McIntyre, Marie, 98
 McKeever, Dorothy, 250; Mercier, Helen R., 98; Merlino, Alfred, 267
 Minihan, Anna E., 261; Mocco, Frank, 62; Mocco, Nancy, 62
 Mocco, Peter, 62; Mokaba, Mabel, 189; Moran, Theresa D., 120
 Morano, Rocco, 120; Moyuilan, Annie, 206
 Mueller, Gertrude M., 98; Murray, Esther, 413; Myers, Maud F., 353
 Nasta, Grace, 276; Noriansky, Max, 393; Nuzzolo, Elizabeth, 363
 O'Hara, Mary, 206, 222
 Patten, Emily, 171; Phelan, Alice M., 250; Pierce, Mary G., 15
 Pistorino, Fortunato, 419; Pritchard, Gwendolyn, 206
 Rehill, Margaret M., 376; Reilly, Charles H., 98, 171
 Rice, Carolyn W., 400; Riendeau, M. G., 276; Riffin, Mary, 370
 Rittenberg, John H., 171; Rittenburg, John, 189
 Roberts, Elizabeth J. M., 108; Robertson, Grace, 137
 Rosin, Anne, 222; Rottenberg, Marvin, 363
 Rush, Mary E., 370; Ryan, Kathleen, 305
Sarsfield, Margaret, 413; Schada, Mrs. Charles W., 233
 Schwartz, Annie, 222; Schwener, Mary C., 241
 Seretta, Antonio F., 189; Shaddock, Sarah, 120; Shanley, Mary A., 353
 Shea, Joseph J., 267; Simons, Leah, 9; Smith, Ida, 15
 Smith, Louise, 157; 206; Smith, Richard, 273
 Snow, Mrs. Ralph B., 108; Spear, Mary J., 413; Spector, Leta, 9
 Stearns, Bertha, 267; Stein, Philip, 43; Sullivan, Ellen T., 305
 Sullivan, Jeremiah G., 419; Sullivan, Joseph E., 157
 Sullivan, Margaret R., 353; Sullivan, Mary, 75; Swartz, Jacob, 233
Tapley, Dorothy, 9; Tarlin, Stephen, 9
 Teelo, James, 250; Tucker, Marion, 206
 Valardo, John B., 305; Vincent, Helen, D., 108
Waggenheim, Max, 206; Waxman, Samuel, 98
 Wheeler, Arthur *et al.*, 206; Wheeler, Dorothy S., 353
 Wilkins, Louise G., 267; Williams, Mary, 242
 Winterson, Josephine F., 326; Wiswell, John M., 267
 Wolk, Charles and Alexander, 326; Wotton, Nettie W., 250
 Young, Gladys L., 363
 Zakas, Julia, 306

property damages:

Adams, Ada, 376; Ahearn, Charles F., 180; Akus, Carl B., 376
 Albany, Sophie, 384; Alma's Lunch, Inc., 394
 American Wiping Rag Co., 384; Anastos, George, 120
 Andrews, Arthur L., 189; Aronson, Rebecca *et al.*, 316
 Associated Factory Mutual Fire Insurance Co., 189
 Atlantic Mutual Insurance Co., 205
Bandzul, Frank J., 189; Barbero, John, 9; Barbieri, Alma, 107
 Barry, Edward M., 157; Barry, Helen S., 189; Barry, James G., 267
 Barber, Mark L., 384; Batchelder, H. E., 419; Beeman, George F., 316
 Bevacqua, A. R., 267, 283; Bond, Frederick H., 136
 Borenstein, Emanuel, 189; Barbero, Catherine, 222
 Boston Baking Co., 157; Boston Cab Co., 353
 Boston Consolidated Gas Co., 222
 Boston Fish Market Corporation, 261; Boston Herald-Traveler, 384
 Boucher, Edmond J., 107; Boyan, John J., 715; Boyle, Elizabeth, 267
 Brass, Barnett, 419; Brodsky, Sarah E., 171; Brooks, George W., 98
 Brown, Charles T., 250; Buckley, Lawrence, 205
 Burke, George F., 180; Burtman, Charles, 107; Byrne, Isabel H., 15
Cavia, Arnold, 107; Callahan, Arthur A., 294
 Callahan, Margaret C., 205; Campanale, Joseph, 120
 Campbell, Cecil J., 400; Campbell, William D., 171
 Caporale, Louis, 120; Capuzzo, Rocco, 394; Chavers, Sarah, 384
 Chiplovitz, Samuel P., 42; Claus, Ambrose and Magdalena, 413
 Clifford, Nonie E., 353; Cluivris, W. T., Jr., 261; Cohen, Annie, 15
 Cohen, Wolf, 250; Collins, James D., 326; Colston, Flora, 42
 Colucci, John, 363; Comey, Mary E., 353; Coste, Marie J., 400
 Coughlin, Mrs. Marion R., 52; Crowley and Gardner, 157
 Crowley, Daniel J., 75; Curran, John J., 222
 Cutler, Viola and Edward, 42
Dailey Chevrolet Company, 276; Danaher, Cornelius J., 75
 Darrigo, Peter, *et al.*, 305; Davidson, Marie, 419
 Deagle, Walter, 52; Dello Russo, Michael, 62; Demeo, Luigi, 305
 Dempsey, C. J., 353; (The) Den, 171; De Nunzio, Josephine, 384
 Desmond, Elizabeth, 206; Diamond, Tillie, 316
 Di Benedetto, Albert, 9; Di Cenzo, Eugene, 107
 DiLeurier, Charlotte E., 261; Di Mascio, Gina, 353
 Dineen, Maurice J., and Lillian C., 205; Doherty, Marian P., 276
 Doherty, Robert J., 75; Dolan, Margaret, 75
 Donovan, Agnes K., 15; Dooley, Walter L., 27; Dorey, Louise F., 370
 Doughty, George, 120; Doyle, Mrs. William, 189
 Driscoll, James, 107; Driscoll, Thomas J., 294; Duncan, Daniel, 27
Economy Grocery Stores Corporation, 52, 334
 Ellis, William F., 400; Enwright, Thomas, 42; Ernest, Sadie, 62
Falcetta, Rosa, 120; Fay, Thomas J., 27; Ferri Company (F), 353
 Fitzgerald, Mary E., 334; Fitzpatrick, Harrison, 15
 Flanagan, William H., 120; Fogarty, Mrs. Richard J., 232
 Fox, Florence, 241; Freeman, George R., 241; Freere, George A., 283
 Fuccillo, Lena, 107
Gaffney, Mrs. Henry J., 267; Gagnon, Francis W., 52
 Gaidys, Joseph M., 267; Gallo, Ralph, 222; Gannon, Thomas, 413
 Ganocik, Mary, 241; Garden City Trust, 316; Garrity, John J., 205
 General, Ida, 353; Gibson, Albert, 16; Glashow, Sarah B., 171
 Gorton, William H., 75; Green, Joseph, 27; Greenbaum, Hyman, 232
 Grimes, Dorothy, 75; Gueli, John J., 98; Gunderson, George F., 205
Hall, Arthur, 232; Halle, Mitchell J., 52; Hanlon, Marion G., 222

Claims, Continued

property damages:

Harrington, Lester C., 107; Harris, David, 419; Hart, Patrick, 400
 Hathaway Bakeries, Inc., 120; Haymarket Tavern, Inc., 107
 Henriksen, Henry, 136; Holland, J. J., 295; Holowenko, A., 62
 Home Owners' Loan Corporation, 316; Hooper, Louise, 241
 Horan, Frederick A., 283; Howard, John F., 27
 Hughes, Patrick A., 334
Ialonardo, Gabriel, 42; Iannello, Rosario, 353
 Iannuzzi, Eleanor R., 295; Irving, Silene, 267; Isaaca, Israel, 376
Jameson, Michael, 107; Jordan, Irene, 305
Kaplinger, Ralph G., 232; Katsenos, John, 222; Kekst, Anna, 363
 Kellenberger, Norwood E., 52; Kelley, Thomas J., 137
 Kendall, Albert, 353; Kenney, Edward J., 83; Kepnes, Nathan, 413
 Kievenaar, H. A., 353; Kinkade, Sarah K., 43
 Kippen, George E., 353; Kline, Joseph H., 75; Koury, Charles, 326
 Kurosky, Henry A., 205; Kyes, Horace V., 27
La Bolita, Rose, 232; La Corcia, Rose V., 295
 Lahage, Sadie, 326; Larsen, Kai, Jr., 295; Leary, Helen L., 43
 Le Fort, Antou, 413; Leighton, Margaret, 75
 Lepore, Frances G., 222; Levenson, Edward J., 206
 Leventhal, Irving, 171; Liberman, Marie, 232
 Littlefield Trust, 370; Lyman, Katherine H., 137
Macella, John, 25; MacIver, Malcolm, 107
 MacLennan, Lillian S., 283; Mahady Co., E. F., 384
 Marcella, Felix A., 250; Marotta (John) Co., 295
 Maynard, Mrs. G. A., 232; McCabe, Edward J., 250
 McCabe, James A., 222; McCaffrey, A. C., 400
 McCarthy, Edward A., 267; McCarthy's Express Co., 305
 McCarthy, Jeremiah S., 107; McDaniel, G. Blaine, 107
 McDonnell, John, 27; McFeeley, Edward F., 232, 267
 McGovern, Joseph B., 353; McGuire, Helen, 171
 McKenzie, John R., 353; McLellan, Agnes M., 413
 McMahan, Margaret G., 316; McManus, Mrs. C. F., 363
 McManus, Thomas, 108; McNeil, Joseph G., 120
 McPherson, Thomas R., 62; Meehan, Mary and Emmet P., 326
 Mercadante, Mrs. Generosa, 108; Mercadante, Giovanni, 108
 Mercadante, Mary, 75; Migill, Augustus J., 363
 Miller, J. I., 241; Miller, Lillian F., 83
 Mintz, Ruth, 206; Mitchell, William F., 316
 Monahan, John J., 261; Monahan, Thomas J., 27
 Morgan, H. R., 363; Moyer, John, 120; Mozzer, Joseph W., 233
 Mueller, Gertrude M., 98; Muollo, Pellegrino, 108
 Murchie, T. A., 305; Murdock, Archie T., 108
 Murphy, Harriette C., 233
National Fireworks, Inc., 305; Nelson, James, 222, 250
 Nelson, Theodore P., 353; Noble, John F., 353; Nooue, D. C., 157
 Normile, Annie, 363; Northrop, Guy H., 98
O'Brien, Michael J., 419; O'Donnell, Mrs. E., 261
 O'Keefe, Patrick J., 233, 224
 Onessimo, Irene, 15; Ordway, Hammond W., Jr., 75
 Ostrom & Newkirk, 241
Paciotti, Ralph, 363; Packer, Muriel A., 62; Pagliarulo, Joseph, 75
 Parmagian, Haig, 419; Payne, C. Howard, 250; Pazzio, Felix, 27
 Pelargonio, H. C., 233, 376; Pelts, Benjamin, 75
 Perella, Donato O., 241; Perkins, Mary, 62
 Piemonte, Gabriel F., 334; Pinansky, Morris, 222
 Possemato, Joseph J., 233; Previte, Domenic A., 250
Quinn, Augusta, 276; Quockwing, Lewie, 120
Radlo, Lester B., 62; Railway Express Agency, 233
 Raimo, Joseph, 395; Rains, Joseph, 419; Reis, August, 120
 Richards, Annie E., 395; Richards, William, 75
 Richmond, Fannie, 233; Ring, William B., Jr., 52
 Rizzotto, Giovanni, 120; Robinson, Charles R., 52
 Robinson, Frederick A., 400; Rogers, Maurice V., 250
 Rogers, Ralph H., 413; Rousseau, Wilfred, 137
 Rowan, John R., 376; Rowell, Paul L., 400
 Rubin, Samuel D., 376; Ruan, Anthony, 108
Sacco, Frank, 62; Saranga, Jack, 108; (A.) Sealia Co., 171
 Scenna, James, 27, 108; Scott Furrer, Inc., 305
 Seavey's Garage, 395; Sedar, Lena, 419; Segal, Paul N., 206
 Shanek, Johanna M., *et al.*, 222; Shea, Gertrude E., 189
 Shea, Jane M., 171; Sinkavich, Anthony, 83; Siskind, Samuel, 276
 Sitels, Leon, 157; Smith, Udell O., 157
 Stephen, Edward R., 242; Stewart, Irene, 137
 Stewart, Norval L., 295; Stone, Kathleen and Philip, 353
 Sullivan, Edward F., 27; Sullivan, Florence E., 276
 Sullivan, Florence J., 189; Sullivan, Francis, 206
 Sullivan, Joseph E., 157; Sztinski, Emi, 137
Terminal Markets, Inc., 363; Thompson, Willard W., 295
 Tirone, Giacinta, 222; Tirlrell, Loretta C., 222
 Topping, Harry M., 171; Tony, Albert J., 334
 Traves, William, 75; Trotter, Mary L., 189
 Troys, Charles, 242
U Dryvit Auto Rental Co., Inc., 206
Vaughn, Ella M., 261
 Venice Laundry and Dry Cleaning Co., Inc., 353
 Volk, William W., 180
Waggenheim, Max, 206; Wagner, Anna, 419
 Walker Condon South Boston Express, 419
 Walsh, Grace L. and Getty (Charles), 334
 Walsh, Hannah, 267; Wasserman, Samuel, 353
 Watson, David L., 180; Webber, Ely L., 171
 Welby, Mary E., 283; Weldon, John P., Jr., 233
 Wheeler, Arthur *et al.*, 206; Wheeler, Dorothy S., 353
 Wire, Ephraim, 98; Wolf, Myer, 295; Wright, Alice, 326
Young, Emile, 370; Yurkus, George, 283

Claims, Continued

property losses:

Alessi, John, 413
 Carolan, Leonard, 107
 Cavanagh, John & Son Building Moving Company, 27
 Conway, Edward F., 107; Crosby, Thomas W., 107
 Flynn, Mrs. Ralph G., 267; Foster, Morry, 206
 Frankina, Frederick, 394; Freedman, Morris, 98
 Gillis, Sadie, 205
 Hayes, Harold E., 107; Hurwitz, Louis, 107
 LaMotta, Harold, 107; Lee, Thomas J., 295
 Mancuso, Joseph, 98; McCarthy, Joseph F., 107
 McKeever, Frank, 108
 Nelson, Ella, 276
 O'Reilly, Michael, 27
 Payn, Frank, 108
 Richardson, P. E., estate of, 27; Risti, Achille, 98
 Schreiber, Edward, 283; Sperry, George, 108
 Woodford, Michael A., 98

rebate:

Burke, John P., 27
 Mansour, James, 108
 Russell, George A., 353
 Simon, Norman, 267
 Terminal Liquor, Inc., 180
 Wolsey (K. V.) Company, 353

refunds:

Ball Parking Company, 276; Berghaus, Theodore, 222
 Chaime, Vincent M., 413; Cities Service Oil Co., 241
 Colonial Wood Heel Co., 305
 Commonwealth of Massachusetts, Metropolitan District Commis-
 sion, 353; Condry, William A., 189
 DeSimone, Theresa, 400; Desmond, John R., 52
 Dolimount, Richard E., 171; Dunphy, Martha K., 83
 Fralli, Dominic, 136
 Gade, Bertram G., 157; Ginsburg, Benjamin, 171
 Haflich, Max, 276; Hines, Dorothy B., 353
 Langone, Anthony, 180
 Marquis, George G., 9; McKittrick, John B., 180
 McLaughlin (J. Lester) & Co., 222; Meenan, Mary E., 222
 Metropolitan Federal Savings and Loan Association, 157
 Moloney, William J., 222
 N. B. C. Market, 306
 Parlow, Ruth, 326
 Recha, Shiben, 334; Rowen, Paul R., 233
 Sampson, Etta M., 233; Saphirstein, Jennie, 353; Solomon, Kalil, 267
 Texas Company, 267
 Waldorf System, Inc., 27; Walsh, Marian, 233
 Womboldt, R. G., 16, 157; Wood Realty Trust, 400
 Young, Ralph E., 137

reimbursements:

Adair, Andrew K., 413, 415; Adams, Warren J., 250
 Alioto, Anthony, 232; Anderson, William H., 136
 Barry, Hugh J., 222, 239; Bellen, James J., 205
 Breslin, James E., 399; Burke, John M., 353; Burrill, Roy E., 241
 Butler, Edward H., 136, 162
 Campo, Gregorio, 171, 210; Carey, Thomas J., 363
 Cashman, Thomas F., 136; Carey, John J., 52
 Carr, John B., 250, 262; Casey, John L., 250; Cass, Robert L., 107
 Ciocco, Cataldo, 394; Clancy, Walter J., 413
 Clements, Bartholomew A., 250; Colonial Wood Heel Co., 98
 Connolly, Patrick J., 75, 101, 205; Coyle, Neil P., 189
 Cummings, Edward A., 98
 Dawson, Joseph B., 267, 270; Dean, Norman R., 189
 Doherty, Hugh P., 267, 280
 Doherty, Richard, 136, 162, 180, 210, 419; Doherty, Stephen J., 232
 Doherty, William J., 353, 364; Doogan, William E., 267, 270
 Dunphy, Nicholas, 75
 Eagan, John T., 261, 270; Edson, Albert L., 205, 239
 Flahive, James F., 376, 385; Francoeur, George, 27, 58
 Freeman, George M., 267
 Gallagher, Patrick, (3) 189, 210, 250; Garfinkle, Reuben, 413
 Gargen, Patrick A., 316; Garrity, Michael J., 384
 Gately, James B., 222, 239; Gifford, George, 75
 Godvin, Edmund J., (2) 334, (2) 355; Grace, Harry T., 283, 296
 Grant, John J., 370
 Hanbury, Joseph V., Jr. (2) 62; Harnett, John P., 419
 Hatch, Charles H., 62, 180, 295; Hohn, Joseph, 15
 Holloran, James, 222; Hult, Sigurd E., 261, 280
 Hurley, Richard, 222
 Iverson, Thomas, 232
 Jennings, William E., 157
 Kane, William O., 136; Kelly, Thomas J., 353
 Kelly, Thomas L., 107, 121; Kennealy, John F., 107, 162
 Kenny, Joseph P., 295; Kilroy, Michael J., (4) 75, (4) 84
 Kinch, Charles, 413; Kinsman, William F., 419
 Levine, Max, 206, 239; Lighthall, Joseph F., 120
 Linehan, William F., 316; Logan, Patrick F., (2) 27, (2) 58
 Love, Ernest I., 180, 209; Lyon, William J., 98
 Mackie, Walter C., 171; Manning, Patrick R., (3) 267, 296
 McCoy, Charles J., 326; McDonald, James H., 206, 239
 McDonald, John J., 206; McDonald, William F., 180, 210
 McDonough, Martin J., 157, (3) 384; McDonough, Michael J., 206
 McGovern, Martin J., 171; McKenney, Joseph, 189, 210
 McLaughlin, Edwin J., 206; McQuilliam, Edward W., 232

Claims, Continued

reimbursements:

Menghi, Frederick G., 413; Milano, Peter, 232, 250
 Mitriouis, George J., 353; Murnane, Jeremiah F., 222, 239
 Murnane, John, 206, 232; Murphy, Andrew, 15, 326
 Murphy, Francis J., 250; Murphy, John D., (2) 52, (2) 84
 Murphy, William A., 222
 Nagle, John P., 233, 250; Nicoll, James, 180; Norton, John J., 137
 Nugent, Thomas H., 83
 O'Brien, Henry J. (2) 400, (2) 415; O'Brien, Stephen E., 241
 Reardon, Joseph, 261, 280; Regan, Dennis J., 413
 Riley, Stephen J., 334; Rodd, Paul C., 222
 Sheehan, Harry P., 83, 121; Stein, Frank G., 180
 Sullivan, Arthur, 326; Sullivan, John E., 171
 Sweeney, George F., 353
 Timlage, Edward, 180; Tolland, Alexander R., 334
 Torpey, Alfred J., 98; Towle, George R., 395, 415
 Waggett, Frederick L. (2) 206, (2) 239
 Watson, Thomas J., (3) 137, 162
 Zeigler, Francis H., 83; Zellen, Henry W., 222

transportation charges:

Rolfe, William A., 261

Claims Committee

members: Councilors M. H. Sullivan (chairman), Scannell, Hutchinson,
 Taylor, Carey, 16
 petitions: 9, 15, 27, 42, 52, 62, 75, 83, 98, 107, 120, 136, 157, 171, 180,
 189, 205, 222, 232, 250, 261, 267, 276, 283, 294, 316, 326, 334, 353,
 370, 376, 394, 399, 413, 419
 reports: 58, 84, 101, 121, 162, 209, 239, 250, 262, 270, 280, 296, 355,
 364, 385, 415, 419

Coal

weighers appointed:

list as contained in City Document 46, 156, 172

ADLER, BENJAMIN H., 179-190
 BARBER, BYRON M., 228-242
 BARON, HERBERT L., 254-271
 BIRMINGHAM, THOMAS E., 341-364
 CALDER, ROBERT, 358-371
 FINSTEIN, MAXWELL R., 246, 262
 GILLERAN, MARTIN, 246-262
 HARLOW, WILLIAM L., 332, 357
 HARRIS, RAYMOND, 358-371
 HOHMANN, ANTHONY, 50-62
 HOHMANN, PAUL J., 50-62
 LEA, GEORGE, 83-100
 LEVINE, EDNA, 186-206
 LEVINE, HYMAN, 254-271
 LEVITT, ARNOLD, 215-235
 LUMIN, LOUIS, 299-319
 MINKLE, ELEANOR A., 273-285
 MULLIN, L. C., 83-100
 MYERS, SAMUEL, 341, 358-364
 OLDHAM, MARY E., 201-225
 PASSALACQUA, M., 83-100
 PAYNE, CHARLES, 288-306
 PEERS, ALEXANDER, 37-58
 PILCHER, THOMAS H., 116
 PINK, KATHERINE R., 228, 242
 SACKS, CHARLES, 332-357
 SCHOEN, CHARLES, 299-319
 SHRETTO, RALPH F., 75-92
 SHRAO, CHARLES, 254-271
 TAMKIN, ALVIN C., 215-235
 WALKER, FREDERICK B., 228-242
 WHITE, ROBERT, 299-319
 WILANSKY, JULIUS, 75-92
 WILDER, CHARLES H., 332-357
 WINENSEY, JULIUS L., 288-306
 ZWICK, EVELIN, 299-319

Coffey, James S., Councilor, Ward 1

ward area: East Boston

committee appointments:

escort to President Galvin, 6
 county accounts, executive, finance, legislative matters, Parkman
 Fund, public welfare (chairman), tax title property, 16

committee reports: Public Welfare, 142, 200

amendment: leave of absence on Catholic holy days, 146

doubting of vote: 66, 92, 99, 140, 165, 173, 174, 184, 200, 212, 265

improvements, Ward 1:

for details, see Streets, Squares, Circles, names
 Havre st., 121

Coffey, James S., Councilor, Ward 1, Continued

motion:

reconsideration traffic light vote, 310

orders:

appointment of fifty additional police officers, 73
 appointment of special committee to study city and county salaries, 338
 bathing beach, Jeffries Point, 150
 bus line Orient Heights and Jeffries Point to East Boston high school, 55
 certification of temporary street cleaners, 164
 closing of burlesque houses, 145
 deposit of aluminum, 263
 East Boston relief station, 121, 380
 East Boston streets to be cleaned and patched, 121
 effect of proposed racing "take" bill on tax rate, 263
 enforcement of ordinance re blowing of horns, 311
 engine house, Marion st., 209
 escalator, Maverick station, 224, 236
 Finance Commission to investigate Boston Ice Co. contracts for fuel delivery, 79, 82, 84
 fire house, Orient Heights, 121
 information from City Censor, 121
 leave of absence, Holy Week, 149
 memorial tablet for Patrick T. Campbell, 55
 men for street cleaning, 175
 Michael J. Brophy playground, 242
 parking charges, 121
 physician at East Boston relief station, 100
 play areas, East Boston, 175
 play space, Princeton st., 233
 plebiscite on traffic artery, 62
 portable school rooms, East Boston, 145
 reduction in W. P. A. workers, 163
 removal of flag pole, Central sq., 404 (by Councilor Galvin)
 repairing of East Boston playgrounds, 121
 replacing of trees on East Boston streets, 55
 request for immediate opinion re non-resident city employees, 181
 requested abolition of courthouse commission, 355 (by Councilor Russo)
 requested discharge of Miss Carlson, 311
 residence of city employees, 163
 ruling as to Councilors representing oil companies seeking permits, 312
 shelter at Central sq., 285, 366, 380
 shower baths, South Ferry building, 184
 "stop" signs, East Boston, 236
 storage of oil and gas in East Boston, 175
 survey of East Boston streets, 175
 Wood Island Park, cleaning, 242

point of information: 184

point of order: 101, 182, 184, 211, 223, 238

remarks:

adjournment for two weeks, 165
 advertising city to tourists, 93
 airport employees, 363
 appointment of fifty additional police officers, 73
 appropriation Board on Representative Districts, 99
 burlesque shows, 85, 145
 central traffic artery, 68
 certification of temporary street cleaners, 164
 confirmation of Michael W. Ober, 173
 delivery of oil to dependents, 53
 East Boston relief station, 121
 enforcement of rule No. 12, 143
 Commonwealth Pier transfer, 236
 effect of proposed racing "take" bill on tax rate, 263
 escalator, Maverick station, 224
 Finance Commission to investigate Boston Ice Co. contracts for fuel delivery, 79
 five-cent fares, 139
 housing unit admissions, 149
 Huntington ave. safety islands, 129
 immediate opinion re non-resident city employees, 181
 increased welfare aid to single men and women, 55
 junior social workers, classification and pay, 72
 men from civil service list for street cleaning, 175
 objection to recess, 172
 observance of rule 23, 223
 ordinance re parking spaces, 127
 parking, 114
 physician at East Boston relief station, 100
 plebiscite on traffic artery, 62
 proportional representation, 198
 protest against W. P. A. reduction, 234
 reduction in W. P. A. workers, 163
 refusal of oil permit, Ward 13, 85
 requested discharge of Miss Carlson, 312
 sale of land on Chestnut Hill ave., 80, 99
 selection of funeral director by indigent, 181
 shower baths, South Ferry building, 184
 "stop" signs, 236
 thanks to Council on parents' fiftieth wedding anniversary, 239
 traffic lights, 306, 308
 weekly meetings of Council, 211
 Y. H. Realty Corporation, driveway opening, 88, 90

Coffey, James S., Councilor, Ward 1, Continued

resolutions:

Division of Marine Safety, Pilotage and Salvage enactment favored (Senate Bill 173), 29
 endorsement of H. R. 3301 re differential in Navy Yard wages, 112
 "Port of Boston Reconstruction Commission" enactment favored, 29
unanimous consent: Boston Elevated investigation, 144

Collecting Department

postponement: of tax sale advertising, 122

transfer: \$4,000 to hospital department, 406, 407; \$3,035 to treasury department, 363, 366; \$2,500 to assessing department, 405, 407

Commonwealth Pier

Council resolution: opposing transfer from state to Federal government, 236

"Compensation and Classification Plans"

amendments:

"Cleaner, Janitress, etc.," from "Weekly \$18" to "Weekly \$20," 325, 326, 329
 establishment of position, managing custodian, Suffolk County Court House, 256, 279, 317, 401

Connors Brothers Company

payment of claim re contract for work on old Suffolk County Court House, 80, 82, 185

Consulates, Closing of

closing: of Nazi consulate, 146; closing of Nazi and Italian consulates, 237

Constables

Animal Rescue League: Archibald McDonald, 156

annual list: submitted by the Mayor, authorized to serve civil process upon filing bond (as contained in City Document 44), 155, 172; confirmed, with exception of Joseph M. Torr, 172, 174 (Torr confirmed, 185)

bond approvals:

Broad, Charles B., 233
 Gorfinkle, Solomon, 27, 189
 list of fifty-five, 180
 list of ten, 223
 list of thirteen, 206
 Mahoney, James F., 233
 Mahoney, William H., 242
 Mullen, Bernard M., 233
 Kaplan, Max, 419
 Ober, Michael W., 206
 Sefton, Charles F., 326

civil process with bond:

Breslin, Francis W., 281, 296
 Grassa, Salvatore, 186, 206, 223
 Greenbaum, Harry, 201, 225
 Kaplan, Max, 398, 415
 Karcher, J. Charles, 186, 206, 223
 Louder, Thomas J., 332, 357
 Mahoney, James F., 37, 58, 186, 206, 233
 Mahoney, William H., 215, 235
 Ober, Michael W., 172-174, 206
 Roston, Everett, 288, 306
 Sefton, Charles F., 281, 296, 326
 Torr, Joseph M. (referred to Committee on Constables) 173, 185, 189

connected with official positions: (City Document 45), 156, 172
 indefinite postponement: Glennon, Leo J. (appointed June 3, 1940), 80

Massachusetts S. P. C. T. A.: Harry L. Allen, 156

resignations:

Donlan, Robert E., 62
 McCarthy, Paul, 61
 McDougall, Lawrence, 314
 Ober, Harold, 268
 Wickes, Earl, 254
 Wollaston, Stanley, 75

van drivers appointed by the court: Patrick A. Gargan, Charles M. Shea, 156

without power to serve civil process, without bond:

Burns, William J., 314, 330
 MacDougall, Lawrence D., 75, 92
 McGovern, Joseph P., 61, 80
 Moran, Walter, 169, 185
 Moriarty, John J., 254, 271
 O'Brien, Willard, F., 314, 330

Constables, Committee on

members: Councilors M. H. Sullivan (chairman), Taylor, Lyons, 16

Contingent Fund

special appropriation: \$30,000, 393, 395

transfer: \$10,000 from Boston Port Authority appropriation, 342, 354

Contracts and Contractors

notice of interest in contracts:

Ellis, William H., 15, 376, 413
McMorrow, John T., 295, 370
Parker, William Stanley, 354
Stickney, Rufus, 222, 376

Conventions and Entertainment of Distinguished Guests

transfer: \$3,000 from Contingent Fund, 406, 407

Corrections in Minutes of Council

Proceedings:

December 16, 1940, page 463, omission from remarks of Councilor Linehan, 11
April 14, 1941, page 163, remarks of Councilor Shattuck, 178
May 12, 1941, page 194, remarks of Councilor Chase, 213
November 24, 1941, page 380, remarks of Councilor Chase., 390
December 1, 1941, page 387, remarks of Councilor Shattuck, 397

County Accounts Committee

members: Councilors Wickes (chairman), Goode, Gottlieb, Coffey, Scannell, 16

reports: 185, 317, 329

Daylight Saving

request: for legislation to extend, 320

Demolition of Buildings

building: at 23 Chickatawbut st., Ward 16, 284, 314

building: on Brooks st., Brighton, 183

wood: from demolition of buildings by Housing Authority to be saved for winter needs of worthy poor, 252

Dental Clinics for Adults

free dental service: at health stations, at White Fund units, in Ward 14, for dependents (4 orders), 20

George Robert White Fund: requested to establish free clinics, 9

W. P. A.: adult dental project, 124

Driveway Openings

See Licenses and Permits

Easements

abandonment: of easements in Wilbert rd., and private land between Canterbury and Harvard sts., West Roxbury, 217, 235, 250

Massachusetts Memorial Hospitals: East Newton st., 170, 190, 206

East Boston Relief Station

open: on all-day basis, 121

physician: instead of interne in attendance, 100

Eastern Racing Association

order: requesting proceeds of one day's racing be donated for poor of Boston, 252

Election Department

absentee voting: by service men, 297, 302; copy of letter sent to Secretaries of War and Navy, 302

Election Department, Continued

advisability: of installing voting machines, 165, 295

afternoon registration: of voters October 1-15, 318, 332

evening interviews: for prospective jurors, 112, 134

investigation requested: re ballot count for City Councilor, Ward 5, precinct 11, 387

precinct changes: in Wards 2, 7, 9 and 10, 189

transfer: \$6,500 from Health Department appropriation, 394, 395

voting booth: precinct 8, Ward 12, to be located more centrally, 45

Election Notice, November 4

date designated: for election of City Council and two School Committee members, 326

Election Returns, November 4, 1941

notice received from board of election commissioners

COUNCILORS:

Ward 1. James S. Coffey, 451 Meridian street
Ward 2. Michael Leo Kinsella, 8 Cook street
Ward 3. Joseph Russo, 42A Green street
Ward 4. Perlie Dyar Chase, 136 Huntington avenue
Ward 5. A. Frank Foster, 13 Phillips street
Ward 6. Joseph M. Scannell, 530 East Fourth street
Ward 7. Thomas E. Linehan, 770 Columbia road
Ward 8. William F. Hurley, 56 Mt. Pleasant avenue
Ward 9. Daniel F. Sullivan, 9 Highland street
Ward 10. William A. Carey, 139 St. Alphonsus street
Ward 11. Matthew F. Hanley, 308 Amory street
Ward 12. Charles I. Taylor, 181 Ruthven street
Ward 13. Thomas J. Hannon, Jr., 15 Hartford street
Ward 14. Joseph J. Gottlieb, 17 Wales street
Ward 15. John B. Kelly, 64 Homes avenue
Ward 16. Philip Austin Eish, 2 Fairfax street
Ward 17. John C. Wickes, 14 Rosedale street
Ward 18. James J. Goode, Jr., 131 Milton avenue
Ward 19. James M. Langan, 10 Rockwood street
Ward 20. Theodore F. Lyons, 100 Ardale street
Ward 21. William F. Dwyer, 108 Washington street, now living at 9 Braemore road
Ward 22. Maurice H. Sullivan, 74 Antwerp street

MEMBERS OF SCHOOL COMMITTEE for term of four years:

Patrick J. Foley, 505 East Broadway
Michael J. Ward, 51 Wallingford rd

Emergency Finance Board

approval of loan of \$2,000,000: for period of ten years for funding of overlay deficits, 250

approval of loan of \$3,680,000: for installation of Federal Surplus Commodity Stamps Plan (\$250,000); Dependent Aid and Old Age Assistance (\$1,330,000) and W. P. A. Projects (\$2,100,000), 206

approval of renewal: of so much of \$2,000,000 tax title loan, originally approved October 25, 1939, as is outstanding November 6, 1941, 354

approval of renewal: of so much of \$2,000,000 tax title loan, originally approved December 11, 1940, as is outstanding December 16, 1941, 378

approval of tax title loan: of \$1,500,000 passed November 17, 1941, 400

approval of tax title renewal loan: \$1,500,000, 172

approval of transfer: of \$19,320 from Soldiers' Relief Department to Institutions Department, Long Island Hospital, 414

approval of transfer: of \$67,000 from Public Welfare Department, Central Office, to Work Relief Program, 370

Englert, Edward L., Councilor, Ward 11

ward area: Roxbury, south, and Forest Hills

committee appointments:

escort to Mayor, 1
executive, finance, licenses, ordinances, soldiers' relief (chairman), tax title property, 16

committee reports:

licenses, 235, 295
soldiers' relief: 35, 71, 102, 114, 142, 176, 235, 262, 278, 306, 337, 355
371, 387, 402, 415

improvements, Ward 11:

for details, see Streets, Squares, Circles, names
Beech Glen st., 277
Codman park, 165
Corliss st., 85
Ellsworth st., 207
Newark st., 224
Ophir st., 319
Rosemary st., 178
Spalding st., 178

Englert, Edward L., Councilor, Ward 11, Continued

motion: next meeting, 102

orders:

clearing of crosswalks in city, 46 (with Councilor D. F. Sullivan)
election of city clerk, 28
fence, John J. Connolly playground, 150
land on Thornton st., for play area, 326
men reporting at Election Department *re* jury service, 112
reference of unfinished business, 420
roping off streets, March 29, 113 (with Councilors Langan, Lyons, Carey and Goode)
survey of Dudley street lines, 185 (with Councilors Hurley, D. F. Sullivan, Carey)

remarks:

appreciation of services of Council officers and attachés, 420
men reporting at Election Department *re* jury service, 112

Executive Committee

members: all Councilors, Councilor Langan, chairman, 8
petitions: 9, 27, 52, 62, 98, 108, 120, 137, 157, 171, 180, 222, 233, 276, 295, 334, 384
reports: 8, 31, 43, 58, 71, 81, 88, 101, 112, 128, 138, 162, 177, 185, 200, 210, 226, 235, 262, 268, 279, 285, 297, 306, 321, 329, 338, 354, 366, 371, 380, 385, 395, 401, 407, 414
appearance of Rev. Charles Taylor, 16

Faneuil Congregational Church

sale of land: on Brooks street, Brighton, 341, 354, 363

Federal National Bank

survey of property: by Board of Assessors, 329, 352

Federal Works Agency

sale of South Boston housing project: on East Eighth, Old Harbor sts., Old Colony ave., and Dorchester st., by city, 41, 71, 81

Finance Commission

additional appropriation: of \$3,500, 135
copies of Elevated report: for Council members, 147
data requested: *re* Elevated stockholders, 151, 162, 187
library roof: expenditures, 147, 310
order: requesting that report on Elevated be forwarded to Attorney General, 128
reports on Boston Elevated Railway: 157, 187; final report on Elevated, 172; report by Timothy F. Callahan, special counsel, 140
report on City Hospital: laundry, 400
report on coordinating public services: in metropolitan area commended by Council, 251
report on effects of decentralization: on Boston and neighboring cities and towns, 261
report on garbage disposal: recommending construction of incineration plant, 283
report on meat inspection: 376
report on Police Department: 16
representative: requested to confer with Council *re* Central Library roof repairs, 294
transfer: \$1,500 to Public Buildings Department, 406, 407

Finance Committee

members: Councilors Shattuck (chairman), Hutchinson, Gottlieb, Goode, Kelly, Coffey, Englert, 16
reports: 162, 223, 227, 370

Fire Department

appropriation: \$97,000, 393, 395; Wire Division, 393, 39
Commissioner asked to appear before license committee *re* privileges in connection with operation of fire alarm system, 48, 51
fire house: Orient Heights, 121
fire station requested in Germantown section, West Roxbury, 280, 291
gift of Maxim portable trailer pump by American Mutual Liability Insurance Company, 216, 226
lease of quarters to John F. Mahoney Roxbury Post, No. 457, 35

Fire Department, Continued**Pensions and annuities:** for death of husband

Barry, Mary A., 62
Brophey, Mary H., 120
Devine, Rose A., 120
Dolan, Gertrude T., 9, 233, 395
Foster, Mary E., 108
Hart, Anne R. (referred October 2, 1939), 414
Holland, Margaret M. (petition referred October 14, 1940), 81
Longhran, Julia, 276
Magner, Ella V., 222
McLaughlin, Annie M., 71
Nary, Mary E., 108
O'Keefe, Clara, (petition referred August 19, 1940), 226
Zopf, Teresa, 62, 366

reimbursement of employees' claims:

Carr, John B., 250, 262
Flahive, James F., 376, 385
Hult, Sigurd E., 261, 280
Kenneally, John F., 162
Waggett, Frederick L., (2) 206, 239

relocation of Box 3343, Dorchester, 320, 332, 348**requested re-opening of engine house,** Marion st., Ward 1, 209, 221**resolution** passed by Council approving enactment of legislation for payment of annuity to Alice M. Stevens, 9**resolution** passed by Council approving enactment of legislation for payment of annuity to sister of Albert F. Mitchell, 175**schedule of working hours for firemen,** 224**seventy-hour week** requested for firemen, 237**transfer:** \$750 from Health Department to Wire Division, 394, 395**transfers within departmental appropriation:** 293, 297, 406, 407**Fish, Philip Austin, Councilor, Ward 16**

ward area: Dorchester, south

committee appointments:

building code (chairman), executive, inspection of prisons, licenses (chairman), ordinances, public safety, rules, 16
special committee on street lighting, 56

committee reports: licenses, 16, 28, 43, 86, 112, 176, 180, 185, 200, 208, 225, 242, 252, 265, 280, 316, 329, 330, 371, 379, 386, 415, 420**doubting of vote:** 35, 139**improvements, Ward 16:**

for details, *see* Streets, Squares, Circles, names
Adams st., 379
Carlotta st., 355 (by Councilor Hurley)
Clayton and Park sts., 326
Everett st., 356 (by Councilor Wickes)
Gallivan Boulevard, 364
Kenmore rd., 365
Lincoln st., 389
Northam pk., 252
Norwood st., 396
Peabody sq., 113
Port Norfolk st. (2), 208
St. Brendan rd., 313
Wrentham st., 326

motion: assign resolution *re* central traffic artery to next meeting, 58**orders:**

assessments, Ward 16, 111
cleaning of Ward 16 streets, 123
copy of Elevated report for Council members, 147 (with Councilors Wickes and Goode)
court action against Elevated, 128
demolition of building at 23 Chickatawbut st., 284 (by Councilor Goode)
discontinuance of Victory road wharf for garbage disposal, 47
emergency hospital, Dorchester, from W. P. A. or White Fund income, 10 (with Councilors Wickes, Gottlieb, Kelly, Hutchinson)
Everett street playground, skating, 355 (by Councilor Hurley)
Finance Commission report *re* Elevated, 128
five-cent fare on Elevated, 123
Frog Pond enlargement, 184 (with Councilor Russo)
half fare on Elevated for men in service, 113
Health Commissioner to appear before committee on licenses *re* conduct of offensive trades without license, 55
leave of absence of Alfred C. Holland, 70
library roof expenditures, 147
licensing of horse and dog tip establishments, 182 (with Councilor Hurley)
lowering of license fees, 125
modernizing of Northern avenue and Summer streets bridges, 30, 50
municipal building, Dorchester, 174 (with Councilor Wickes, Gottlieb and Hutchinson)
parchment to commemorate Councilor Wickes heroism, 71 (with Councilors Galvin and Hurley)
pipe mains under city streets used for inflammable fluids, 29
privileges in connection with operation of fire alarm system, 48
privileges in connection with police signal alarm system, 200

Fish, Philip Austin, Councilor, Ward 16, Continued

orders:

- reduction in water rates, 30
- rescission of fee for flagpoles, 128
- sale of surplus Elevated power to city, 211 (with Councilor Hurley)
- sanitary protection, baths and playgrounds, 211 (with Councilor Goode)
- special committee to survey street lighting system, 56 (with Councilor Hurley)
- spotlight, Peabody sq., 389 (with Councilor Wickes)
- survey of increased valuations, Ward 16, 319
- tax on weekly wages opposed, 113

ordinances:

- amendment *re* building laws, 21
- fees for permanent vaults, 123

point of information: 66

remarks:

- amendment *re* building laws, 21
- appropriation of \$401,126 from airport proceeds, 395
- arc light, Peabody sq., 113
- assessments, Ward 16, 111
- burial of poor, 46
- Elevated bus Huntington and Massachusetts aves. to Boylston and Charles sts., 317
- cemetery location, River st., 389
- central traffic artery, 66
- cleaning of Ward 16 streets, 123
- court action against Elevated, 128
- Elevated Finance Commission report for each Councilor, 147
- fees for permanent vaults, 123
- five-cent fares for less than two miles, 146
- five-cent fare on Elevated, 123, 124, 138, 139
- funding of overlay deficits, 223
- further sale of housing projects, 47
- half fare on Elevated for men in service, 113
- Huntington ave. safety islands, 129
- information *re* certain political organizations, 387
- Junior Police Corps, 17, 18
- library roof expenditures, 147
- lowering of fire insurance rates, 78
- lowering of license fees, 125
- municipal stadium, 19, 35
- Northern avenue and Summer street bridges (with clipping from Boston Post of January 15), 30
- reduction in water rates, 30
- removal of vehicles interfering with snow removal, 416
- sale of surplus Elevated power to city, 211
- survey of increased valuations, Ward 16, 319
- traffic lights, 308
- use of tax title property for free parking spaces, 56
- Y. H. Realty Corporation driveway opening, 86, 89

resolutions:

- heroism of Councilor Wickes in saving boys from drowning, 28 (with Councilors Goode and Hurley)
- payment of pension to widow of W. Everett Grady, 35

unanimous consent: meeting of Committee on Licenses, 317

Food Stamps

see also Surplus Commodities Division

exchange of food orders for stamps, 92, 104

extension to widows, without dependent children, receiving aid from Soldiers' Relief Department, 330, 351

investigation of abuses, 125

loan for installation of Federal Surplus Commodity Stamp Plan, 120, 162, 174, 206

participation by old age assistance recipients, 127; by certain persons in private employment, 165

requirements for W. P. A. workers, 174, 249

Foreclosed Real Estate Division

ordinance establishing division as part of public buildings department, to be under charge of custodian, 241

appointment of custodian: Daniel M. Driscoll, 222

lease of land on Village st. to Lincoln House Association, 204

transfers from income to special appropriation, 315, 321, 369, 371

transfers of land:

- Albany and Sharon sts. to hospital department, 368, 371
 - Albion st. to park department, 255, 262
 - East Dedham st. to park department, 152, 162
 - Matthew st., Dorchester, to public works department, 83, 325, 329
 - seven parcels of land to park department for play areas, 282, 285
 - Summer and Orleans streets to park department, 322, 329
 - 134 Thornton st., Roxbury, to park department, 341, 354
- transfer of property** at 35 Hawkins st. to public welfare department, 169, 177

Gabriele, James F.

sale of land on Mall and Eustis sts. by city, 275, 279, 296

Gallagher, Alice E.

order for suitable monument, 183

appropriation of \$400 for memorial marker in Brighton pk., 276, 279

Galvin, William J., Councilor, Ward 2

ward area: Charlestown

elected Council President on first ballot, 6

improvements, Ward 2

- for details, *see* Streets, Squares, Circles, names
- Cambridge st., 176
- Lexington ave., 328
- Wallace ct., 328
- Warren and Park sts., 176

orders:

- ballots for jury box, 233
- Dewey beach, construct shelter, 176
- Dewey beach, resand, 176
- emergency call boxes at beaches, 270 (with Councilor Scannell)
- naming of new airplane carrier "Bunker Hill," 18
- new edition of "Boston's Streets," 191
- parcament to commemorate Councilor Wickes' heroism, 71 (with Councilors Fish and Hurley)
- payment of city employees before Christmas, 380
- pay to city employees in service, 397 (with Councilor Laugan)
- play area, Winthrop Square pk., 176
- play space, Washington and Faneuil sts., 262 (for Councilor M. H. Sullivan)
- printing of municipal register, 250
- privileges for new State Guard, 191
- removal of flagpole, Central sq., 404 (for Councilor Coffey)
- roping off streets, Columbus Day parade, 334
- Sullivan Square and Barry playgrounds, 318
- survey of Charlestown for defense housing project, 128
- White Fund to erect statue to heroes of Spanish-American War, 112 (with Councilor Russo)
- W. P. A. teachers in nursery schools, 181 (with Councilor Russo)

ordinance: *re* salaries of City Council officers, 401

remarks:

- appreciation of cooperation of Council members and attachés, 420
- entrance age for kindergarten and first grade, 318
- proportional representation, 199
- protection of school children at intersections, 311
- reimbursement for property damages caused by "loopers," 47
- thanks to members for election as president, 7

resolutions:

- against proposed W. P. A. reduction, 233 (with Councilor M. H. Sullivan)
- borrowing for central traffic artery, 52, 58
- death of Charles H. Taylor, 278
- extension of W. P. A. projects for middle-aged women, 356 (with Councilor Hurley)
- franking privileges for members of United States armed forces, 252 (with Councilors Goode and Hurley)
- municipal stadium, legislative authority asked to borrow outside of debt limit, 18, 31
- payment to Connors Brothers Company, 80, 82
- reimbursement for property damages caused by "loopers," 47

Gasoline and Oil Products

survey re prices from Director of Standards and Necessaries of Life, State Department of Labor and Industries, 364, 376

Gifts to City

land on Albion st., Ward 5, by Henry L. Shattuck for playground purposes, 254, 262

land on Malden st., South End, by Cardinal O'Connell for playground for small children and mothers' rest, 275, 279

land on Vernon st., Roxbury, by Cardinal O'Connell for playground purposes, 274, 279

Maxim portable trailer pump by American Mutual Liability Insurance Company, 216, 226

Goode, James J., Jr., Councilor, Ward 18

ward area: Hyde Park and Mattapan

committee appointments:

- building code, county accounts, executive, finance, parks and playgrounds (chairman), public safety, 16
- appropriations (*vice* Councilor Shattuck, resigned), 72, special committee on rising prices, 263

Goode, James J. Jr., Councilor, Ward 18, Continued

improvements, Ward 18:

for details, *see* Streets, Squares, Circles, names
 Almont st., 112, 356, 379
 American Legion Highway, 297
 Arlington st., 271, 279
 Austin st., 36
 Blake st., 36, 271
 Bradlee st., 329
 Canterbury st., 279
 Chester st., 36
 Danbury rd., 271
 Farrar ave., 356
 Fremont st., 318
 Glen Hill rd., 297, 329
 Grandview st., 297
 Harvard ave., 112
 Heldun st., 73 (for Councilor Lyons)
 Hemman st., 279
 Hyde Park ave., 313
 Hyde Park ave. and Cummins Highway, 86 (with Councilor Langan)
 Kittredge st., 313
 Morey rd., 73 (for Councilor Lyons)
 Neponset ave., 284
 Newcastle st., 102
 Orlando st., 102
 Osceola st., 356
 Philbrook st., 279
 Prescott st., 36
 Pinedale st., 279
 River st., 112, 211
 Riverside sq., 271
 Rosa st., 271
 Roseberry rd., 102
 Ruskindale rd., 36
 Stow rd., 112
 Sunnyside st., 36
 Tacoma st., 297, 317
 Williams ave., 242

orders:

Blue Hill ave. car reservation, 98 (with Councilor Gottlieb)
 bus line, Roslindale sq. to Cleary sq., 337 (with Councilor Langan)
 bus service, Corriganville and Fairmount sections, Hyde Park, 36
 bus service for Sacred Heart Church, Roslindale, 317
 bus service to Sanatorium, 98 (with Councilor Wickes)
 changes in present election laws, 364
 consolidation of city purchasing, 251
 copies of Elevated report for Council members, 147 (with Councilors
 Fish and Wickes)
 delay on Blue Hill ave. highway, 278 (with Councilor Gottlieb)
 delivery and distribution of milk, (2) 101
 demolition of building at 23 Chickatawut st., 284 (for Councilor Fish)
 elimination of ragweed, 126
 employment for former W. P. A. workers, 279
 extension of time for filing tax abatement applications, 329
 fees at George Wright golf course, 126
 flood light at Army Base entrance, 18 (with Councilor Scannell)
 food stamp abuses, 125
 free medical aid to welfare recipients, 379
 health center, Mattapan, 284
 Hyde Park-Cleary sq. car service, 175
 improvement of conditions in West st. section, Hyde Park, through
 deviation of brook, 317
 increased railroad service, 286
 library trustees asked to grant step-rate increases, 72
 machine shop defense training in Hyde Park and Roslindale high
 schools, 78
 matron at Smith Field playground, 150
 May Day demonstrations, 174
 memorial to 28th Massachusetts Volunteer Regiment, 113 (with
 Councilor M. H. Sullivan)
 milk for school children at playgrounds during summer, 235
 municipal parking areas, 337
 new Elevated cars for Dedham, Hyde Park and Cummins Highway
 lines, 82
 oil and gasoline shortage, 225 (with Councilor M. H. Sullivan)
 oiling of roadheads, N. Y., N. H., & H. R.R., 284 (with Councilors
 Wickes and Gottlieb)
 ordinance *re* parking spaces, 126 (with Councilors M. H. Sullivan,
 Langan, Scannell)
 outlawing of Communist activities, 147
 payment before vacations, 211
 play area, Hyde Park, 175
 police protection for school children, Ward 18, 102
 preference to single women for school positions, 208
 prohibition of unfit movies, 271 (by Councilor M. H. Sullivan)
 Readville improvements, 271 (by Councilor M. H. Sullivan)
 re-employment survey, 146 (with Councilors Gottlieb, Hutchinson
 and D. F. Sullivan)
 roping off streets March 29, 113 (with Councilors Langan, Lyons,
 Englert and Carey)
 sale of unused Elevated structure and rails, 225 (with Councilor M. H.
 Sullivan)
 Sanatorium employees, increased wages, 279
 sanitary protection, baths and playgrounds, 211 (with Councilor Fish)
 School Committee survey of refugee children, 57

Goode, James J., Jr., Councilor, Ward 18, Continued

orders:

sewerage system under W. P. A. for Thompson st., Hyde Park, 82
 solariums at housing projects, 329
 survey lighting, Greenwood section, Hyde Park, 112
 survey of property of Federal National Bank by Assessors, 329
 survey of Ward 18 for play areas, 286
 Tokio st., elimination of health menace, 329
 traffic survey, Readville section, Ward 18, 71, 356
 train service, Jamaica Plain and Hyde Park, 271 (with Councilor
 Langan)
 train service Readville to Boston, 71 (with Councilors Gottlieb
 Hutchinson and Wickes)
 unlicensed carnivals, 252
 use of golf courses by service men, 298 (with Councilor Gottlieb)
 use of vacant factories for instruction in trades, 29
 vacations with pay for draftees, 183
 Walker playground, grandstands, 284

ordinance: sale of animals for vivisection, 262 (with Councilor Hurley)

remarks:

appointment of fifty additional police officers, 73
 bus service Corriganville and Fairmount sections, Hyde Park, 36
 bus service to Sanatorium, 98
 central traffic artery, 66
 consolidation of city purchasing, 251
 death of Louis D. Brandeis, 335
 defense re-employment plan for draftees, 55
 delivery and distribution of milk, 101
 endorsement of Junior Police Corps, 17
 fees at George Wright golf course, 126
 Finance Commission report *re* metropolitan public services, 251
 food stamp abuses, 125
 Huntington ave. safety islands, 129
 increased railroad service, 286
 machine shop defense training in Hyde Park and Roslindale high
 schools, 78
 memorial to 28th Massachusetts Volunteer Regiment, 113
 municipal parking areas, 337
 oiling of railroad roadbed, 284
 opposition to proportional representation, 191
 preference to single women for school positions, 208
 sale of unused Elevated structure and rails, 225
 Sanatorium employees, increased wages, 279
 School Committee survey of refugee children, 57
 shipfitting course, 147
 snow workers' registration, additional day, 28
 step-rate increases for library employees, 72
 survey of property of Federal National Bank by Assessors, 329
 survey of Ward 18 for play areas, 286
 traffic lights, 86
 use of vacant factories for instruction in trades, 29
 vacations with pay for draftees, 183

resolutions:

annuity to sister of Albert F. Mitchell, 175
 Bill of Rights Day a national holiday, 364
 congratulations to Hyde Park high school cadets, 225
 death of Louis D. Brandeis, 335 (with Councilors Gottlieb, Taylor,
 Ward, Hutchinson and Wickes)
 death of Mrs. Sara Delano Roosevelt, 298 (with Councilor M. H.
 Sullivan)
 death of James A. Watson, 397 (with Councilor Ward)
 defense re-employment plan for draftees, 54
 endorsement of Junior Police Corps by Council, 16 (with Councilor
 M. H. Sullivan)
 Finance Commission report *re* metropolitan public services, 251
 franking privileges for members of United States armed forces, 252
 (with Councilors Galvin and Hurley)
 heroism of Councilor Wickes in saving boys from drowning, 28 (with
 Councilors Hurley and Fish)
 opposing House Bill 141 *re* granting of bus permits by Public Utilities
 Department, 82
 opposition to proportional representation, 191
 recommended appointment of David Scoll to Maritime Commission,
 278 (with Councilor Gottlieb)
 use of W. P. A. in national defense, 243 (with Councilors M. H.
 Sullivan and Hurley)

Goods

weighers appointed:

list as contained in City Document 46, 156, 172
 BACON, RAYMOND A., 186-206; BALDWIN, PATRICK J., 23-43
 BARRY, CHARLES F., 83-100; BRIER, SAMUEL W., 391-404
 BRUCE, ROBERT A., 332-357; CAMERON, FRED M., 367-380
 CAMPBELL, JAMES E., 273-285; CARMICHAEL, ROBERT J., 83-100
 CLANCY, PATRICK J., 254-271; CLARK, CHESTER A., 83-100
 CODY, ROBERT, 341-364; CONROY, MARY, 107-127
 CURRIE, C. B., 322-337; DANA, THOMAS W., 7-18
 DECOURCY, ALDEN G., 373-385; DEVLIN, MARK H., 383-396
 FLANBERG, CHARLES, 281-296; FERALA, MICHAEL, 201-225
 FLANAGAN, JOHN F., 299-319; GORMAN, ARTHUR S., 235
 GOSLIN, GEORGE B., 95-115; HARLOW, WILLIAM L., 332-337
 HENDERSON, WALTER, 332-357; HINES, HAROLD E., 246-262

Foods, Continued

weighers appointed:

HUMBERSTONE, CLARENCE, 201-225; LATHAM, HAZEL, 299-319
 LENAGHAN, CHARLES W., 373-385; LOURIE, JOSEPH, 391-404
 MAYO, FREDERICK R., 179-190; MILEY, JOHN F., 322-337
 NASON, CHARLES, 186-206; NEE, JAMES F., 83-100
 O'HALLORAN, JOHN F., 228-242; POWERS, WILLIAM B., 50-62
 RENSCHAW, RALPH, 215-235; RIGGS, JOSEPH L., 215-235
 ROLLER, BENJAMIN, 391-404; SAVAGE, EDWARD F., 246-262
 SERETTO, RALPH, 367-380; SHERIDAN, PHILLIP H., 179-190
 STERNBERG, ISRAEL, 358-371; WARD, JOHN F., 228-242
 WASSON, AVORD W., 313-235; WILANSKY, JULIUS, 75-92
 ZALL, JACK, 341-364; ZWICK, EVELYN, 299-319

Gottlieb, Joseph J., Councilor, Ward 14

ward area: Dorchester, west

temporary chairman: 209-213, 277-280

committee appointments:

appropriations (chairman), county accounts, executive, finance, Parkman Fund, parks and playgrounds, 16

committee reports:

appropriations, 108
 county accounts, 185

orders:

Blue Hill ave. car reservation, 98 (with Councilor Goode)
 Blue Hill ave., changing name to Louis D. Brandeis Boulevard, 357 (with Councilor Taylor)
 Ceylon playground, backstop, 124
 delay on Blue Hill ave, highway, 278 (with Councilor Goode)
 emergency hospital, Dorchester, from W. P. A. or White Fund, 10 (with Councilors Fish, Wickes, Kelly, Hutchinson)
 five-cent fares for less than two miles, 146
 free adult dental service at health stations, 20
 fund for free milk for under-privileged children, 286
 Geneva ave. car service, 357
 half holiday, Good Friday, 149 (with Councilor D. F. Sullivan)
 investigation of intimidation of public officials, 184
 leave of absence, High Jewish holidays, 295 (with Councilor Taylor)
 leave of absence, Passover holiday, 145 (with Councilor Taylor)
 matron at Franklin Park, 191
 municipal building, Dorchester, 174 (with Councilors Wickes, Hutchinson and Fish)
 naming of school for Louis D. Brandeis, 357 (with Councilor Taylor)
 oiling of roadbed, N. Y. N. H. & H. R.R., 284 (with Councilors Goode and Wickes)
 open-air fireplaces, Franklin Park, 185 (with Councilor Hurley)
 re-employment survey, 146 (with Councilors Hutchinson, D. F. Sullivan and Goode)
 Ripley rd. playground, 124
 Social Law Library appropriation, 381
 summer bus schedule to beaches, 212
 train service Readville to Boston, 71 (with Councilors Goode, Hutchinson and Wickes)
 use of golf courses by service men, 298 (with Councilor Goode)
 W. P. A. dental project, 124

remarks:

amendment of ordinances to safeguard freedom of speech, press and assembly, 21
 Blue Hill ave. car reservation, 98
 central traffic artery, 68, 69
 certification of temporary street cleaners, 164
 conduct of civilians during air raids, 402
 confirmation of Michael W. Ober, 173
 Corporation Counsel's opinion re traffic artery bill, 76
 date of budget hearings, 62
 death of Louis D. Brandeis, 335
 five-cent fares for less than two miles, 146
 free dental clinics for adults, 9, 20
 fund for free milk for under-privileged children, 286
 Huntington ave. safety islands, 130
 investigation of intimidation of public officials, 184
 matron at Franklin Park, 191
 municipal parking areas, 337
 necessity of traffic lights, 191
 proportional representation, 197
 protest against W. P. A. reduction, 234
 public hearing on budget, 92
 re-employment survey, 146
 step-rate increases for library employees, 72
 traffic lights, 307, 309
 use of golf courses by service men, 298
 use of W. P. A. in national defense, 244
 W. P. A. dental project, 124
 Y. H. Realty Corporation, driveway opening, 89

resolutions:

closing of Nazi and Italian consulates, 237
 closing of Nazi consulate in Boston, 146
 death of Louis D. Brandeis, 335 (with Councilors Taylor, Goode, Ward, Hutchinson and Wickes)
 free dental clinics for adults through White Fund, 9

Gottlieb, Joseph J., Councilor, Ward 14, Continued

resolutions:

freedom of speech, press and assembly to be safeguarded by necessary amendments to ordinances, 21
 protest against W. P. A. reduction, 175 (with Councilor M. H. Sullivan)
 recommended appointment of David Scoll to Maritime Commission, 278 (with Councilor Goode)
 safety zones, Blue Hill ave., 184
 W. P. A. wage scale, raising of, 328

unanimous consents:

closing of Nazi and Italian consulates, 238
 closing of Nazi consulate in Boston, 146

Grain, Measurers of

appointed:

DEVLIN, MARK H., 383-396
 DEWEY, FRANCIS J., 179, 190
 GALLOWAY, JOHN, 179-190
 LOWNEY, JOHN, 179-190
 SHANAHAN, JOHN T., 179-190
 SHANAHAN, JOSEPH T., 179-190

Hauer, Annie V.

presentation of Massachusetts Humane Society medal to Councilor Wickes, 103

Hayden Foundation

request to erect boys' club in Ward 13, 224

Health Department

Goldman, Dr. Harry, designated as acting Deputy Commissioner, Division of Communicable Diseases, 376

inspectors appointed:

housing and sanitation
 CROSBY, ROBERT E., 172
 GORMLEY, FRANK J., 172
 MACDONALD, FRANK W., 261

advisability of adult W. P. A. dental project, 124

Brighton abattoir: investigation of conditions, 388

Commissioner to appear before license committee re conduct of offensive trades without license, 55

elimination of ragweed, 126

free adult dental service to be provided in health stations in White Fund units, in Ward 14 (3 orders), 20

health menace on Tokio st., Ward 18, 329, 351

inspection of foods sold Saturdays in open-air stands, 380, 392

rodent menace, 10

transfer from appropriation to election, fire and market departments and Mayor's office expenses, 394, 395

sale of obsolete X-ray film, 302

Health Units

order for White Fund construction, Brighton-Allston, 72; Ward 22, 166

Hospital Department

trustee appointed: Roger T. Doyle, 206

East Boston relief station: open all day, 121, 380; physician in attendance, 100

emergency hospital, Dorchester, from W. P. A. or White Fund income, 10

evening Out-Patient Department, City Hospital, 224, 248

Finance Commission report re City Hospital laundry, 400

investigation asked re removal of patient to private room, 44

order requesting protest against cemetery location on River st., Matapan, 389

payment to employees by cash rather than by check, 124, 132

requested discharge of Miss Carlson, 311

rest rooms: City Hospital, 111, 154

sale:

land on Dorchester ave. (old Convalescent Home), 303
 obsolete X-ray films, 216, 371

Sanatorium employees: increased wages, 279

Hospital Department, Continued

skeleton force for city hospitals, May 31, 213, 229
transfer of land on Albany and Sharon sts. from foreclosed real estate division, 368, 371
transfer of patients in elevators, 53
transfers:
 from Collecting Department, \$4,000, 406, 407; from Institutions Department and City Loans, Redemption of, \$25,000, 405, 407; Soldiers' Relief Department appropriation, 394, 395
transfers within departmental appropriation, 293, 297
trustees requested to grant hearing to all permanent and probationary employees before suspension, 298

Huntington Avenue Subway Extension

order requesting extension through W. P. A., 58

Huntington Avenue Underpass

celebration of opening, 328

Hurley, William F., Councilor, Ward 8

ward area: South End and Roxbury, north
temporary chairman: 6
committee appointments:
 executive, license fees, parks and playgrounds, public lands, public welfare, 16
 special committees: street lighting, 56; voting machines (appointed December 9, 1940)
improvements, Ward 8
 for details, see Streets, Squares, Circles, names
 Carlotta st., 355 (for Councilor Fish)
 Harrison ave. and Dedham st., 29
orders:
 additional man during rush hours on one-man cars, 30 (with Councilor D. F. Sullivan)
 additional street lighting, South End, 29
 bocce courts, Eustis playground, 185
 bonus of \$10 monthly to be paid by State to men in national service, 320 (with Councilor M. H. Sullivan)
 bonus to city employees in national service upon discharge, 319
 bus line, Massachusetts station-Dudley st., 213 (with Councilors Chase and D. F. Sullivan)
 change of car stop, 356 (for Councilor Ward)
 decision requested re horse and dog tip establishments, 226
 Eastern Racing Association donation, 252 (with Councilors Taylor and Scannell)
 Eustis playground, backstop, 263
 extension of five-cent fare limit to Dudley street terminal, 29 (with Councilor D. F. Sullivan)
 Everett street playground, skating, 355 (for Councilor Fish)
 extra week's vacation for certain employees, 213 (with Councilor D. F. Sullivan)
 fingerprinting of school children, 209
 five-day week during summer, 185 (with Councilor M. H. Sullivan)
 Harrison ave. crosswalks, 381
 hearing to hospital employees before suspension, 298 (with Councilors Kelly and D. F. Sullivan)
 increased allowances for dependents, 312
 larger apartments in Ward 8 housing units, 29
 lease of quarters to John F. Mahoney Roxbury Post No. 457, V. F. W., 35
 licensing of horse and dog tip establishments, 182 (with Councilor Fish)
 lighting survey, 380
 medical examinations for hospital employees, 46 (with Councilor D. F. Sullivan)
 open-air fireplaces, Franklin Park, 185 (with Councilor Gottlieb)
 Orchard park to be included in Orchard park housing project, 79
 parchment to commemorate Councilor Wickes' heroism, 71 (with Councilors Galvin and Fish)
 parking near city hospital, 150 (with Councilor D. F. Sullivan)
 payment of vacation money to draftees, 93
 payment in cash to hospital employees, 124
 pay of courthouse scrubwomen 311 (for Councilor Ward)
 play area, George st. school property, 356
 roping off streets, Cathedral Club race, April 12, 127
 sale of surplus Elevated power to city, 211 (with Councilor Fish)
 skeleton force for hospitals, May 31, 213 (with Councilor D. F. Sullivan)
 special committee to survey street lighting system, 56 (with Councilor Fish)
 "stop" signs, 381
 storing of wood by Housing Authority, 252
 supplement of social security unemployment benefits, 165 (with Councilor M. H. Sullivan)
 survey of Dudley st. lines, 185 (with Councilors D. F. Sullivan, Carey, Engler)
 tennis courts, Randolph st. playground, 150 (with Councilor Russo)
 zoning regulations, Ward 8, 185

Hurley, William F., Councilor, Ward 8, Continued

ordinance: sale of animals for vivisection, 262 (with Councilor Good)
remarks:
 additional man during rush hours on one-man cars, 30, 31
 central traffic artery, 66
 criticism of city hospital detrimental to city, 54
 decision requested on horse and dog tip establishments, 226
 Eastern Racing Association donation, 252
 fingerprinting of school children, 209
 hearing to hospital employees before suspension, 298
 increased allowances for dependents, 312
 increased welfare aid to married couples with dependents, 55
 lease of quarters to John F. Mahoney Roxbury Post, No. 457, V. F. W. 35
 municipal stadium, 34
 payment in cash to hospital employees, 124
 Orchard park to be included in Orchard park housing project, 79
 protection of school children at intersections, 311
 relief expenditures of city to be assumed by state, 77
 survey of street lighting system, 56
 traffic lights, 308
resolutions:
 exemption of Dr. Timothy Leary from retirement act, 82
 extension of W. P. A. projects for middle-aged women, 356 (with Councilor Galvin)
 franking privileges for members of United States armed forces, 25; (with Councilors Galvin and Goode)
 heroism of Councilor Wickes in saving boys from drowning, 28 (with Councilors Goode and Fish)
 naming of school for Lieut. Philip Rasmussen, 418 (for Councilor Langan)
 recognition of services of Lieut. Philip Rasmussen, 418 (for Councilor Langan)
 use of W. P. A. in national defense, 243 (with Councilors M. H. Sullivan and Goode)

Hutchinson, Edward A., Jr., Councilor, Ward 13

ward area: Dorchester, north
committee appointments:
 claims, executive, finance, license fees, public safety, soldiers' relief, tax title property (chairman), 16
committee reports: Finance, 370
improvements, Ward 13:
 for details, see Streets, Squares, Circles, names
 Belfort and Auckland sts., 31
 Bird and Virginia sts., 21
 Brook ave., 58, 319
 Brookford st., 298, 357
 Ceylon st., 113
 Chamblet st., 357
 Columbia rd., 277
 Davis st., 287
 Davitt st., 287
 Denny st., 72
 Dewey st., 287, 337
 Dorchester and Savin Hill avcs., 200
 Hartland st., 148
 Howes st., 263
 Ingleside st., 58, 287
 Judson st., 298
 Mayfield st., 72
 Midland st., 208
 Romsey st., 148
 Sagamore st., 237
 Sargent st., 319
 Savin Hill ave., 113, 127
 Saxton st., 224
 Southview st., 208
 Spring Garden st., 72, 287
 Stoughton pl., 296
 Victor st., 21
 Wave ave., 287
 Woodford st., 357
orders:
 abolition of eighteen-month rule for W. P. A. workers, 31
 appropriation for 1941 to include \$146,000 for traffic lights, 82
 boys' club through Hayden Foundation, 224
 bus line, Blue Hill ave. to beaches, 212
 bus, Savin Hill station-Jeremiah E. Burke school, 127
 children's playground, Ward 13, 102
 dumping conditions, Spectacle Island and Mile rd., 270 (with Councilors Scannell and Linehan)
 emergency hospital, Dorchester, from W. P. A. or White Fund, 10 (with Councilors Wickes, Fish, Gottlieb, Kelly)
 municipal building, Dorchester, 174 (with Councilors Wickes, Gottlieb and Fish)
 oil farm, Mile rd., Dorchester, opposed; use of land by Housing Authority, 45
 re-employment survey, 146 (with Councilors Gottlieb, D. F. Sullivan and Goode)
 reopening of convenience stations, 70 (with Councilor Wickes)
 Savin Hill playground, seeding and sodding, 174

Hutchinson, Edward A., Councilor, Ward 13, Continued**orders:**

School Committee congratulated for increasing trade school facilities, 45
 tennis courts, Savin Hill, 200
 train service, Readville to Boston, 71 (with Councilors Goode, Gottlieb and Wickes)
 watering of Savin Hill playground, 329
 youth center, Ward 13, from White Fund, 420

remarks:

amendment of ordinances *re* distribution of handbills, etc., 21
 appreciation of services of President Galvin and Council attachés, 420
 Boston Elevated investigation, 145
 central traffic artery, 66
 Elevated cost of service, 163
 five-cent fares, 138
 Junior Police Corps, 18
 junior social workers, classification and pay, 72
 municipal stadium, 19
 one day off in seven for police, 183
 public works department loans and appropriations, 227
 refusal of oil permit, Ward 13, 85
 relief expenditures of city to be assumed by state, 77
 selection of funeral director by indigent, 182
 step-rate increases for library employees, 72
 tax title loan of \$1,500,000, 370
 traffic lights, 86, 307
 Y. H. Realty Corporation, driveway opening, 87, 89

resolutions:

commending Street Commissioners for refusal of oil permit at 429 Mt. Vernon st., Ward 13, 85
 death of Louis D. Brandeis, 335 (with Councilors Gottlieb, Taylor, Goode, Ward and Wickes)
 further aid to old age assistance recipients, 93 (with Councilor M. H. Sullivan)

Index Commissioners

transfer within departmental appropriation: 293, 297

Inspection of Prisons Committee

members: Councilor Lyons (chairman), Fish, Taylor, Langan, M. H. Sullivan, 16
 report: 420

Institutions Department

appropriation: steamer "Stephen O'Meara," 393, 395
 increased allotment asked for Christmas gifts for foster children, 396
 transfer to Hospital Department: \$20,000, 405, 407
 transfers:
 \$19,320 from soldiers' relief department appropriation, 394, 395
 \$29,500 from Superior and Supreme Court appropriations, 394, 395
 transfers within departmental appropriation: 293, 297, 315, 321, 325, 329, 363, 366, 406, 407, 408, 415

Junior Police Corps

editorial from Boston *Post* endorsing corps, 17
 endorsement of activities by Council, 16
 letter from Police Commissioner Timilty, 27

Jurors

evening interviews for prospective jurors, 112, 134
 list of inhabitants qualified to serve as jurors (City Document No. 47), 233
 preparation of ballots for jury box, 233

Jurors Drawn

Superior Civil Court: (157) 7; (108) 37; (102) 87; (103) 131; (106) 179; (50) 214; (95) 266; (108) 288; (139) 331; (123) 358; (116) 385, (20) 408
 Superior Criminal Court: (106) 7; (101) 37; (102) 87; (102) 131; (101) 179; (92) 214; (40) 235; (71) 246; (102) 266; (90) 288; (5) 299; (130) 331; (103) 358; (112) 384

Kelly, John B., Councilor, Ward 15

ward area: Dorchester, north central

committee appointments:

building code, executive, finance, Parkman Fund (chairman), printing, tax title property, 16

improvements, Ward 15:

for detail, *see* Streets, Squares, Circles, names
 Bay st., 239
 Blakeville st., 208, 296
 Clarkson st., 208
 Columbia rd. and Quincy st., 335, 397
 Duncan st., 356
 Fox st., 389
 Granger st., 356
 Kane st., 319
 Longfellow st., 208, 296
 Norton st., 208
 Percival st., 389
 Speedwell st., 208, 296
 Stonehurst st., 208, 296

orders:

cleaning of Ward 15 streets, 371
 consultation with councilors by White Fund trustees *re* play areas, 243
 emergency hospital, Dorchester, from W. P. A. or White Fund, 10 (with Councilors Wickes, Fish, Gottlieb, Hutchinson)
 excavation on Freepoint st., 365
 free riding for men in service, 278
 hearing to hospital employees before suspension, 298 (with Councilor Hurley and D. F. Sullivan)
 provision in 1942 budget for resurfacing streets, 418
 roping off streets June 7, 208
 waive birth certificate fee to service men, 417

remarks:

appropriation of \$401,126 from airport proceeds, 395
 consultation with councilors by White Fund trustees *re* play areas, 243
 excavation on Freepoint st., 365
 provision in 1942 budget for resurfacing streets, 418
 traffic lights, 307
 waive birth certificate fee to service men, 417

unanimous consent: not a candidate for Council presidency, 6

Langan, James M., Councilor, Ward 19

ward area: Jamaica Plain and Roslindale, east

committee appointments:

executive committee (chairman), 8
 building code, inspection of prisons, legislative matters, ordinances, public safety, rules (chairman), 16

committee reports:

EXECUTIVE: 8, 43, 81, 88, 112, 128, 177, 185, 200, 226, 235, 262, 268, 279, 297, 306, 321, 329, 338, 354, 371, 380, 385, 395, 401, 407, 414
 Public Welfare, 83

improvements, Ward 19:

for details, *see* Streets, Squares, Circles, names
 Andrew (John A.) st., 114
 Cedar ave., 101
 Hyde Park ave. and Cummins Highway, 86 (with Councilor Goode)
 Johnswood rd., 82
 Moraine and Centre sts., 101
 Newbern st., 114
 Patten st., 130
 Patten and Wachusett sts., 371
 Perkins st. and Jamaica way, 237 (with Councilor Carey)
 Robinwood ave., 226
 Sycamore st., 356
 Wachusett st., 321

letter from Boston Elevated *re* Jamaica Plain-Arborway and Dudley st. car service, 165

motion: next meeting, 168

orders:

air raid shelters under Common, 403
 bridge paths, police patrol, 199 (with Councilor Lyons)
 bus line Roslindale sq. to Cleary sq., 337 (with Councilor Goode)
 exchange of food orders for food stamps, 92
 Healy playground, tennis courts, 280
 increased service Arborway-Subway line, 101
 new boilers, Roslindale municipal building, 130
 ordinance *re* parking spaces, 126 (with Councilors M. H. Sullivan, Goode and Scannell)
 painting of crosswalks near schools, 313
 pay to city employees in service, 397 (with Councilor Galvin)
 playground for small children, Jamaica Pond, 226
 refusal of parking licenses to those charging over 50 cents, 126 (with Councilor M. H. Sullivan)
 roping off streets, March 29, 113 (with Councilors Lyons, Englert, Carey and Goode)
 "stop" sign, 381
 speeding, South st., Ward 19, 82
 survey Arborway and Dudley st. car service, 147
 survey of Boylston Station section lighting, 355

Langan, James M., Councilor, Ward 19, Continued

orders:

survey of dangerous intersections, Jamaica Plain-Roslindale, 313
 survey of private ways, Ward 19, 280
 Toll Gate bridge, repair overpass, 381
 Toll Gate footway, construct underpass, 381
 train service, Jamaica Plain and Hyde Park, 271 (with Councilor Goode)

remarks:

air raid shelters under Common, 403
 appreciation of gift of playground by Henry L. Shattuck, 262
 death of Joseph D. Hurley, 22
 exchange of food orders for food stamps, 92
 proportional representation, 196
 traffic lights, 86, 309
 train service, Jamaica Plain and Hyde Park, 271
 Y. H. Realty Corporation driveway opening, 91

resolutions:

death of Joseph D. Hurley, 22
 naming of school for Lieut. Philip Rasmussen, 418 (by Councilor Hurley)
 recognition of services of Lieut. Philip Rasmussen, 418 (by Councilor Hurley)
 refund to Burner's Hofbrau, Inc., 82

Law Department

additional copies of: "Special Statutes" for Law Department, 352, 355
authorized to apply: for appointment of commissioners to determine allocation of Chelsea street bridge costs, 119, 128
authorized to request hearing before Public Utilities Dept. re
 repairs to Broadway bridge, 60, 81
 repairs to Saratoga and Everett street bridges, 40, 43
 widening of Parsons st., Brighton, 41
data re sale of land: in West Roxbury to Federal government for veterans' hospital, 118
draft of ordinance re display and distribution of advertising and other matter in city streets, 374
easement: to Massachusetts Memorial Hospitals, 170
information requested re pipe mains used for inflammable fluids, 29
legal action requested: against Daniel V. McGrath of Brockton re conditional sale of state-owned land, 378, 395
legislative agent: notification of Council members of legislative hearings pertaining to Council and city, 10, 51, 85, 106
opinion requested: use by city for park purposes of Elevated property, Brighton, 278
opinions of Corporation Counsel:
 ordinance regulating sale of animals for vivisection, 281
 payment of bonus by city to employees in national defense service, 332
 residence of employees within city, 163, 181
 right of appeal to Appellate Tax Board from rulings of Commissioner of Corporations, 350
 traffic artery bill, 76, 134
order authorizing sale of land on East Dedbam st. to Boston Housing Authority, 219
release of rights: in land and flats to Commonwealth in connection with airport development, 257
requests to draft legislation re:
 allocation of fire prevention costs to insurance companies, 81, 98
 allowing city to pay difference in salary to city employees in service, 397
 bonus of \$10 monthly to be paid by state to men in national defense service, 320
 changes in election laws re last-minute substitutions, 364
 conditional sales of state-owned land, 378, 395
 exempting men in service from excise or poll taxes, 236
 extension of daylight saving, 320
 flat rate of automobile insurance throughout state, 335
 freedom of speech, press and assembly, necessary amendments to ordinances, 21
 maximum car insurance rate of \$25, 338
 municipal parking areas, 337
 payment of vacation money to draftees, 93
 referendum on flat rate of automobile insurance throughout state, 336
 repealing law compelling payment of taxes pending application for abatement, 327
requests to draft ordinance re
 licensing of horse and dog tip establishments, 182, 226; opinion of Corporation Counsel that city has no power, 231
 parking spaces, 126
sale of park department land: South Boston, to Boston Housing Authority, 42

Leary, Dr. Timothy

resolution: favoring exemption from retirement act, 82

Leases

land on Border st.: to Navy Department, 169, 177
land on Village st.: to Lincoln House Association for rest area for mothers and children, 204, 210

Legislative Acts, Bills, General Laws

Acts of 1941:

chap. 140, Boylston street subway rental payments, 216, 226; accepted by Boston Elevated Railway, 242
 chap. 148, Huntington avenue subway rental payments, 188, 210; accepted by Boston Elevated Railway, 242

General Laws:

chap. 54, section 103-A, re absentee voting in city elections, 60, 71
 chap. 122 of Acts of 1938, entitled "An Act providing for one day off in every seven days for police officers in the City of Boston", 302; act accepted, 310

House Bill 221: authorizing state to pay drafted employees difference in salaries, resolution favoring enactment, 45

H. R. 3301, re restoration of percentage wage differential for leading man and quartermen, Navy Yard, resolution favoring enactment, 112

opposition to House Bill 141 enabling Public Utilities Department to grant bus line permits, 82

resolution: approving enactment by Congress of General Pulaski Memorial Day Resolution, 58

Senate Bill 173: establishing in Department of Public Safety a Division of Marine Safety, Pilotage and Salvage, resolution favoring enactment, 29

Legislative Hearings

notification: of Council members by legislative agent, 10, 51, 85

Legislative Matters, Committee on

members: Councilors Ward (chairman), Langan, Wickes, Shattuck, Coffey, 16

Lenox Street Housing Project

nursery school, 328

Library Department

organization: President, Louis E. Kirstein; Vice President, Ellery Sedgwick; Clerk, Miss Elizabeth B. Brockunier, 233

trustee appointed: John L. Hall, 206

Andrew square branch library: reconsideration of transfer asked, 355, 368

branch libraries: requested re-opening of Tyler st. and Roxbury Crossing branches, 318, 361

data: on roof expenditures, 147

Finance Commission report: re \$20,000 appropriation for central library roof repairs, 310

memorial tablet: for Patrick T. Campbell at Jeffries Point branch library, 55, 117

repair of central library roof: transfer of \$20,000 from appropriation for sales of city property, 294; appropriation of \$20,000 from proceeds of sale of airport, 383, 385

step-rate increases: for all employees, 72

transfer: \$499.11 to Boston Retirement Board, 405, 407; \$1,179 to Building Department, 405, 407; \$421.99 to City Council, 405, 407; \$3,012 to Weights and Measures Department, 394, 395

trustees: requested to include in 1942 budget cost of new roof, central library, 390

License Fees, Committee on

members: Councilors Scannell (chairman), Hurley, Hutchinson, Wickes, Russo, 16

Licenses and Permits

bootblacks: (6) 27, (5) 75, (2) 120, (4) 171, (4) 206, (3) 283, (1) 326, (1) 354

child performers' petitions:

Alleyne, Corinne H., 189
 Arena, Armando, 206
 Astle, Alice, 206
 Avery, Martha, 206
 Baldi, Sibyl, 120, 128
 Bleiwas, Morris, 189

Licenses and Permits, Continued

child performers' petitions:

Boone, Hazel, 52
 Boston Music School Settlement, 171, 177
 Breiding, Viola K., 222
 Brown, Stanley E., 206
 Brennan Margaret E., 222
 Campbell, Mary A., 222
 Carney, Ellen F., 222
 Chiampa, Lillian A., 206
 Corbett School of Dancing, 206
 Cross, Doris, 222
 da Canara, Palmyra, 222
 Davenport, Mildred, 27, 31, 189
 DeCordova, Leopold, 206
 Dolan, Gertrude (2), 206
 Frank, Ruth, 233
 Gardner, Anna B., 222
 Goodman, Harry, 222
 Hall, Lucille Perry, 180, 185
 Hamilton, Florence, 233
 Harris, Doris D., 222
 Haviland, Katherine L., 171, 177
 Johnson, Edna Cora, 222
 Jones, Doris W., 222
 Leavis, Edith M., 171, 177
 Livingston, Marie Ryan, 189
 Lubit (Julia) Pianoforte School, 180, 185, 354
 Lyons, Esther, 222
 MacGraw, Leona, 206
 McDermott, Kay, 222
 McKinley, Rita A., 222
 McShane, Ruth M., 206
 Mosely, L., 189
 Novikoff, Boris, 206
 O'Connell, Theresa, 206
 O'Gorman, Katharine D., 189
 Paige, Jean, 189
 Palumbo, Mary G., 157, 162
 Paporello, Maria, 206
 Ring, Mary E., 222
 Robinson, Sylvia B., 137, 138
 Schlosberg, Eva, 206
 Simpson, Harold B., 222
 Skating Club of Boston, 98, 102
 Sovone, A. Marie, 189
 Viles, Lillafrances, 206
 Wagner, Dorothy M., 222
 Weinstein, Sidney, 137, 138
 Wyman, Lilla Viles, 222

driveway openings:

Adams & Swett Cleaning Company, 276, 415
 Albany Street Realty Company, Inc., 395, 396
 Boston Chamber of Commerce Realty Trust, 353, 355
 Boston Edison Company, 295, 329
 Boston Elevated Railway, 334
 Brookings, Henry C. (referred January 29, 1940); leave to withdraw, 176
 Brousseau, Alvin C., 268
 Burleigh, Fred W., 180, 208
 Capodilupo, Antonio, 137, 225
 Charlestown Five Cents Savings Bank, 413, 415
 Crowley, Mary A., 157, 176
 Crystal Coal and Oil Company, Inc., 233, 265
 Dane, Samuel, 295, 297
 Dancky, Mollie, 189, 208
 Emmanuel College, Trustees, 370, 371
 Filling Stations Realty Company, 276, 286
 Franklin Savings Bank, 306, 329, 363, 379
 Friend Brothers Realty Trust, 276
 Gabriele, James, 295, 297
 General Motors Truck and Coach, 276, 329
 Gormley, Thomas P., 16
 Gulf Oil Corporation, 206, 208, 222, 235, 295, 297, 353, 364
 Harron, John W., 334, 364
 H. C. B. Realty Company, 233, (2) 276, 280, (leave to withdraw), 329
 Hood & Sons, H. P., 395
 Hunkins, John, 222, 225, 353, 355
 Hunt-Spiller Manufacturing Corporation, 267, 316
 Husband, A. C., 233
 Jordan, Estate of Eben D. (2), 353, 355
 Keyes, Kenneth F., 28
 Kinney Manufacturing Company, 268, 295
 Knight, Claire Reese, 16
 Kohler Company, 27
 Lincoln Service Stations, Inc., 295, 297, 334, 371
 Massachusetts Hospital Life Insurance Company, 250
 McDonald, Lucy E., 83, 86
 Mottola, Vincent (referred December 30, 1940), 112
 National Shawmut Bank, (2) 363, 386, 396
 Neitlich, Jacob J., 120, 176
 New England Mutual Life Insurance Company, 171, 200
 Old Colony Trust Company, 250
 Paine, Estate of Ruth F. W., 250, 252
 Palevsky, Milton, 171, 185
 Palumbo, Frank, 189, 208

Licenses and Permits, Continued

driveway openings:

Ratzburg, Victor, 222, 225
 Rideout, Percy L., 376, 387
 Roach, Francis X., 16
 Ross, Thorwald S., 395, 415
 Roxbury Realty Trust, 171, 185
 Saitz, William, 242, 252
 Sawyer, Francis J. (referred April 29, 1940), leave to withdraw, 176;
 new petition, 222, 225
 Socony-Vacuum Oil Company, 242, (reported) 242; (2) 353, 379
 Standard Oil Company of New York, 413, 420
 Superior Realty Company, Inc., 370, 371
 Texas Company, 28; (2) 206, 329, 355
 United States Government, 295, 316
 Wies, Bessie, 171, 208
 Winkler, Philip N., 28
 Yanopky, Sarah, 28
 Y. H. Realty Corporation, 86, 88
newsboys: (78) 27, (51) 75, (15) 120, (16) 171, (21) 206, (26) 242,
 (9) 283, (16) 326, (4) 354, (10) 413

proposed rescission: of fee for flagpoles, 128

Sunday sports:

Boston American League Baseball Company, 108, 112, 121
 National League Baseball Club, 137, 138, 140

Licenses Committee

members: Councilors Fish (chairman), Lyons, Englert, Russo, Ward, 16
 (Councilor Ward resigned, 189)
petitions: 27, 43, 52, 83, 98, 120, 137, 157, 171, 180, 189, 206, 222, 233,
 242, 250, 267, 276, 295, 306, 353, 363, 366, 370, 376, 395, 400, 413
reports: 16, 28, 43, 86, 112, 142, 176, 180, 185, 200, 208, 225, 235, 242,
 252, 265, 268, 280, 286, 295, 296, 316, 355, 364, 371, 379, 316, 396,
 415, 420
Fire Commissioner: requested to appear *re* granting of certain priv-
 ileges in connection with operation of fire alarm system, 48, 51
Health Commissioner: requested to appear *re* concerns conducting
 offensive trades without license, 65
Police Commissioner: requested to appear *re* granting of certain
 privileges in connection with police signal alarm system, 200
resignation: of Councilor Ward, 189

Lincoln House Association

lease of land: on Village st. for rest area for mothers and children,
 204, 210

Linehan, Thomas E., Councilor, Ward 7

ward area: South Boston, south
committee appointments: executive, Parkman Fund, printing,
 unclaimed baggage (chairman), 16
amendment: include Bay View bus in Elevated survey of service, 31
improvements, Ward 7:
 for details, *see* Streets, Squares, Circles, names
 Boston st., 93
 Buttonwood st., 355
 Clapp and Locust sts., 355
 Dorchester and Eighth sts., 311
 East Fifth st., 365
 G st., 122, 365 (with Councilor Scannell)
 H st., 372 (with Councilor Scannell)
 I st., 372 (with Councilor Scannell)
 Marine rd., 311
 Old Harbor st., 262
 Pond and Pleasant sts., 338
 Telegraph st., 262
 Thomas pk., 262
 Mt. Vernon st., 268

orders:

Andrew sq. branch library transfer, 355
 budget allowance for parks and playgrounds, 396 (with Councilors
 D. F. Sullivan, Lyons, Scannell and Carey)
 bus, Columbia station, Andrew sq., 380
 cleaning of South Boston streets, 100 (with Councilor Scannell)
 Columbus pk. locker building repairs, 396
 Dorchester ave. bridge, 174
 dumping conditions, Spectacle Island and Mile rd., 270 (with Coun-
 cillors Scannell and Hutchinson)
 footwalk across Columbus pk., 296
 low-income group in housing projects, 183
 March 17 holiday for city employees, 93 (with Councilor Scannell)
 March 17 holiday for school children, 92 (with Councilor Scannell)
 Marrinucci Brothers' contract, requested rescission, 150 (with Coun-
 cillor Scannell)
 Marrinucci Brothers' payments, withholding of, 150 (with Councilor
 Scannell)

Linehan, Thomas E., Councilor, Ward 7, Continued

orders:

naming of space for Rev. John M. Chmielinski, 236
Old Colony project residents, 268
opposition to further sale of housing projects, 46
remodeling of locker building, Columbus pk., 122
resanding South Boston beaches, 100 (with Councilor Scannell)
roping off streets, March 17, 100 (with Councilor Scannell)
South Boston beaches, 237 (with Councilor Scannell)
stairs from Columbia road bridge, 396
traffic study, new Old Colony Defense Project, 296
underpass, Andrew sq., Ward 7, 150

point of information: 66

remarks:

central traffic artery, 65
duties of committee on unclaimed baggage, 16
five-cent fares, 138
low-income group in housing projects, 183
municipal stadium, 18, 31, 33
Old Colony project residents, 268
opposition to further sale of housing projects, 46
ordinance re sale of animals for vivisection, 268
payment of taxes pending application for abatement, 327
proportional representation, 193, 197
removal of vehicles interfering with snow removal, 416
resanding South Boston beaches, 100
South Boston beaches, 237
traffic lights, 307
transfer from Parkman Fund, 235
use of tax title property for free parking spaces, 56

resolutions:

approving General Pulaski Memorial Day resolution pending in Congress, 58
favoring legislation authorizing reinstatement of Mary Keneally, 53 (with Councilor Scannell)
favoring legislative enactment for reconstruction of certain highways, 58
felicitations to Cardinal O'Connell, 371 (with Councilor Carey)
opposition to transfer of Commonwealth pier, 236 (with Councilor Scannell)

unanimous consents:

Boston Elevated investigation, 145
gymnasium Municipal Building, South Boston, 338

Loans

borrowing: in anticipation of revenue, 8, 16
Federal Surplus Commodity Stamp Plan: \$250,000, 120, 162, 174
funding of overlay deficits: \$2,000,000, 187, 223, 235, 250
public safety program: \$150,000, 398, 402, 415
Public Welfare Department: installation of Federal Surplus Commodity Stamp Plan, 120, 162, 174
outside debt limit: public welfare, soldiers' relief and W. P. A. projects, \$3,510,000, 120, 162, 174; approved by Emergency Finance Board, 206
Public Works Department:
bridge construction, \$500,000, 221, 226, 227, 241
highways, making of, \$500,000, 220, 227, 241
sewerage construction, \$500,000, 220, 227, 241
tax title loan: \$1,500,000, 362, 370, 385; approved by Emergency Finance Board, 400
tax title renewal loans: \$1,500,000, approved by Emergency Finance Board 172; \$2,000,000, approval of balance outstanding November 6, 1941, by Emergency Finance Board, 354

Lyons, Theodore F., Councilor, Ward 20

ward area: West Roxbury and Roslindale, west

committee appointments:

appropriations, building code, constables, executive, inspection of prisons (chairman), licenses, ordinances (chairman), rules, 16
perambulation of boundary lines, 371
voting machines (appointed December 9, 1940)

committee reports:

inspection of prisons, 420
licenses, 268, 286, 296
ordinances, 35, 102, 244, 268, 415
perambulation of boundary lines, 384

doubting of vote: 306

improvements, Ward 20:

for details, see Streets, Squares, Circles, names
Amherst st., 212
Beech st., 212
Belgrade ave. and Beech st., 390
Caledonian ave., 404
Cedar st., 298

Lyons, Theodore F., Councilor, Ward 20, Continued

improvements, Ward 20:

Celia rd., 338, 357
Centre st., 330, 390, 397
Chesbrough rd., 127, 271
Clement ave. (2), 199
Conway st., 417
Cotton st., 199
Cuthbert rd., 338, 357
Heldun st., 73
Martin st., 371
Montgomery st., 404
Morey rd., 73
Oak ave., 330
Patten st., Ward 19, 130 (for Councilor Langan)
Powell st., 390
Roberts st. and Belgrade ave., 321
Russett rd., 357
South Fairview st., 265
Sunnybrook rd., 212
Symmes st., 199, 337
Vermont st., 272
Weld st., 199

orders:

abatement of excise taxes on autos owned by men in service, 330
allocation of fire prevention costs to insurance companies, 81
bills for new court house repairs, 371
bridle paths, police patrol, 199 (with Councilor Langan)
budget allowance for parks and playgrounds, 396 (with Councilors Linehan, D. F. Sullivan, Scannell and Carey)
fire station, Germantown, 280
handrailing, South st., underpass, 417
lease of Germantown School to Silver Star, chapter 3, D. A. V., 47
light at stairs leading to Sunset Hill path, 390
maximum insurance rate of \$25 on Massachusetts autos, 338
new boilers in Roslindale municipal building, 130 (for Councilor Langan)
perambulation of boundary lines, 365
play area, 338
preference to resident teachers, 381
program for snow removal, 404 (for Councilor M. H. Sullivan)
report re emergency preparations, 397
roping off streets, March 29, 113 (with Councilors Langan, Englet, Carey and Goode)
shelter at Belgrade ave. and Roberts st., 321
spotlights, 381
stamp plan for old age assistance recipients, 127
survey of hazardous intersections, Roslindale, 313
tennis court repairs, 280

remarks:

abatement of excise taxes on autos owned by men in service, 330
allocation of fire prevention costs to insurance companies, 81
central traffic artery, 67, 68, 70
fire station, Germantown, 280
Huntington ave., safety islands, 130
municipal stadium, 19
preference to resident teachers, 381
removal of vehicles interfering with snow removal, 417
restoration of food allowance, 245
rodent menace, 11
traffic lights, 306, 308
unanimous consent: maximum rate of \$25 for automobile insurance, 338

Market Department

transfer: \$150 from Health Department appropriation, 394, 398

Marrinucci Brothers

requested rescission of contract, 150
withholding of payments, 150

Massachusetts Department of Agriculture

communication re live stock disease control, 363

Massachusetts Department of Labor and Industries

survey of prices of gasoline and oil products, 376

Massachusetts Department of Public Works

abolition of grade crossing of New York, New Haven and Hartford Railroad at Bird st., 268

Massachusetts Memorial Hospitals

easement, land on East Newton st., 170, 190, 206

(Mayor) The Honorable Maurice J. Tobin

annual address: 1-6
absences from city: 27, 376
appointments:
Committee on Public Safety, 413
constables: 37, 61, 75, 169, 186, 201, 215, 254, 281, 288, 314, 332, 398
annual list, authorized to serve civil process upon filing bond (City Document No. 44), 155, 172
connected with official positions: (City Document No. 45), 156, 172
departmental: 13, 43, 157, 206, 326
minor: officers paid by fees (City Document No. 46), 156, 172
measurers of grain: 179, 383
weighers of coal: 37, 50, 75, 83, 116, 179, 186, 201, 215, 228, 246, 254, 273, 288, 299, 332, 341, 358
weighers of goods: 7, 23, 50, 75, 83, 95, 107, 179, 186, 201, 215, 225, 246, 254, 273, 281, 299, 322, 341, 358, 367, 373, 383, 391
ppropriation: office expenses, \$7,933, 393, 395
messages, communications and orders:
 abandonment of easements, West Roxbury, 217
 abatement of excise taxes of service men, 349
 absentee voting in city elections, 60, 71, 302
 action on financial orders, 227
 additional milk station, South Boston, 133
 afternoon registration of voters, 332
 airport taking by state, 341
 Allston-Dudley street terminal carfare, 201
 amendments of compensation and classification plans for officers and employees of Suffolk County, 256, 317, 325
 Andrew square branch library, 367
 angle parking lines, Centre st., 410
 appeal from ruling of Commissioner of Corporations, 350
 appearance of Fire Commissioner before License Committee, 51
 appropriation: airport debt requirements, 383; airport property, expenses re valuation, \$450, 218; art department, Hanoville Veterans' tablet, Union sq., 370; board of examiners, 393; board of special commissioners on representative districts, \$500, 75, 82; board of zoning adjustment, 188, 200; Boston Port Authority, 393; bureau of Americanization, 218; cemetery fund income to cemetery division expenses, 75, 82; central library, roof repairs, 383; city clerk department, 393; City Council, 393; City Documents, 393; cleaning of portraits, 103, 112; committee on public safety, 267; contingent fund, 393; duplication of city records, 23, 31; finance commission, 135, 177; fire department, 393; foreclosed real estate division, 369; institutions department, steamer "Stephen O'Meara," 393; Mayor, office expenses, 393; memorial to Alice E. Gallagher, 276; mosquito control, 39, 43; municipal employment bureau, 8; municipal survey committee, 83, 101; park department, new headquarters building, South Boston, 179, 185, 393; park department for purchase of land on Rochester and Troy sts., 369; police department, 393; printing department, 369; public buildings department, armory, 408, 415; public works department, bridge construction, 221, 227; bridge service, 393; additional appropriation, 405; ferry service, 393; highways, making of, 220, 227; additional appropriation, 405; lighting service, 393; public ways, bridges, sewerage works, 405; sanitary service, 393; sewer service, 393; sewerage works, 405; Randidge Fund excursions, 204; registry department, 393; Sumner Traffic Tunnel, from tunnel income, 408, 414; wire division, 393
 Arborway and Dudley street car service, 168
 Arborway-subway line service, 117
 army base entrance, flood light, 97
 army base service, 368
 Atlantic ave. Elevated structure, 232
 blinkers at Old Morton and Sanford sts., 254
 Blue Hill ave., car reservation, 103; changing name to Louis D. Brandeis boulevard, 39; double-barreled highway, 288; safety zones, 201
 boce courts, William Eustis playground, 202
 bonus to city employees in national defense service, 332
 borrowing in anticipation of taxes, 8, 16
 Boston Elevated stockholders, 187
 bridle path police patrol, 201
 budget for 1941, 23
 bus, Columbia station-Andrew sq., 409
 bus, Francis st. to Park sq., 290, 334
 bus, Massachusetts ave. to Boylston and Charles sts., 107, 221
 bus, Orient Heights and Jeffries Point to East Boston high school, 117
 bus, Savin Hill station-Jeremiah E. Burke school (Acting Mayor Galvin), 153
 Cabot st. bathroom, 247
 call for special meeting, 405
 car service: Dorchester and Roxbury, 186; Jamaica-Dudley st. line, 314; service to South Boston beaches, 221
 Carter playground, 247
 car track removal, Norfolk s., 254
 Castle Island grading, 202
 changing lighting system, Ward 12, gas to electricity, 103
 Chelsea street bridge: allocation of charges, 119, 128
 cleaning of streets: Ward 3, 246; Ward 10, 14; Ward 16 (Acting Mayor Galvin), 155
 cleaning of sewers, Alpha rd., Ward 17, 348
 clearing of crosswalks, 52
 closing of Princeton st., 267 (Acting Mayor Galvin)

(Mayor) The Honorable Maurice J. Tobin, Continued

messages, communications and orders:
 Columbus pk., footwalk, 301; locker building repairs, 410
 commodities cards for persons formerly on W. P. A., 169
 Commonwealth ave. car stop, 373 (Acting Mayor Galvin)
 construction: Grandview st., Ward 18, 299; Hillside st., Ward 10, 186; Ward 18 streets, 274
 continuance of contract with Coleman Brothers Company, 13
 cost of fire prevention division, 96
 crosswalks near schools, 323
 day nurseries, 202
 "dead end" sign, Regina rd. and Washington st., Ward 17, 346
 delivery of free milk, Ward 18, 133
 demolition of building at 23 Chickatawbut st., Ward 16, 314
 designation of William F. Smith playground, 116
 Dewey beach shelter, 186
 Dewey sq., marking of, 392
 discontinuance of railroad crossing, Hyde Park ave., 281
 distribution of fuel to welfare recipients, 314
 dump conditions near Marine pk. and Castle Island, 13
 easement to Massachusetts Memorial Hospitals, 170, 190
 electric lights, Beech st., Ward 20, 229
 Elevated payments on Boylston st. subway, 216
 Elevated service to cemeteries, May 30, 216
 elevator accidents (Acting Mayor Galvin), 154
 enforcement of speed laws, South st., 116
 engine house, Marion st., Ward 1, 221
 entrance age, kindergartens and Grade 1, 344
 escalator, Maverick sq. station, 231
 Esplanade tennis courts, 247
 Eustis playground, backstop, 273
 evening interviews for prospective jurors, 134
 evening out-patient department, city hospital, 248
 exchange of food orders for food stamps, 104
 exchange of land between city and Sears, Roebuck Company for traffic circle, 317, 338
 expansion of free milk program, 266 (Acting Mayor Galvin)
 extension of five-cent fare limit to entrance of Dudley st. terminal, 49
 extension of food stamp plan to soldiers' widows, 351
 extension of time for filing tax abatement application, 349
 female instructor, Franklin pk. playstead, 167
 fence, John J. Connelly playground, 167
 fire alarm box 3343, relocation of, 348
 fire station, Germantown, 291
 five-cent fare, Brigham circle-Park sq., 324
 five-cent fare for school children throughout year, 289
 food inspection, 392
 food stamp plan requirements, 249
 forecast of 1941 tax rate, 95
 free riding for service men, 290
 Frog Pond, 202
 Geneva ave. line service, 368
 George st. school property, 373 (Acting Mayor Galvin)
 gift of land for playgrounds by Cardinal O'Connell, 274
 gift of Maxim portable trailer pump, 216
 gift of playground by Henry L. Shattuck, 254
 goal posts, North End playgrounds, 350
 half fare on Elevated for junior organizations, 61
 Harrison ave. crosswalks, "stop" signs, 410
 health menace, Tokio st., Ward 18, 351
 health precautions, parks and playgrounds, 215
 Healy playground, tennis courts, 291
 Heroert J. Wolf sq., 167
 housing project, Ward 9, 228
 Huntington ave. subway rental payments (chap. 148, Acts of 1941), 188
 Huntington ave. subway service, 187
 Hyde Park ave.-Cleary sq. car service, 201
 increased food allowance to dependents, 230
 increased fuel for welfare recipients, 132
 increased welfare aid to single men and women, 132
 investigation of rest homes, 132
 Jamaica-Dudley st. line transfers, 343
 junior social workers, 167
 land on Matthew st., Dorchester, 83
 larger apartments in Orchard pk. and South End housing units, 50
 lease of land on Border st. to Navy Department, 169, 177
 lease of land on Village st. to Lincoln House Association, 204
 legislative hearings concerning city, 106
 licensing of horse and dog tin establishments, 231
 lighting: Belfort and Auckland sts., Ward 13, 50; Belgrade ave. and Beech st., Ward 20, 412; Bird and Virginia sts., Ward 13, 97; Boston st., Ward 7, 104; Brookline ave. and Deaconess rd., 392; Butler st., Ward 17, 96; Centre st., in front of St. Theresa's Church, Ward 20, 412; Ellison ave. and Gallivan blvd., 247; Patten st. (Acting Mayor Galvin), 152; Patten and Washington sts., Ward 19, 411; Robert st. and Belgrade ave., 361; Sudan st., Ward 13, 38; stairs leading to Sunset Hill path, Ward 20, 413; Sycamore st., Ward 19, 367
 loans: Federal surplus commodity stamp plan, 120, 162, 174; funding of overlay deficits, \$2,000,000, 187; public safety program, \$150,000, 398, 402; public welfare, soldiers' relief and W. P. A. projects, \$3,510,000, 120, 162; public works department, bridge construction, \$500,000, 221, 227; making of highways, \$500,000, 220, 227; sewerage construction, \$500,000, 220, 227; tax title loans, 362
 loss of motor licenses by welfare recipients, 314

(Mayor) The Honorable Maurice J. Tobin, Continued

messages, communications and orders:

Lucy Stone school yard, 290
 machine shop defense training in schools, 116
 matron, Franklin park, 203
 milk delivery to incapacitated, 133
 milk distributing stations, 133
 modernizing of Fort Point channel bridges, 50
 more men for sanitary division work, Ward 3, 14
 motorized sprinkler and sweeper, Ward 3, 13
 naming of square for late Monsignor George W. Patterson, 8
 naming of square for late Rev. Patrick B. Murphy, 8
 naming of streets in Mission Hill housing area for World War veterans, 38
 new Elevated cars, 96
 new street sweeping machine for Ward 10, 15
 new-type cars, Washington st. line, 290
 notary in each local welfare office, 215
 notification to councilors of legislative hearings re Council, 51
 one day off in seven for police, 246, 302
 one-way traffic, Kenberna rd., Ward 17, 352
 open-air fireplaces, Franklin park, 203
 opinion of Corporation Counsel re central traffic artery, 134
 ordinance re civilian defense, 398; collection of water income, 375;
 display and distribution of advertising matter, 374; noise nuisance,
 60, 102; removal and storage of vehicles interfering with snow
 removal, 399; salaries of assessors, 257; tax title property, 241
 Parker Hill playground, Ward 10, 117
 parking exemptions for doctors' cars, 106, 391
 parking near city hospital, 168
 payment of employees before vacations, 215
 payment of hospital employees by cash, 132
 planting of trees, Ward 17, 273; Ward 20, 351
 play areas, Ward 18, 291
 playgrounds, Charlestown, 324
 playground, Lower Mills, Dorchester, 247, 301
 playground, Pine Bank, 231
 play space, Ward 20, 351
 preference to single women by School Committee, 230
 protection of school children at crossings, Ward 18, 131
 protection of school children near Whittier school, 301
 reconstruction: Blakeville st., Ward 15, 228; Brookdale st., Ward 19,
 359; Buttonwood st., Ward 7, 360; Canterbury st., Ward 18,
 300; Clarkson st., Ward 15, 228; Duncan st., Ward 15, 359;
 Gainsborough st., Ward 4, 413; Granger st., Ward 15, 359; Hart-
 land st., Ward 13, 168; Hyde Park ave. from Metropolitan ave.
 to Cleary sq., 334; Longfellow st., Ward 15, 228; Midland st.,
 Ward 13, 228; N st., Ward 6, 361; Norton st., Ward 15, 228;
 Philbrook st., Ward 18, 300; Pinedale st., Ward 18, 300; Ridge
 st., Ward 19, 359; Romsey st., Ward 13, 168; Saxton st., Ward 13,
 249; Speedwell st., Ward 15, 228; Stonehurst st., Ward 15, 228;
 Williams ave., Ward 18, 274
 reimbursement to Boston by Lynn, 248
 release of rights in land and flats in connection with airport develop-
 ment, 257
 removal of unused car tracks, Norfolk st., 332
 reopening of Tyler st. and Roxbury Crossing libraries, 361
 repainting crosswalks, Ward 17, 167
 repair of water pipes, Fuller st., Ward 17, 361
 repairs to Broadway bridge, 60, 81
 repairs to Saratoga and Everett st. bridges, 39, 43
 replacing of East Boston trees, 116
 rest rooms, city hospital (Acting Mayor Galvin), 154
 resurfacing: Almont st., Ward 18, 367; Alpha rd., Ward 17, 168;
 American Legion Highway, Ward 18, 300; Amherst st., Ward 20,
 228; Ashburton pl., Ward 3, 203; Beech Glen st., Ward 11, 292;
 Blakeville st., Ward 15, 300; Brook ave., Ward 13, 104; Brookford
 st., Ward 13, 300, 358; Cedar st., Ward 17, 292; Chamblet st.,
 Ward 13, 360; Clement ave., Ward 20, 204; Codman pk., Ward 11,
 168; Corliss st., Ward 11, 105; Cotton st., Ward 20, 204; Cumston
 st., Ward 9, 273; Dacia st., Ward 13, 292; Davitt st., Ward 13, 292;
 De Blois st., Ward 9, 274; Denny st., Ward 13, 106; Dewey st.,
 Ward 13, 292, 358; Euclid st., Ward 17, 168; Fleet st., Ward 3,
 203; Fox st., Ward 15, 411; Glenhill rd., Ward 18, 299; Highland
 ave., Ward 9, 411; Howes st., Ward 13, 300; Ingleside st., Ward 13,
 104, 292; Judson st., Ward 13, 300; Kane st., Ward 15, 14, 347;
 Kenilworth st., Ward 9, 411; Lenox st., Ward 9, 105, 346; Long-
 fellow st., 300; Marine rd., Ward 7, 349; Martin st., Ward 20, 302;
 Massachusetts ave., Ward 4, 248, 383; Mayfield st., Ward 13, 106;
 Norfolk st., Ward 9, 411; Norwell st., Ward 17, 96; Oakwood st.,
 Ward 17, 168; Old Morton st., Ward 17, 168; Ophir st., Ward 11, 347;
 Percival st., Ward 15, 411; River st., Ward 18, 229; Rosemary st.,
 Ward 11, 189; Somerset st., Ward 3, 203; Southern ave., Ward 17,
 168; Spalding st., Ward 11, 189; Speedwell st., Ward 15, 300; Spring
 Garden st., Ward 13, 106, 292; Stillman st., Ward 3, 105; Stone-
 hurst st., Ward 15, 300; Talbot ave., Ward 17, 168; various streets
 (Acting Mayor Galvin), 152; Victor st., Ward 13, 97; Washington
 st., Ward 17, 14; Wave ave., Ward 13, 292; Weld st., Ward 20,
 203; West First st., Ward 6, 105; Whitfield st., Ward 17, 96; Wood-
 ford st., Ward 13, 358
 retention of certain families on welfare, 231
 re-training of eligible men on welfare (Acting Mayor Galvin), 154
 Roberts playground: attendance of matron, 344; drinking fountain,
 203; lighting equipment, 202; skating, 391; tennis courts, 215;
 use of showers, 344
 Roslindale municipal building, new boilers, 134
 safety islands, Ward 2, 188, 189

(Mayor) The Honorable Maurice J. Tobin, Continued

messages, communications and orders:

sales:
 airport to state, 257, 341; airport, used personal property, 373;
 land adjacent to airport to Federal government, 135, 138; land on
 Brooks st., Brighton, to Faneuil Congregational Church, 341;
 land at Columbus ave. and Ritchie st., 255; land on Dudley st.,
 Howard ave., and Folsom st., Roxbury, 408; land on Dorchester
 ave. (old Convalescent Home), 303; land on East Dedham st. to
 Boston Housing Authority, 219; land on Mall and Eustis sts. to
 James F. Gabriele, 275; land on Park place, Roxbury, to Boston
 Housing Authority, 205; material by public works department, 315;
 North Ferry equipment, 95, new draft of order, 128; obsolete
 X-ray films, 216, 302; park department land, South Boston, to
 Boston Housing Authority, 42, 43, 70; South Boston housing proj-
 ect to Federal Works Agency, 118, new draft of order, 71, 81; West
 Roxbury land for veterans' hospital, 113, 177, 190
 Savin Hill playground, dust nuisance, 349; seeding and sodding, 186
 selection of funeral director, 230
 sewerage system, Thompson st., Hyde Park, 97
 shelters: Belgrade ave. and Robert st., Ward 20, 332; Central sq.,
 289, 410
 shower bath facilities in schoolyards, 273
 sidewalks: Arlington st., Hyde Park, 273; Ashburton place, Ward 3,
 203; Austin st., Ward 18, 49; Bailey st., Ward 17, 392; Bay st.,
 Ward 15, 248; Blake st., Ward 18, 49; Bower st., Ward 12, 412;
 Brent st., Ward 17, 289; Brook ave., Ward 13, 332; Buttonwood st.,
 Ward 7, 360; Chesbrough rd., Ward 20 (Acting Mayor Galvin), 154;
 Clapp st., Ward 7, 360; 833 Columbia rd., Ward 13, 291; East Fifth
 st., Ward 7, 411; Fremont st., Ward 18, 347; Fuller st., Ward 17, 361;
 G st., Ward 7, 411; H and I sts., Wards 6 and 7, 412; Hooper st.,
 Ward 17, 347; Kittredge st., Ward 18, 351; Lenox st., Ward 9, 105;
 Lincoln st., Ward 16, 411; Locust st., Ward 7, 360; 37 Mather st.,
 Ward 17, 547; Mt. Vernon st., Ward 7, 292; Old Harbor st.,
 Ward 7, 289; Parker Hill ave., Ward 10, 359; Robinwood ave.,
 Ward 19, 249; Ruggles place, Ward 17, 359; Sargent st., Ward 13,
 345; Selden st., Ward 17, 362; Somerset st., Ward 3, 203; South
 Fairview st., Ward 20, 301; Sturbridge st., Ward 17, 359; Symmes
 st., Ward 20, 229; Tacoma st., Ward 18, 299; Telegraph st., Ward 7,
 289; Thomas Pk., Ward 7, 289; Weld st., Ward 20, 203; Wrentham
 st., Ward 16, 349
 skeleton hospital force, May 31, 229
 "slow" signs: Calumet st., Ward 10, 345; Clayton and Park sts.,
 Ward 16, 352; Pond st., Ward 7, 346; Sagamore st., Ward 13, 248
 snow and debris on streets (Acting Mayor Galvin), 152
 snow removal from sidewalks, 51
 snow workers' registration, additional day, 49
 speeding of cars through underpass, 373 (Acting Mayor Galvin)
 stairs, Johnson rd., Ward 19, 97
 "stop" signs: Hillside, and Calumet sts., Ward 10, 323, 345; Mozart
 and Langrine sts., Ward 10, 352
 street cleaning, Ward 17, 344
 supplementary assistance to former W. P. A. workers, 171
 survey of Dudley street terminal lines, 204
 survey of Federal National Bank property, 352
 survey: intersections Jamaica Plain-Roslindale, 324; hazardous in-
 tersections, Roslindale, 323
 survey of refugee children, 107
 survey of South Boston car service, 49
 survey of street lighting: Beacon st., 38; Boylston station section,
 Ward 19, 367; Greenwood section (Acting Mayor Galvin), 155;
 South End, Ward 8, 50; Ward 8 streets, 412; Ward 10 and entire
 city, 367
 survey of streets, Corriganville section, Hyde Park, 38
 survey of Ward 17 intersections, 291
 survey of Ward 17 streets (Acting Mayor Galvin), 152
 survey of West street section, Hyde Park, 343
 survey; traffic signals, Readville, 360
 tablet in memory of Patrick T. Campbell, 117
 tennis courts: Randolph street playground, 171; Roslindale and
 West Roxbury, 290
 toboggan chute and coasting facilities, Boston Common, 38
 Toll Gate bridge repair, 391
 traffic blinker, Old Morton and River sts., Ward 17, 221
 traffic conditions, Harrison ave. and Dedham st., 61
 traffic island, Linden Park and Roxbury sts., 249
 traffic signals: Allston and Kelton sts., 323; Centre st., Ward 20,
 343; Columbia road and Quincy st., Ward 15, 215; Dorchester and
 Eighth sts., Ward 7, 322; Dorchester ave., East, Freeport and
 Hancock sts., 215; Hammond and Tremont sts., Ward 9, 107;
 Hendry and Bowdoin sts., Ward 15, 215; Huntington and South
 Huntington aves., Ward 10, 345; Tremont st. and Columbus ave.,
 323; Savin Hill and Dorchester aves., Ward 15, 215
 traffic signs, Bartlett st., 346
 traffic situation, new Old Colony defense project, 324
 trailer cars, subway-South Huntington ave. line, 343
 transfers: Airport Improvements, \$1,040 from Reserve Fund, 369;
 City Planning Board from Reserve Fund, 780, 362, 366; Contingent
 Fund, \$10,000, from Boston Port Authority appropriation, 342;
 Foreclosed Real Estate Division, 315, 321, 369; land on Albany and
 Sharon sts. to Hospital Department from Foreclosed Real Estate
 Division, 368; land at 134 Thornton st., Roxbury, from Foreclosed
 Real Estate Division to Park Dept., 341; land in East Boston
 (2 parcels) from Foreclosed Real Estate Division to Park Depart-
 ment, 322; land on East Dedham st. from Foreclosed Real Estate
 Division to Park Dept., 152, 162; land on Matthew st. from Fore-
 closed Real Estate Division to Public Works Department, 325;

(Mayor) The Honorable Maurice J. Tobin, Continued**messages, communications and orders:**

library roof repairs, 294; Mayor's office, 325, 329; from Health Department appropriation, \$6,000, 394, 395; to Park Department from Parkman Fund, \$60,000, 180, \$45,000, 232, \$25,000, 275, \$24,000, 292, \$20,000, 342, \$27,000, 362, \$12,000, 383, \$1,070.09, 399; Printing Department from revenue account to budgetary groups, 369; property at 35 Hawkins st. from Foreclosed Real Estate Division to Public Welfare Dept., 169; Public Buildings Department, \$50,000, from sales of city property, for South Boston gymnasium, 333; seven parcels of land to Park Department for play areas, 282; Traffic Commission from Sales of City Property, for traffic signals, \$45,000, 304; Water Division income, \$78,750, 276

transfers within appropriations, 363, 405

transfers within departmental appropriations: 293, 315, 321, 325, 329, 362, 363, 394, 405, 408

two-way traffic, part of Washington st., 229

underpass, Toll Gate footway, 409

Victory road wharf: discontinuance of use for garbage disposal, 51

Walker playground, construction of bleachers, 291

water income balance, 119, 128

widening of Parsons st., Brighton, 40, 43

Winthrop Square park play area, 186

World War Veterans' memorial, Union sq., 106

W. P. A. assignments to wives of non-citizens, 230

presentation of Carnegie medal to Councilor Wickes, 103

veto:

appropriation of \$1,600 for land at Rochester and Troy sts., 391

ordinance *re* sale of animals for vivisection, 281

Metropolitan District Commission

location: granted in Neponset Valley parkway to Boston Edison Company and New England Telephone & Telegraph Company, 180

Mosquito Control

appropriation: \$250 allocated by State Reclamation Board, 39, 43

Municipal Buildings

building in Dorchester from White Fund or W. P. A. funds, 174; requested as W. P. A. project, 191

petition from Brighton residents: asking that proposed building in Brighton be named "Fuller Memorial Building," 171

Roslindale: new boilers requested, 130, 134

South Boston: erection of gymnasium, 333, 338

Municipal Employment Bureau

appropriation of \$21,000: 8; order passed, 8

Municipal Stadium

order: inviting speakers to appear before executive committee *re* stadium project, 36

resolution: asking legislative authority to borrow outside debt limit, 18, 31; indefinitely postponed, 364

Municipal Survey Committee

appropriation: \$25,000, 83

Navy Department

lease of land: on Border st., 169, 177

New England Transportation Company

operation license petition: Park sq. to Boston-Dedham line, 52

New York, New Haven & Hartford Railroad

abolition of grade crossing at Bird st., 268

discontinuance of crossing at Hyde Park ave., 281, 285

increased service requested for Hyde Park, Mount Hope and Hazelwood, 286

increased train service: Jamaica Plain and Hyde Park, 271

oiling of roadbed from Readville, through Hyde Park, Mattapan and Dorchester, 284

train service: Readville to Boston, 71

Oakdale Community Garage Bus Line

operation license petition: Dedham-Boston line to Park sq., 43; 98

Ordinances**amendments:**

Revised Ordinances of 1925, chap. 3, sect. 3, *re* salaries of City Council officers, 401, 402

Revised Ordinances, chap. 3, sect. 5 (as amended by chap. 1 of 1938), *re* salaries of assessors, 257

Revised Ordinances of 1925, chap. 10, sect. 7, *re* builders' licenses, 21, 244

Revised Ordinances of 1925, chap. 25; tax title property, establishment of foreclosed real estate division, 241, 268

Revised Ordinances of 1925, chap. 39, sects. 36, 37, 41, 21

Revised Ordinances of 1925, chap. 40, sect. 20, *re* restrictions on park frontages (see page 451 of 1940 minutes), 35

civilian defense: 398, 401

collection of water income: 375; passed, 415

display and distribution: of advertising and other matter in city streets, 374—rejected, without prejudice, 415

fees for permanent vaults: 123

noise nuisance: (revising Ordinances of 1925, chap. 39, sects. 91, 92), 60, 102

removal and storage of vehicles: interfering with snow removal, 399; 415—rejected, 420

sale of animals for vivisection: 262, 268; ordinance vetoed, 281

Ordinances Committee

members: Councilors Lyons (chairman), Fish, Englert, Taylor, Langan, Scannell, D. F. Sullivan, 16

reports: 35, 102, 244, 268, 415, 420

Park Department

member appointed: William F. Kelley, 206

airport: sale of used personal property, 373, 380

appropriations:

district headquarters building, South Boston, \$3,500, 179, 185; \$44,450, 393, 395; \$1,600 from sales of city property for purchase of land on Rochester and Troy sts., 369, 371, 385—vetoed, 391; Randidge Fund excursions, \$5,000, 204

Cabot street bath house: place in good condition, 242, 247

(William) Carter playground, Ward 9: dumping of snow to cease, 29; improvements, 242, 247

Castle Island: grading, 184, 202

Ceylon playground, Ward 14: improvements, 124

Cemetery Division: appropriation of \$60,000 from Cemetery Fund income to Cemetery Division expenses, 75, 82

Charles Street bath house: repairs, 270

Charlestown playgrounds: to be put in condition for football, 318, 324

children's playground: Ward 13, 102

Columbus pk.: remodeling of locker building, 122; foot walk from overhead ramp to Carson Beach, 296, 301; locker building repairs, 396, 410

Connolly (John J.) playground: repairing fence, 150, 167

designation: of William F. Smith playground, 80, 116

Dewey Beach: construct shelter, resand, 176, 186

dump conditions: near Marine Park and Castle Island, 13

East Boston land: transfer for playground purposes, 322, 329

East Boston playgrounds: repairing, 121

elimination of ragweed: 126

Esplanade tennis courts: resurfacing, 243, 247

(William) Eustis playground: extension of backstop, 263, 273; installation of bocce courts, 185, 202

Everett Street playground, Ward 16: flood for skating, 355

exchange of land: with Sears, Roebuck Company for purposes of traffic circle at Park Drive and Brookline ave., 303

fees: at George Wright golf course, 126

fence: at rear of 28 Richmond st., Ward 17, 320

Franklin Park: attendance of matron requested, 191, 203; construction of open-air fireplaces, 185, 203; playstead, female instructor, 165, 167

Frog Pond: enlargement, 184, 202

Gallagher (Alice E.) playground: order for suitable monument, 183; appropriation for memorial marker, 276, 279

Park Department, Continued

- gift of land:** on Vernon st., Roxbury, and Malden st., South End, by Cardinal O'Connell for playground purposes, 274, 275, 279
- gift of playground:** to city by Henry L. Shattuck, 254, 262
- goal posts:** at three North End playgrounds, 328, 350
- golf courses:** free use by service men, 298
- Healy playground, Ward 19:** renovation of tennis courts, 280, 291
- Jeffries Point:** construction of bathing beach, 150
- naming:** of "James and Margaret M. Tobin play and rest space," 354
- memorial:** to 28th Massachusetts Volunteer Regiment, 113
- Michael J. Brophy playground:** repair benches, 242
- North Bennet Street bath house:** use of both floors by ladies, 242
- Parker Hill playground, Ward 10:** improvements, 82, 117
- play areas requested:** in Hyde Park, Ward 18, 175; Ward 20, 338, 351; Ward 22, 126; Winthrop Square pk., 176, 186
- playgrounds requested:** at Pine Bank, Jamaica Pond, as W. P. A. project, 226, 231; in Lower Mills section, Dorchester, 243, 247, 295, 301
- Randolph Street playground:** installation of tennis courts, 150, 171
- reimbursement of employees' claims:**
Edson, Albert L., 205, 239
Nagle, John P., 233, 250
Sheehan, Harry P., 83, 121
- replacing trees:** on East Boston streets, 55, 116
- resanding:** South Boston beaches, 100
- Ripley Road playground:** improvements, 124
- Roberts playground:** attendance of matron, 328, 344; condition for skating, 379, 391; installation of drinking fountain, lighting equipment, 182, 202, 203; tennis courts, 191, 215; use of showers, 329, 344
- sale of land:** Columbia rd., 42, 43, 70; Dudley st., Howard ave. and Folsom st., Roxbury, no longer needed for play area, 409; Park pl., Roxbury, 205, 210, 226
- sanitary protection:** baths and playgrounds, 211, 216
- Savin Hill playground:** dust nuisance, 329, 349; seeding and sodding, 174, 186; repair of tennis courts, 200
- Smith Field playground, Ward 18:** services of matron, 150
- snow removal program:** request to submit, 404
- South Boston beaches:** condition through summer, 237
- stairs:** requested, built from Columbia rd. bridge, 396
- Stillman pk.:** improvement, 296
- survey of East Boston:** for play area locations, 175
- survey of Ward 18:** for play areas, 286, 291
- tennis court repairs:** Roslindale and West Roxbury playgrounds, 280, 290
- toboggan chute and coasting facilities:** Boston Common, 31, 38
- transfer:** airport improvements, \$1,040 from Reserve Fund, 369
- transfers from Parkman Fund:**
\$60,000, 180-185
\$45,000, 232, 235-242
\$25,000, 275-279
\$24,000, 292-297
\$20,000, 342-354
\$27,000, 362-366
\$12,000, 383-395
\$1,070.09, 399-401
- transfers of land from Foreclosed Real Estate Division:**
Albion st., 255, 262
East Dedham st., 152, 162
seven parcels for play areas, 282, 285
Sumner and Orleans sts., 322
134 Thornton st., Roxbury, 341, 354
- tree planting:**
Ward 17, 270, 273
Ward 18, 297, 299
Ward 20, 338, 351
- Walker playground:** construction of grandstands, 284, 291
- Wolf (Herbert J.) sq., Roxbury:** repair tablet and renovate grounds 165, 167
- Wood Island Park:** cleaning of, 242

Parking

- charge of 35 cents:** 121
- charges:** by parking space operators (4 orders), 146
- denial of permits** to those charging exorbitant rates, 114
- exemptions** for doctors' cars, 99, 106
- municipal parking areas:** 58, 337
- near City Hospital:** during visiting hours, 150, 168
- ordinance:** limiting privileges of parking spaces, 126
- refusal of licenses** to those charging over 50 cents, 126

Parkman Fund

transfers to park department:

- \$60,000, 180-185
\$45,000, 232, 235, 242
\$25,000, 275-279
\$24,000, 292-297
\$20,000, 342-354
\$27,000, 362-366
\$12,000, 383-395
\$1,070.09, 399-401

Parkman Fund, Committee on

- members:** Councilors Kelly (chairman), Linchan, Coffey, Gottlieb, Taylor, 16

Parks and Playgrounds, Committee on

- members:** Councilors Goode (chairman), Russo, Scannell, Gottlieb, Hurley, 16

Penal Institutions Department

- transfer of \$1,063.27** from Suffolk County appropriation, 406, 407
- transfers within department appropriations:** 408, 415

Pensions and Annuities

Fire Department: for death of husband

- Barry, Mary A., 62
Brophey, Mary H., 120
Devine, Rose A., 120
Dolan, Gertrude T., 9, 233, 395
Farrell, Theresa M., 334
Foster, Mary E., 108
Hart, Anne R. (referred October 2, 1939), 414
Holland, Margaret M. (referred October 14, 1940), 81
Loughran, Julia, 276
Magner, Ella V., 222
McLaughlin, Annie M., 71
Nary, Mary E., 108
O'Keefe, Clara (petition referred August 19, 1940), 226
Zopf, Teresa F., 62, 366
- resolution passed by Council approving enactment of legislation for payment of annuity to sister of Albert F. Mitchell, 175; to Alice M. Stevens, 9

Police Department: for death of husband

- Early, Nora A., 384
Harrigan, Ann Marie, 27, 285
Pimental, Loretta, 62

Suffolk county:

- Grady, W. Everett, 35

Perambulation of Boundary Lines

- order** for committee to examine bound marks, etc., 365
- Councilors Lyons and Taylor:** appointed as Council members, 371
- report of committee:** (City Document No. 57), 384

Phillips Street Fund

- appropriations:** Art Department, \$400 for memorial to Alice E. Gallagher, 276; \$600, for Hanoville Veterans' tablet, Union sq., Brighton, 370, 371

Phinney, R. A.

- sale of land** on Saratoga st. by city, 58, 80

Play Areas

- C st. and Broadway, Ward 6:** under White Fund, order requesting, 174
- Glenwood Avenue East and Hyde Park ave., Ward 18:** order requesting, 175
- seven parcels of land** on Rochester, Troy, Pitts and Hale sts., transferred to park department, 282, 285
- survey of locations,** East Boston, 175
- survey of Ward 18:** 286, 291
- Ward 9:** use of land at 54-58 Kendall st., 328
- Ward 20:** area bounded by Weld and Church sts., Veterans of Foreign Wars parkway and Russett rd., 338
- Winthrop Square Park, Ward 2:** 176

Police Department

appointment: George H. Bird as keeper of city lock-up, 295
additional officers: appointment of fifty requested, 73
appropriation: \$98,460, 393, 395
commissioner: requested to appear before License Committee *re* proposed charge for privileges granted in connection with police signal alarm system, 200
emergency call boxes: at beaches, 270
enforce ordinance: *re* blowing of horns, 311
enforce speed laws: South st., Ward 19, 82, 116
Finance Commission: report, 16
investigation of unlicensed carnivals asked, 252
Junior Police Corps endorsed by Council, 16; communication from commissioner, 27
May Day: demonstrations, 174
one day off in seven for police, 174, 182; order reported in new draft, 210—message from Mayor, 246, 302; acceptance of chap. 122, Acts of 1938, 310
parking exemptions for doctors' cars, 99, 106, 382, 391
patrol of bridle paths: 199, 201
pensions and annuities for death of husband:
 Early, Nora A., 384
 Harrigan, Ann Marie, 27, 285
 Pimental, Loretta, 62
prohibition of unfit movies: 271
protection of school children at intersections:
 all streets near schools, 311
 near Greenleaf Whittier school, 284, 301
 Ward 18, 102, 131
reimbursement of employees' claims:
 Butler, Edward H., 162
 Dawson, Joseph B., 267, 270
 Doogan, William E., 267, 270
 Eagan, John, 261, 270
 Francoeur, George, 58
 Grace, Harry T., 283, 296
 Kilroy, Michael J., (4) 84
 Love, Ernest J., 209
 McDonald, William F., 210
 Murnane, John J., 206, 239
reinstatement: Brown, Charles C., 126
requested ban: of "H. M. Pulham, Esq.," 126
snow removal: from sidewalks, 28, 51
transfer within departmental appropriation: 293, 297

Printing, Committee on

members: Councilors Seannell (chairman), Chase, Kelly, D. F. Sullivan, Linehan, 16

Printing Department

"Boston's Streets," new edition of 1,000 copies authorized, 191
order authorizing delivery to Law Department: of ten additional sets of "Special Statutes relating to the City of Boston," 352, 355
transfer: \$20,000 from revenue account to budgetary groups, 369, 371
transfer within departmental appropriation: 406, 407

Priority Rights

resolutions: *re* municipal construction: steel for Brighton municipal building, 336

Public Buildings Department

appropriation: \$11,800, from income received from Commonwealth armory at Arlington st. and Columbus ave., 408, 415
municipal building, Dorchester: requested as W. P. A. project, 191
ordinance: creating Foreclosed Real Estate Division as division of department, 241
Roslindale municipal building: new boilers requested, 130, 134
transfers:
 \$1,500 from Finance Commission appropriation, 406, 407
 \$50,000 from sales of city property for gymnasium, South Boston municipal building, 334; \$8,500 from Suffolk County appropriation, 406, 407

Public Lands Committee

members: Councilors Russo (chairman), Ward, Wickes, D. F. Sullivan, Hurley, 16
reports: 58, 80, 190, 268, 317

Public Safety, Committee on

members: Councilors Taylor (chairman), Langan, Goode, Fish, Hutchinson, 16

Public Utilities Commission

hearings: *re* Everett and Saratoga street bridges, 137

Public Welfare Committee

members: Councilors Coffey (chairman), Wickes, D. F. Sullivan, Russo, Hurley, 16
reports: 83, 142, 200
attendance of Overseers of Public Welfare at hearing *re* burial of poor, 45
burial of poor and indigent persons, 19

Public Welfare Department**overseers appointed:**

Connelly, Isabel C., 206
 Dailey, William F., 206
 Whiting, Eva White, 206
 Willey, Edward H., 206

organization of board: John J. Walsh, chairman; Mrs. Margaret J. Gookin, vice chairman; Edward H. Willey, treasurer; William G. O'Hare, secretary, 190

additional milk station: South Boston, 70, 133

Boston Ice Company contracts: for fuel delivery, 79, 82; order rejected, 84

closing of day nurseries: due to lack of W. P. A. supervisory help, 176, 202

commodities cards: for persons formerly on W. P. A., 128, 169

delivery and distribution: of milk, 101, 133, 134

delivery of oil: to dependents, 52, 83; new draft, 88, 177

dental service: free to dependents, 20

distribution of free milk: at homes of needy, when necessary, 55

distribution of fuel: to welfare recipients, 297, 314

exchange of food orders: for food stamps, 92, 104

extension of food stamp plan: to soldiers' widows, 351

extra food stamps: requested for welfare recipients for Christmas, 379

food stamp plan requirements: for W. P. A. workers, 174, 249

free medical aid: to welfare recipients, 379

increased aid: to single men and women, 55, 132

increased allowances: for relief recipients, 277, 312

increased food allowance: for dependents, 224, 230, 245

increased fuel: for welfare recipients, 84, 132

increased old age assistance: 380

investigation: of food stamp abuses, 125

investigation: of rest homes, 100, 132

junior social workers: classification and pay, 71, 142, 167

loan:

for Federal surplus commodity stamp plan, 120, 162, 174, 206
 for public welfare and W. P. A. projects, 120, 162, 174, 206

loss of motor licenses: by welfare recipients, 285, 314

notary: requested in each local welfare office, 181, 215

overseers: asked to attend hearing *re* burial of poor, 45

payment of welfare recipients: before Christmas, 403; before Thanksgiving, 371

payment to welfare recipients: assigned to work in Sanitary Division, 10

reimbursement by Lynn: for recipients having Lynn settlements, 207, 248

reimbursement of car fare: of W. P. A. workers on Squantum project, 270

reimbursement of employees' claims: Reardon, Joseph, 261, 280

request that Eastern Racing Association donate proceeds of one day's racing for medical needs of poor, 252

retention of certain families on welfare, 176, 200, 231

seats for welfare recipients, Dorchester, 111

selection of funeral director by indigent, 181; order passed in new draft, 200, 230

stamp plan: for old age assistance recipients, 127

supplementary assistance: to former W. P. A. workers, 165, 171

training of welfare recipients: for National Defense and citizenship, 112, 154

transfer: \$67,000 from Central Office to appropriation for Work Relief Program, 362, 366; approved by Emergency Finance Board, 370

Public Works Department, Continued

Toll Gate bridge: repair overpass, construct underpass, 381, 391, 409
traffic island: Linden pk. and Roxbury sts., Ward 9, 213
traffic signs: at important intersections, Ward 17, 389
transfers:
 land on Matthew st. from custodian of Foreclosed Real Estate, 83, 325, 329
 \$10,000 from Soldiers' Relief Department to special appropriation, snow removal, 394, 395
transfers within departmental appropriation: 293, 297 (3), 325, 329, 363, 366, 394, 395 (3), 406, 407
Victory rd. wharf: discontinuance of use for garbage disposal, 47, 51
water division income: to water division expenses, \$78,750, 276, 279
water income balance: transfer, 119, 128
water rates: ordinance re collection of water income, 375; order requesting reduction, 30
World War Veterans' Memorial: Union sq., 54, 106

Randidge Fund Excursions

appropriation: \$5,000, to be expended by park department, 204, 210

Registry Department

appropriation: contractual services, \$1,250, 393, 395
order: to waive birth certificate fee to service men, 417
transfer: \$1,600 from Reserve Fund, 325, 329

Reinstatements

resolutions for legislative enactment:
 Brown, Charles H., in police department, 126
 Keneally, Mary, office of Clerk of Civil Court, Suffolk County, 53
 Lally, Katherine L., office of Clerk of Civil Court, Suffolk County, 53

Resignations

Breen, John A.: as superintendent of supplies, 190
Donlan, Robert: as constable, 62
McCarthy, James J.: as city treasurer, 295; as acting superintendent of supplies, 295
McDougal, Lawrence: as constable, 314
Ober, Harold: as constable, 268
Shattuck, Councilor, Henry L.: from committee on appropriations, 72
Ward, Councilor, Michael J.: from committee on licenses, 189

Retirements

Hourihan, Cornelius J.: laborer, 295, 297

Rising Prices of Food, Committee on

members: Councilors Taylor, Goode and M. H. Sullivan, 263

Rules, Committee on

members: Councilors Langan (chairman), Fish, Lyons, Taylor, M. H. Sullivan, 16

Russo, Joseph, Councilor, Ward 3

ward area: Boston proper
committee appointments:
 appropriations, executive, license fees, licenses, parks and playgrounds, public lands (chairman), public welfare, 16
committee reports:
 licenses, 355
 public lands, 58, 80, 190, 268, 317
amendments: registration of snow workers, 28
improvements, Ward 3:
 for details, see Streets, Squares, Circles, names
 Ashburton pl., 190
 Baldwin pl., 207
 Fleet st., 190
 Somerset st., 190
 Stillman st., 99

Russo, Joseph, Councilor, Ward 3, Continued

orders:

Army Base, increased service, 355 (with Councilor Scannell)
 Charles st. bathhouse, 270
 closing of day nurseries, 176
 commodity cards for former W. P. A. workers, 128
 compulsory residence in city by employees, 190
 demolition of Atlantic ave. Elevated structure, 402
 erection of goal posts at three playgrounds, 328
 Esplanade tennis courts, resurfacing, 243
 exemption of doctors' cars from tagging, 99, 382
 Frog Pond enlargement, 184 (with Councilor Fish)
 increased welfare aid to single men and women, 55
 lease of Elizabeth Peabody school to Navy Yard Chapter No. 17, 29
 loss of driver's license by male welfare recipients, 285
 Memorial Day service to cemeteries, 207
 naming of square for Lieut. Judson G. Martell, 311
 opposition to W. P. A. lay-off after eighteen months, 47
 payment to welfare recipients assigned to work in sanitary division, 10
 payment area on Rochester st., 280
 reimbursement from Revere for police assistance, 72
 removal of snow and debris, 122
 reopening of Tyler st. library, 318
 requested abolition of courthouse commission, 355 (for Councilor Coffey)
 retention of certain families on welfare, 176
 roping off streets, Thanksgiving Day parade, 372
 Stillman playground improvement, 296
 street cleaning, Ward 3, 236
 sufficient number of ash barrels, 11
 tennis courts, Randolph st. playground, 150 (with Councilor Hurley)
 two-way traffic, Washington st., 164
 use of North Bennet st. bathhouse by ladies, 242
 White Fund to erect statue to heroes of Spanish-American war, 112 (with Councilor Galvin)
 White Fund youth center, Ward 3, 112
 W. P. A. assignment, wife of non-citizen, 225
 W. P. A. teachers in nursery schools, 181 (with Councilor Galvin)

remarks:

central traffic artery, 68, 69
 closing of day nurseries, 176
 commodity cards for former W. P. A. workers, 128
 demolition of Atlantic ave. Elevated structure, 402
 exemption of doctors' cars from tagging, 99, 382
 Frog pond enlargement, 184
 Huntington ave. safety islands, 129
 increased welfare aid to single men and women, 55
 loss of driver's license by welfare recipients, 285
 Memorial Day service to cemeteries, 207
 opposition to W. P. A. lay-off after eighteen months, 47
 payment to welfare recipients assigned to work in sanitary division, 10
 proportional representation, 197
 reimbursement from Revere for police assistance, 72
 removal of snow and debris, 122
 removal of vehicles interfering with snow removal, 416
 reopening of Tyler st. branch library, 318
 retention of certain families on welfare, 177
 selection of funeral director by indigent, 182
 Stillman park improvement, 296
 street cleaning, Ward 3, 236
 sufficient number of ash barrels, 11
 two-way traffic, Washington st., 165
 W. P. A. assignment, wife of non-citizen, 225
 W. P. A. teachers in nursery schools, 181
 Y. H. Realty Corporation driveway opening, 89, 91

resolution: opposition to convoying of ships, 190

unanimous consents:

anti-convoy resolution, 190
 closing of Nazi and Italian consulates, 237

Sales

airport to state: 257, 341, 354, 363
airport: used personal property, 373, 380
land adjacent to airport to Federal government, 135, 138, 174
land:
 BROOKS ST., BRIGHTON: to Faneuil Congregational Church, 341, 354, 363
 CHESTNUT HILL AVE.: by public works department (order submitted by Mayor December 2, 1940), 80, 99
 COLUMBIA RD.: to Boston Housing Authority, 42, 43, 70
 COLUMBIA AVE. and RITCHIE ST., ROXBURY: by public works department, 255, 268, 277
 DORCHESTER AVE. (old Convalescent Home), 303
 DUDLEY ST., HOWARD AVE. and FOLSOM ST., ROXBURY: no longer needed by park department, 409
 EAST DEDHAM ST.: to Boston Housing Authority, 219, 226, 235
 MALL and EUSTIS STS.: to James F. Gabriele, 275, 279, 296

Sales, Continued

land:

PARK PL., ROXBURY: by park department to Boston Housing Authority, 205, 210, 226

SARATOGA ST.: to R. A. Phinney, 58, 80

WEST ROXBURY: to Federal government for veterans' hospital, 118, 177, 190

North Ferry equipment: 95; new draft of order, 128

obsolete X-ray films:

health department, 302
hospital department, 216, 371

Public Works Department: earth material, cobblestones, etc., 315

South Boston housing project: to Federal works agency, 41, 71, 81

Sales of City Property

transfers to:

library department, repairs Central Library roof, \$20,000, 294
park department, \$3,500 for district headquarters building, South Boston, 179, 185
\$1,600 for park department for purchase of land on Rochester and Troy sts., 369, 371, 385-vetoed, 391
Traffic Commission, \$45,000 for traffic lights, 304, 306

Scannell, Joseph M., Councilor, Ward 6

ward area: South Boston, north

committee appointments:

claims, county accounts, executive, license fees (chairman), ordinances, parks and playgrounds, printing (chairman), 16
special committee on street lighting, 56

committee reports: claims, 262

doubting of vote: 416

improvements, Ward 6:

for details, see Streets, Squares, Circles, names
G st., 122 (with Councilor Linehan)
H st., 372 (with Councilor Linehan)
I st., 372 (with Councilor Linehan)
N st., 337
West First st., 53

orders:

additional piers South Boston, 337
army base, increased service, 355 (with Councilor Russo)
budget allowance for parks and playgrounds, 396 (with Councilors Linehan, D. F. Sullivan, Lyons, and Carey)
Castle Island, 184
cleaning of South Boston streets, 100 (with Councilor Linehan)
Dewey sq. designation, 372
dumping conditions, Spectacle Island and Mile rd., 270 (with Councilors Linehan and Hutchinson)
Eastern Racing Association donation, 252 (with Councilors Hurley and Taylor)
emergency call boxes at beaches, 270 (with Councilor Galvin)
exemption of men in service from excise or poll taxes, 236
extension of food stamp plan, 330
flood light at army base entrance (with Councilor Goode)
Housing Authority to give preference to those whose homes are taken, 70
increased salary for courthouse janitors and male cleaners, 390 (with Councilor M. H. Sullivan)
information from Housing Authority as to use of new South Boston project, 70
March 17, holiday for city employees, 93 (with Councilor Linehan)
March 17, holiday for school children, 92 (with Councilor Linehan)
Marrinucci Brothers' contract, requested rescission, 150 (with Councilor Linehan)
Marrinucci Brothers' payments, withholding of, 150 (with Councilor Linehan)
milk station, lower end of South Boston, 70
new fireboats and apparatus, 403
new housing project, Ward 6, 149
ordinance re parking spaces, 126 (with Councilors M. H. Sullivan, Langan, Goode)
participation by draftees in Memorial Day services, 190
payment of welfare recipients before Christmas, 403
play area, C st. and Broadway, 174
protection of school children at intersections, 311 (for Councilor Ward)
racing supervision, 100
reply requested from Traffic Commission re order of October 21, 1940, 58
resanding South Boston beaches, 100 (with Councilor Linehan)
roping off streets, March 17, 100 (with Councilor Linehan)
South Boston beaches, 237 (with Councilor Linehan)
survey of Broadway-North Station and City Point-Dudley st. lines, 31
survey of Ward 6 sidewalks, 122

Scannell, Joseph M., Councilor, Ward 6, Continued

remarks:

additional piers, South Boston, 337
cemetery location, River st., 389
central traffic artery, 67
closing of Nazi and Italian consulates, 238
Commonwealth pier transfer, 236
dumping conditions, Spectacle Island and Mile rd., 270
Eastern Racing Association donation, 252
exemption of men in service from excise or poll taxes, 236
milk for under-privileged children, 286
preference to those whose houses are taken for new housing project, 7
proposed reinstatement of Mary Keneally, 53
rodent menace, 11
South Boston beaches, 237
survey of Broadway-North Station and City Point-Dudley st. lines, 31
traffic lights, 308
vehicles interfering with snow removal, 416

resolutions:

favoring legislation authorizing reinstatement of Mary Keneally, 4 (with Councilor Linehan)
opposition to transfer of Commonwealth pier from state to Federal government, 236 (with Councilor Linehan)
release of draftees in one year, 250 (with Councilor M. H. Sullivan)

unanimous consents:

gymnasium, municipal building, South Boston, 339
municipal parking spaces adjacent to rapid transit system, 57
removal of vehicles interfering with snow removal, 417

School Committee

entrance age: kindergarten and first grade, 318, 344

fingerprinting: of school children, 209

lease of school buildings:

Elizabeth Peabody school to Navy Yard, chap. 17, Disabled America Veterans, 16, 29
Germantown school, West Roxbury, to Silver Star, chap. 3, Disabled American Veterans of World War, 43, 47

increased trade school facilities, 45

machine shop defense training: in Hyde Park and Roslindale high schools, 78, 116

March 17, holiday: for school children, 92

milk requested: for school children at playgrounds during summer 235, 266

portable school rooms: East Boston, 145

preference requested: for resident teachers, 381; for single women in school positions, 208, 230

reimbursement for employees' claims: McKenney, Joseph, 210

requested naming of school: for Louis D. Brandeis, 357

requested transfer: of George st. school property, Ward 8, for play area, 356, 373

resolution: asking that school on Louder's lane be named in honor of Lieutenant Philip Rasmussen, 418

shipfitting course: in trade schools, 147

shower baths: in school yards used as summer playgrounds, 239, 270

survey of refugee children: 57, 107

use of Lucy Stone school yard: for roller skating, 262, 290

Sears, Roebuck Co.

exchange of land: with city for traffic circle at Brookline ave. and Park Drive, 302, 317, 338

Shattuck, Henry L., Councilor, Ward 5

ward area: Back Bay

presiding chairman: 1-6; 23-31; 37-48; 131, 331-339; 358-366; 367-370; 408-415

committee appointments:

appropriations, building code, executive, finance (chairman), legislative matters, 16
special committee on voting machines (appointed December 9, 1940)
resignation from appropriations committee, 72

committee reports:

executive, 31, 58, 71, 101, 138, 162, 210, 366
finance: 162, 223, 227

doubting of vote: 268

gift: of playground to city, 254, 262

improvements, Ward 5:

for details, see Streets, Squares, Circles, names
Bay State rd., 285 (by Councilor Chase)
Granby st., 285 (by Councilor Chase)

Shattuck, Henry L., Councilor, Ward 5, Continued**motions:**

reconsider vote on appropriation for Board of Special Commissioners on Representative Districts in Suffolk County, 82
 reconsideration of vote on municipal stadium, 18; to assign for two weeks, 35
 reference to executive committee of order *re* transfer of airport, 20

orders:

ballot count, Precinct 11, Ward 5, 387
 Corporation Counsel's opinion *re* traffic artery bill, 75
 Elevated to furnish annual report and cost of service, 163
 forecast of 1941 tax rate, 92
 information *re* certain political organizations, 387
 naming of "James and Margaret M. Tobin play and rest space," 354
 open-air parking permits analysis to be brought up to date, 53
 roping off streets, Ancients parade, 209
 roping off streets, April 19, 122
 roping off streets, Columbus Day parade, 334 (for Councilor Galvin)
 sale of Elevated power houses, 207

remarks:

additional men for street cleaning, 176
 air raid shelters under Common, 403
 appreciation of services of President Galvin and Council attachés, 420
 appropriation of \$401,126 from airport proceeds, 395
 ballot count, Precinct 11, Ward 5, 387
 central traffic artery, 63, 68
 confirmation of constables, 173
 Corporation Counsel's opinion *re* traffic artery bill, 76
 election of Wilfred J. Doyle as city clerk, 28
 Elevated annual report and cost of service, 163
 Finance Commission investigation of Elevated, 144
 Finance Committee meeting, 226
 five-cent fares for less than two miles, 146
 five-cent fare on Elevated, 123, 138
 forecast of 1941 tax rate, 92
 funding of overlay deficits, 223
 Huntington ave. safety islands, 129
 information *re* certain political organizations, 387
 legislation *re* loans outside debt limit, 85
 loan orders for public welfare and food stamp plan, 162
 lowering of fire insurance rates, 78
 naming of "James and Margaret M. Tobin play and rest space," 354
 naming of playground, 262
 open-air parking permits analysis to be brought up to date, 53
 ordinance *re* sale of animals for vivisection, 268
 proportional representation voting, 192
 proposed reinstatement of Mary Keneally, 53
 Public Works Department loans and appropriations, 227
 reconsideration of vote on municipal stadium, 18, 33, 35
 removal of Elevated structure, 277
 report of Committee on County Accounts *re* managing custodian, court house, 401
 sale of Elevated power houses, 207
 traffic lights, 191
 transfer of East Boston airport to state, 20
 Y. H. Realty Corporation driveway opening, 89

resolutions:
 appreciation of services of President Galvin, 420
 approval of legislation *re* loans outside debt limit, 85

unanimous consent: five-cent fare on Elevated, 124

Sinking Funds Commission

estimate of borrowing capacity of city, 137

Social Law Library

appropriation: \$1,000, 381

Soldiers' Relief

loan: 120,162, 174

Soldiers' Relief Committee

members: Councilors Englert (chairman), Taylor, Chase, Hutchin-son, D. F. Sullivan, 16
reports and orders for payment: January, 35; February, 71; March, 102; 114; April, 142, 176; June, 235; July, 262; August, 278; September, 306, 337; October, 337, 355; November, 371; December, 387, 402, 415

Soldiers' Relief Department

approval of Emergency Finance Board of transfer of \$19,320 to Institutions Department, Long Island Hospital, 414
 extension of food stamp plan to widows of soldiers, without dependent children, 330, 351
 transfer: \$64,320 to other department appropriations, 394, 395
 transfer within department: 394, 395

State Board of Health

communication forbidding taking of shellfish from contaminated areas in Boston Harbor, 206

Statistics Department

trustee appointed: Leo D. Sullivan, for term ending April 30, 1943, 326
 printing of Municipal Register authorized: also pocket edition of city government organization, 250

Street Laying-Out Department

member appointed: William F. Higgins to January 5, 1944, 43
 acceptance and construction orders passed:

Ward 2, (2) 328
 Ward 3, 207
 Ward 10, 252, 326
 Ward 11, 207
 Ward 13, 208, 296
 Ward 16, 252, 355
 Ward 18, 36, (3) 102, (2) 112, (2) 329, 356
 Ward 19, 101
 Ward 20, 73, 199, 212, 298, 330, 357, 390, 404
 Ward 21, 297
 Ward 22, (3) 183

changing name of Blue Hill ave. to Louis D. Brandeis blvd., 39, 357
 closing of Princeton st., Ward 1, to vehicular traffic, and use as play space, 253

commissioners commended for refusal of oil permit, Ward 13, 85
 demolition of building on Brooks st., Brighton, 183

denial of parking permits to those charging exorbitant rates, 114

naming, re-naming orders:

Blue Hill ave. to Louis D. Brandeis blvd., 39, 357
 Chmielnski, Rev. John M., space at junction of Devine way and Logan way, Ward 7, 236
 junction of Dorchester ave. and Summer st. requested named Lieutenant Judson G. Martell sq., 311

open-air parking permits: analysis to be brought up to date, 53

parking charge of 35 cents, 121

parking space charges, 146

refusal of parking licenses to those charging over 50 cents, 126

recession of parking space licenses of those charging unreasonable rates, 147

storage of oil and gas in East Boston, 175

survey of private ways, Ward 19, 280

trackless trolley permit to Boston Elevated over Main st., between Sullivan sq. and Somerville line, 277

track locations: Boston Elevated Railway, Columbia rd. and Blue Hill ave. (99th and 100th locations), 276

widening of Parsons st., Brighton, 40, 43

Street Lighting, Committee on

members: Councilors Hurley, Taylor, Ward, Fish, Scannell, 56

Streets, Squares, Circles**improvement orders passed:**

ADAMS ST., WARD 16: sidewalk from Nos. 729 to 733, 379
 ALBRIGHT ST., WARD 20: edgestones, under W. P. A., 127, 153
 ALLSTON AND KELTON STS., WARD 21: erect traffic lights, 306, 323
 ALMONT ST., WARD 18:
 left-hand side Blue Hill ave. to Almont st. playground, construct sidewalk, 112, 153
 resurface and install sidewalks, 356, 367, 379
 ALPHA RD., WARD 17:
 cleaning of sewers, 328
 resurfacing under W. P. A., 148, 168, 348
 ALTERESKO AVE., WARD 17: sidewalk, 320
 AMERICAN LEGION HIGHWAY: Ward 18, resurface from Walk Hill st. to Cummins Highway, 297, 300
 AMHERST ST., WARD 20: resurface under W. P. A., 212, 228
 ANDREW (JOHN A.) ST., WARD 19: pave and construct sidewalk under W. P. A., 114, 153
 ARLINGTON ST., WARD 18: construct sidewalks, 271, 273, 279
 ASHBURTON PL., WARD 3: resurface and construct sidewalks, 190, 203
 ASPINWALL RD. AND WHITFIELD ST., WARD 17: install blinker or stop sign, 243
 AUSTIN ST., WARD 18: sidewalk construction under W. P. A., 36
 BAILEY ST., WARD 17: granolithic sidewalks, 379, 393

Streets, Squares, Circles, Continued

improvement orders passed:

BALDWIN PL., WARD 3: accept and lay out under W. P. A., 207
 BARTLETT ST., WARD 9: one-way traffic, 338, 346
 BAY STATE RD., WARD 5: make sidewalk from Granby st. 58 feet easterly, 285
 BAY ST., WARD 15: install sidewalks under W. P. A., 239, 248
 BEACON ST., WARD 21: from No. 2500 to Cleveland Circle, installation of arc lights, 9, 38
 BEECH ST., WARD 20: replace gas lighting by electricity, 212, 229
 BEECH GLEN ST., WARD 11: resurface and install sidewalks, 277, 292
 BELFORD AND AUCKLAND STS., WARD 13: arc light, 31, 50
 BELGRADE AVE. AND BEECH ST., WARD 20: install arc light, 390, 412
 BELGRADE AVE. AND ROBERTS ST., WARD 20: shelter for Elevated patrols, 321
 BIRD AND VIRGINIA STS., WARD 13: electric light, 21, 97
 BLAKE ST., WARD 18:
 reconstruct under W. P. A., 36
 construct by private contract, 271, 274
 BLAKEVILLE ST., WARD 15: reconstruct under W. P. A., 208, 228, 296, 300
 BLUE HILL AVE.: leveling of car reservation from American Legion Highway to Mattapan sq., 98, 104, 184, 201
 BOSTON ST., WARD 7: arc light, 93, 104
 BOWER ST., WARD 12: install new sidewalks, 397, 412
 BOYLSTON ST. AND CHESTNUT AVE., WARD 19: "stop" sign, 381
 BRADLEE ST., WARD 18: accept, lay-out, 329
 BRENT ST., WARD 17: sidewalks between Talbot ave. and Washington st., under W. P. A., 262, 289
 BRIGHAM CIRCLE, WARD 10: installation of traffic lights, 190
 BROOK AVE., WARD 13:
 construct sidewalks, 319, 332
 resurface under W. P. A., 59, 105
 BROOKDALE ST., WARD 19: reconstruct, 356, 359
 BROOKFORD ST., WARD 13: resurface under W. P. A., 298, 300, 357, 359
 BROOKLINE AVE. AND DEACONESS RD: install traffic lights, 328
 BROOKS AND SARATOGA STS., WARD 1: "stop" sign, 236
 BURMAH ST., WARD 18: accept and lay out under W. P. A., 112
 BUTLER ST., WARD 17: survey of lighting conditions, 21, 96
 BUTTWOOD ST., WARD 7: reconstruct between Locust and Mt. Vernon sts. and install sidewalks, under W. P. A., 355, 360
 CALEDONIAN AVE., WARD 29: install sidewalk between Nos. 38 and 59, 404
 CALUMET ST., WARD 10: "Slow, Children Playing" sign, 338, 345
 CAMBRIDGE ST., WARD 2: construct safety island, 176, 188
 CANTERBURY ST., WARD 18: reconstruct and install sidewalks, 279, 300
 CARLOTTA ST., WARD 16: accept, lay out, 355
 CEDAR AVE., WARD 19: accept and lay out under W. P. A., 101
 CEDAR ST., WARD 17: resurface, 279, 292
 CEDAR ST., WARD 20: accept, lay out, 298
 CELIA RD., WARD 20:
 accept and lay out under W. P. A., 357
 tree planting, 338, 351
 CENTRE ST., WARD 20:
 install additional lights, 397, 412
 paint angle parking lines between Corey and Willow sts., 390
 traffic signals, 330, 345
 CEYLON ST. FROM BIRD TO QUINCY STS., WARD 13: resurface under W. P. A., 113, 153
 CHAMBLET ST., WARD 13: resurface, under W. P. A., 357, 360
 CHESBROUGH RD., WARD 20:
 sidewalks from Baker st. to Tarleton rd., 271
 sidewalks under W. P. A., 127, 155
 CHESTER ST., WARD 18: accept and lay out under W. P. A., 36
 CHESTNUT AVE., WARD 10: construct sidewalk from Centre st. to Mozart st.; construct sidewalk in front of Nos. 19 and 21, 306
 CHESTNUT HILL AVE., WARD 21: make sidewalk in front of No. 153, 365
 CLAPP ST., WARD 17: install sidewalks, 355, 360
 CLARKSON ST., WARD 15: reconstruct under W. P. A., 208, 228
 CLAYTON AND PARK STS., WARD 16: install "slow" signs, 326, 352
 CLEMENT AVE., WARD 20:
 accept and lay out from Anawan ave. to West Roxbury Parkway, 199, 204
 resurface under W. P. A., 199
 CODMAN PK., WARD 11: resurface under W. P. A., 165, 168
 COLUMBIA RD., WARD 13: install sidewalk in front of No. 833, 277, 291
 COLUMBIA RD. AND QUINCY ST., WARD 15: traffic signals, 208, 215, 335, 397

Streets, Squares, Circles, Continued

improvement orders passed:

COLUMBUS AVE., MASSACHUSETTS AVE. TO NORTHAMPTON ST., WARD 4
 resurface under W. P. A., 212, 248
 CONWAY ST., WARD 20: resurface, 417
 CORLISS ST., WARD 11: resurface, 85, 105
 COTTON ST., WARD 20: resurface under W. P. A., 199, 204
 CUMSTON ST., WARD 9: resurface, under W. P. A., 252, 274
 CUTHBERT RD., WARD 20:
 accept and lay out under W. P. A., 357
 tree planting, 338, 351
 DANBURY RD., WARD 18: accept and construct, 271, 274
 DAVIS ST., WARD 13: resurface, 287, 292
 DAVITT ST., WARD 13: resurface, 287, 292
 DEBLOIS ST., WARD 9: resurface under W. P. A., 252, 274
 DENNY ST., WARD 13: 72, 106
 DENTON RD., WARD 22: accept and lay out, 183
 DEWEY ST., WARD 13: resurface, 287, 292, 357, 359
 DORCHESTER AND EIGHTH STS., WARD 7: install traffic lights, 311
 DORCHESTER AVE., EAST, FREEPORT AND HANCOCK STS., WARD 15
 traffic signals, 208, 215
 DUNCAN ST., WARD 15: reconstruct, 356, 359
 EAST FIFTH ST., WARD 7: install sidewalks between G and H sts., 365, 411
 ELLISON AVE. AND GALLIVAN BLDV., WARD 17: install light, 243, 247
 ELLSWORTH ST., WARD 11: accept and lay out under W. P. A., 207
 EUCLID ST., WARD 17: resurface under W. P. A., 148, 168
 EVERETT ST., WARD 16: make sidewalk from Park to Mill sts., 356
 EVERETT ST., WARD 19: construct sidewalks under W. P. A., 114, 153
 FARRAR AVE., WARD 18, accept and lay out, 356
 FLEET ST., WARD 3, resurface, 190, 203
 FOX ST., WARD 15: resurface, under W. P. A., 389, 411
 FREMONT ST., WARD 18: reconstruct sidewalk from Babson st. to St. Angela's Church, 318, 348
 FULLER ST., WARD 17: repair sidewalks and water pipes, 339, 361
 G ST., WARDS 6 AND 7: resurface under W. P. A., 122, 153
 G ST., WARD 7, install sidewalks between East Fourth st. and Columbia rd., 365, 411
 GAINSBROUGH ST., WARD 4: reconstruct, under W. P. A., 372, 413
 GALLIVAN BOULEVARD, WARD 17: sidewalk, 320
 GALLIVAN BOULEVARD AND WASHINGTON ST., WARD 17: traffic signal 74, 243; sidewalk in front of Nos. 494, 496, 364
 GLEN HILL RD., WARD 18, accept, lay out, 297, 299, 329
 GRANBY ST., WARD 5: construct sidewalk from Bay State rd. 150 feet southerly, 285
 GRANDVIEW ST., WARD 18: lay out and construct, 297, 299
 GRANGER ST., WARD 15: reconstruct, 356, 359
 GRIGGS PL., WARD 21: accept and lay out, 297
 H ST., WARDS 6 AND 7: install sidewalks, 372, 412
 HAMMOND AND TREMONT STS., WARD 9: traffic signals, 93, 107
 HARRISON AVE., WARD 8: "stop" signs on all streets entering between Union Park st. and Dudley st., paint crosswalks, 381
 HARRISON AVE. AND DEDHAM ST., WARD 8: improve traffic conditions, 29
 HARTLAND ST., WARD 13: reconstruct under W. P. A., 148, 168
 HARVARD AVE., BETWEEN EVERETT ST. AND HYDE PARK AVE., WARD 18: sidewalks under W. P. A., 112, 153
 HAYVE ST., WARD 1: resurface from Mariou st. to Bennington st., under W. P. A., 121
 HELDUN ST., WARD 20: accept and lay out, 73
 HEMMAN ST., WARD 18: construct edgestones, 279
 HENDRY AND BOWDOIN STS., WARD 15: traffic signals, 208, 215
 HIGHLAND AVE., WARD 9: resurface and install sidewalks, 365, 411
 HILLSIDE ST., WARD 10: repave under W. P. A., 176, 186
 HILLSIDE AND CALUMET STS., WARD 10: install "stop" signs, 311, 345
 HOOPER ST., WARD 17: sidewalks, both sides, 328, 347
 HOWES ST., WARD 13: resurface, 263, 301
 HUNTINGTON AND SOUTH HUNTINGTON AVES., WARD 10: install traffic signals, 327, 345; increased lighting between Longwood ave. and South Huntington ave., 365
 HYDE PARK AVE. AND CUMMINS HIGHWAY: traffic lights, 86
 HYDE PARK AVE. FROM METROPOLITAN AVE., TO CLEARY SQ., WARD 18: reconstruct, 313, 334
 I ST., WARDS 6 AND 7: install sidewalks, 372, 412
 INGLESIDE ST., WARD 13: resurface, 58, 105, 287, 292
 JOHNSWOOD RD., WARD 19: repairing steps, 82, 97

Streets, Squares, Circles, Continued

improvement orders passed:

JUDSON ST., WARD 13: resurface under W. P. A., 298, 300
 KANE ST., WARD 15: resurfacing under W. P. A., 14, 319, 347
 KENBERMA RD., WARD 17: one-way from Washington st. to Whitfield st., 328, 352
 KENMORE RD., WARD 16: make sidewalk 184 feet northerly from Gallivan blvd., 365
 KENILWORTH ST., WARD 9: resurface and install sidewalks, 365, 411
 KITTREDGE ST., WARD 18: construct sidewalks from Wellsmere rd. to Cornell st., 313, 351
 LAMBERT AVE., WARD 9: "stop" sign at corner of Bartlett st., 338
 LENOX ST., WARD 9: resurface, curb and sidewalks, 93, 105; repave, 328, 347
 LEXINGTON AVE., WARD 2: accept and lay out, 328
 LINCOLN ST., WARD 16: install sidewalks, 389
 LINDEN PARK AND ROXBURY STS., WARD 9: traffic island, 213, 249
 LOCUST ST., WARD 7: install sidewalks, 355, 360
 LONGFELLOW ST., WARD 15: construct under W. P. A., 208, 228, 296, 300
 MARINE RD., WARD 7: resurface and install sidewalks, under W. P. A., 311, 349
 MARION AND SARATOGA STS., WARD 1: "stop" sign, 236
 MARTIN ST., WARD 20: resurface from Bellevue st. to La Grange st., 371, 392
 MASSACHUSETTS AVE.: resurface from Boylston st. to Columbus ave., under W. P. A., 212, 248; resurface from St. Stephen st. to Boylston st., under W. P. A., 372, 383
 MATHER ST., WARD 17: sidewalk in front of No. 37, 328, 347
 MAYFIELD ST., WARD 13: resurface under W. P. A., 72, 106
 MIDLAND ST., WARD 13: reconstruct and install sidewalks under W. P. A., 208, 228
 MONTOMERY ST., WARD 20: accept and lay out, 404
 MORAIN AND CENTRE STS., WARD 19: traffic lights, 101
 MOREY RD., WARD 20: accept and lay out, 73
 MT. VERNON ST., WARD 7: sidewalks, under W. P. A., 268, 292
 MOZART AND LAMARTINE STS., WARD 10: "stop" sign at intersection, 319, 352
 N STREET, WARD 6: reconstruct with concrete pavement and granolithic sidewalks, 337, 361
 NEPONSET AVE., WARD 18: construct sidewalk, Hyde Park ave. to Stony brook, 254
 NEWARK ST., WARD 11: sidewalk in front of No. 8, 224
 NEWBURN ST., WARD 19: pave and construct sidewalks under W. P. A., 114, 153
 NEWCASTLE ST., WARD 18: lay out and accept, 102
 NORFOLK ST., WARD 9: resurface and install sidewalks, 365, 411
 NORFOLK ST., WARD 17: removal of unused car tracks, 243, 332
 NORTHAM PK., WARD 16: accept and lay out, 252
 NORTHAMPTON ST., COLUMBUS AVE. TO WASHINGTON ST.: resurface under W. P. A., 212, 248
 NORTON ST., WARD 15: reconstruct under W. P. A., 208, 228
 NORWELL ST., WARD 17: resurface under W. P. A., 21, 96
 NORWOOD ST., WARD 16: construct sidewalk, 396
 OAK AVE., WARD 20: accept and lay out under W. P. A., 330
 OAKWOOD ST., WARD 17: resurface under W. P. A., 148, 168
 OLD HARBOR ST., WARD 7: install sidewalks under W. P. A., 262, 289
 OLD MORTON AND RIVER STS., WARD 17: traffic blinker, 208, 221
 OLD MORTON AND SANFORD STS., WARD 17: install blinker or stop sign, 243
 OLD MORTON ST., WARD 17: resurface under W. P. A., 148, 168
 OPHIR ST., WARD 11: resurface and construct sidewalks, 319, 347
 ORLANDO ST., WARD 18: accept and lay out, 102
 OSCEOLA ST., WARD 18: construct sidewalks from River st. to Neponset River Reservation, 356
 PARKER HILL AVE., WARD 10: install sidewalks under W. P. A., 355, 359
 PARKER HILL TERRACE, WARD 10: accept and lay out under W. P. A., 252
 PATTEN ST., WARD 19: better lighting, 130, 152; install arc light at corner of Patten and Wachusett sts., 371, 411
 PEABODY SQ., arc light, 113
 PERCIVAL ST., WARD 15: resurface under W. P. A., 389, 411
 PERKINS ST. AND JAMAICAWAY: traffic signals, 237
 PHILBROOK ST., WARD 18: reconstruct, 279, 300
 PINDALE ST., WARD 18: reconstruct and install sidewalks, 279, 300
 POND AND PLEASANT STS., WARD 7: "slow" sign, 338, 346
 POWELL ST., WARD 20: accept and lay out, 390

Streets, Squares, Circles, Continued

improvement orders passed:

PRESCOTT AND SARATOGA STS., WARD 1: "stop" sign, 236
 PRESCOTT ST., WARD 18: accept and lay out under W. P. A., 36
 PUTNAM AND SARATOGA STS., WARD 1: "stop" sign, 236
 REGINA RD. AND WASHINGTON ST., WARD 17: "Dead End" sign, 339, 346
 RICHARDSON ST., WARD 22: accept and lay out, 183
 RICHMOND ST., WARD 17: fence to be erected at rear of No. 28, 320
 RIDGE ST., WARD 19: reconstruct, 356, 359
 RIVER ST., AT PERKINS ST., WARD 18: sidewalks under W. P. A., 112, 153; resurface, 211, 229
 RIVERSIDE SO., WARD 18: accept and construct, 271, 274
 ROBERTS ST. AND BELGRADE AVE., WARD 20: arc light at junction, 321, 361
 ROBINWOOD AVE., WARD 19: construct sidewalks under W. P. A., 226, 249
 ROMSEY ST., WARD 13: reconstruct under W. P. A., 148, 168
 ROSA ST., WARD 18: accept and construct, 271, 274
 ROSEBERRY RD., WARD 18: lay out and accept, 102
 ROSEMARY ST., WARD 11: resurface, 178, 189
 RUOGLES PL., WARD 17: install sidewalks, under W. P. A., 356, 359
 RUSKINDALE RD., WARD 18: accept and lay out under W. P. A., 36
 RUSSETT RD., WARD 20: make sidewalk from Esther rd., 461 feet northerly, 357
 RYDER HILL RD., WARD 22: accept and lay out, 183
 SAGAMORE ST., NEAR ELTON ST., WARD 13: install "slow" sign, 237, 248
 SANFORD ST., WARD 17: resurface under W. P. A., 125, 153
 SARGENT ST., WARD 13: sidewalks under W. P. A., 319, 346
 SAVIN HILL AND DORCHESTER AVES., WARD 15: traffic signals, 208, 21
 SAVIN HILL AVE., WARD 13: sidewalks between Southview st. and Evandale ter., 113, 153; reconstruct from Dorchester ave. to Savin Hill station under W. P. A., 127, 153
 SAXTON ST., WARD 13: reconstruct under W. P. A., 224, 249
 SELDEN ST., WARD 17: sidewalks, 339, 362
 SHERMSET ST., WARD 3: resurface and construct sidewalks, 190, 203
 SOUTH ST., WARD 20: install handrailing in underpass, 417
 SOUTHERN AVE., WARD 17: resurface from Washington st. to Talbot ave. under W. P. A., 148, 168
 SOUTH FAIRVIEW ST., WARD 20: install sidewalks between Robert and Fallon sts., under W. P. A., 265, 301
 SOUTHVIEW ST., WARD 13: accept and lay out under W. P. A., 208
 SPALDING ST., WARD 11: resurface, 178, 189
 SPEEDWELL ST., WARD 15: reconstruct under W. P. A., 208, 228, 296, 300
 SPRING GARDEN ST., WARD 13: resurface, 72, 106, 287, 292
 ST. BRENDAN RD., WARD 16: make sidewalk, Gallivan blvd. to Milton st., 313
 STILLMAN ST., WARD 3: resurface, 99, 105
 STONEHURST ST., WARD 15: reconstruct under W. P. A., 208, 228, 296, 300
 STOW RD., WARD 18: accept and lay out under W. P. A., 112
 STURBRIDGE ST., WARD 17: install sidewalks under W. P. A., 356, 359
 SUDAN ST. (No. 34), WARD 13: arc light, 38
 SUMMER ST. EXTENSION: flood light at Army Base entrance, 18
 SUNNYBROOK RD., FROM MAPLE ST. TO WILLOW ST., WARD 20: accept and lay out under W. P. A., 212
 SUNNYSIDE ST., WARD 18: accept and lay out under W. P. A., 36
 SUNSET HILL PATH, WARD 20: install light at stairs leading to path, 390, 413
 SUTHERLAND RD., WARD 21: sidewalk in front of No. 111, 326
 SYCAMORE ST., WARD 19: additional light between Cummins Highway and Prospect st., 356, 367
 SYMMES ST., WARD 20: construct sidewalks under W. P. A., 199, 229, 357
 TACOMA ST., WARD 18: planting of trees, 297, 299, 317; construct sidewalks, 317
 TALBOT AVE., WARD 17: resurface from railroad overpass to Codman sq. under W. P. A., 148, 168
 TELEORAPH ST., WARD 7: install sidewalks under W. P. A., 262, 289
 THANE ST., WARD 17: resurface under W. P. A., 125, 153
 THOMAS PK., WARD 7: install sidewalks under W. P. A., 262, 289
 THOMPSON ST., HYDE PARK: sewerage system under W. P. A., 82, 97
 VALLEY RD., WARD 17: construct sidewalk from Washington st., 271
 VERMONT ST., WARD 20: construct sidewalk from La Grange st. to Baker st., 272
 VICTOR ST., WARD 13: resurface and install sidewalks under W. P. A., 21, 97

Streets, Squares, Circles, Continued

improvement orders passed:

- WACHUSETT ST., WARD 19: sidewalk, 321
 WALLACE CT., WARD 2: accept and lay out, 328
 WARD 8: additional street lighting, South End, 29, 50
 WARREN AND PARK STS., WARD 2: construct safety island, 176, 189
 WASHINGTON ST., WARD 17: resurfacing between Harvard st. and Codman sq., under W. P. A., 14
 WAVE AVE., WARD 13: resurface, 287, 292
 WELD ST., WARD 20: resurface and install sidewalks under W. P. A., 199, 203
 WEST FIRST ST., WARD 6: resurface, install sidewalks, 53, 105
 WHITFIELD ST., WARD 17: resurface under W. P. A., 21, 97, 125, 153
 WILLIAMS AVE., WARD 18: reconstruct, 242, 274
 WOLF (HERBERT J.) SO., WARD 12: renovate grounds, repair tablet, 165
 WOODFORD ST., WARD 13: resurface, 357, 359
 WRENTHAM ST., WARD 16: sidewalks, 326, 349
 ZAMORA CT., WARD 10: accept and lay out under W. P. A. plan of construction, 326

naming, re-naming orders:

- BLUE HILL AVE., change to Louis D. Brandeis boulevard, 39, 357
 CHMIELINSKI, REV. JOHN M.: space at junction of Devine way and Logan way, Ward 7, 236

Suffolk County

- appointment:** Lynch, Daniel J., clerk of Municipal Court of Boston, Criminal Business, 137
administrative committee, Probate Courts: reassignment of Hon. Mayhew R. Hitch and redesignation as chairman, 334
amendments to compensation and classification plans:
 changing range of compensation for "Cleaner, Janitress", 325, 329
 establishing classification of managing custodian, Suffolk County Court House, 256, 279, 317, 401
court house: request by Council to hold up payment of bills for repairs, 371
court house commission: requested to include in 1942 budget increased salary for janitors and male cleaners, 390
court house scrubwomen: increased pay, 311, 329
March 17: a legal holiday, resolution favoring legislative action, 28
payment to Connors Brothers Company: for work on old Court House, 80, 82, 185
pensions and annuities: Grady, W. Everett, 35
reinstatements:
 Keneally, Mary, office of Clerk of Civil Court, 53
 Lally, Katherine L., office of Clerk of Civil Court, 53
requested abolition: of court house commission, 355
transfers:
 Penal Institutions Department, \$1,063.27, 406, 407
 Public Buildings Department, \$8,500, 406, 407
transfers within departmental appropriations: 394, 395, (5) 406, 407
 Probate Court, 315, 321
 Municipal Court, 293, 297
 Superior Court, Criminal Session, 293, 297
 Supreme Judicial Court, 293, 297
 West Roxbury Municipal Court, 293, 297

Sullivan, Daniel F., Councilor, Ward 9

- ward area:** Roxbury center
committee appointments: executive, ordinances, printing, public lands, public welfare, soldiers' relief, tax title property, 16
amendment: include Roxbury Crossing branch library with requested re-opening of Tyler st. branch, 318
doubting of vote: 307
improvement orders, Ward 9:
 for details, see Streets, Squares, Circles, names
 Bartlett st., 338
 Cumston st., 252
 Deblois st., 252
 Hammond and Tremont sts., 93
 Highland ave., 365
 Kenilworth st., 365
 Lambert ave., 338
 Lenox st., 93, 328
 Linden Park and Roxbury sts., 213
 Norfolk st., 365
motions:
 reference to committee on public welfare of order re burial of poor, 19
 reference of name of Joseph M. Torr to Committee on Constables, 173
 refer Y. H. Realty Corporation driveway opening to Executive, 87

Sullivan, Daniel F., Councilor, Ward 9, Continued

orders:

- additional man during rush hours on one-man cars, 30 (with Councilor Hurley)
 additional service, parks and playgrounds, 111
 budget allowance for parks and playgrounds, 396 (with Councilors Linehan, Lyons, Seannell and Carcy)
 bus line, Massachusetts station-Dudley st., 213 (with Councilors Chase and Hurley)
 Cabot street bath house, 242
 Carter playground improvement, 242
 Christmas gifts for foster children, 396
 clearing of crosswalks in city, 46 (with Councilor Engert)
 data requested from department heads re 1942 budget, 379
 daylight saving, request for legislation to extend, 320
 department heads to be available during Council sessions, 200
 enrollment of welfare recipients for National Defense, 113
 evening Out-Patient Department, 224
 extension of five-cent fare limit to Dudley street terminal, 29 (with Councilor Hurley)
 extra food stamps for Christmas, 379
 extra week's vacation for certain employees, 213 (with Councilor Hurley)
 food stamp plan requirements for W. P. A. workers, 174
 half fare on Elevated for junior organizations, 46
 half holiday, Good Friday, 149 (with Councilor Gottlieb)
 hearing to hospital employees before suspension, 298 (with Councilors Hurley and Kelly)
 housing project, Ward 9, 213
 increased food allowance, 224
 Lenox Street Housing Project nursery school, 328
 medical examinations for hospital employees, 46 (with Councilor Hurley)
 notary in each local welfare office, 181
 one day off in seven for police, 174
 parking near City Hospital, 150 (with Councilor Hurley)
 play area on Kendall st. land, 328
 presentation of colors to 26th Infantry, 338
 re-employment survey, 146 (with Councilors Gottlieb, Hutchinson and Goode)
 registration of bicycles, 365
 reimbursement of W. P. A. workers for carfare, 270
 removal of Elevated tracks and resurfacing of streets, (2) 212 (with Councilor Chase)
 restoration of food allowance, 245
 selection of funeral director by indigent, 181
 seventy-hour week for firemen, 237
 skeleton force for hospitals May 31, 213 (with Councilor Hurley)
 snow dumping, William Carter playground, 29
 survey of Dudley street lines, 185 (with Councilors Hurley, Carcy, Engert)
 survey of Roxbury Crossing section, 93
 traffic lights, Roxbury Crossing, 310
 training men on welfare for National Defense, 112
 vacancies in Lenox street housing project to be filled, 54
 welfare payments before Thanksgiving, 371
 welfare recipients trained for citizenship, 113
remarks:
 annual budget, 109
 birth certificate fee to service men, 417
 certification of temporary street cleaners, 164
 Christmas gifts for foster children, 396
 evening Out-Patient Department, 224
 food stamp plan requirements for W. P. A. workers, 174
 increased food allowance, 224
 medical examinations for hospital employees, 46
 notary in each local welfare office, 181
 one day off in seven for police, 174, 183, 210
 opposition to transfer of airport to state without full compensation, 20
 protection of school children at intersections, 311
 Public Works Department loans and appropriations, 227
 reimbursement of W. P. A. workers for carfare, 270
 restoration of food allowance, 245
 selection of funeral director by indigent, 181
 snow dumping, William Carter playground, 29
 traffic lights, 307
 training of welfare recipients for National Defense and citizenship, 113
 Y. H. Realty Corporation, driveway opening, 88, 90
resolutions:
 approval of Geyer anti-poll tax bill, 191
 fair employment practice, 388 (with Councilor Taylor)
 opposing transfer of airport to state without full compensation, 20
 protest against increased cost of necessities of life, 213 (with Councilor Chase)

Sullivan, Maurice H., Councilor, Ward 22

- ward area:** Brighton, north
temporary chairman: 69, 70, 195-200, 317-321
committee appointments:
 escort to President Galvin, 6
 appropriations, claims (chairman), constables (chairman), executive, inspection of prison, rules, 16
 special committee on rising prices, 263

Sullivan, Maurice H., Councilor, Ward 22, Continued

committee reports: Claims: 58, 84, 101, 121, 162, 209, 239, 250, 270, 280, 296, 355, 364, 385, 415, 419

improvements, Ward 22:

for details: see Streets, Squares, Circles, names
Denton rd., 183
Richardson st., 183
Ryder Hill rd., 183

motions:

confirmation of appointments in City Document No. 44, with exception of Michael W. Ober and Joseph M. Torr, 172, 173
election of Council President, 6
expunge remarks from record, 57
reference of fuel delivery order to executive committee, 84
reference of report of committee on county accounts to executive committee, 317

orders:

absentee votes by soldiers, 297
bonus of \$10 monthly to be paid by state to men in National service, 320 (with Councilor Hurley)
burlesque shows to be cancelled on Good Friday, 85
charges by parking space operators, (3) 146
cleaning and repairing of all streets, 130
demolition of building, Brooks st., 183
designation of William F. Smith playground, 80
five-cent fare for Brighton-Allston residents using Cambridge termini, 138
five-cent fare for school children throughout year, 284 (for Councilor Ward)
five-day week during summer, 185 (with Councilor Hurley)
flat rate of automobile insurance throughout state, 335
fuel distribution to welfare recipients, 297
increased salary for court house janitors and male cleaners, 390 (with Councilor Scannell)
investigation of rest homes, 100
invitation to hearing re municipal stadium, 36
junior social workers, classification and pay, 71 (with Councilor Taylor)
memorial to 28th Massachusetts Volunteer Regiment, 113 (with Councilor Goode)
memorial to World War veterans at Union sq., 54 (with Councilor Ward)
monument, Alice E. Gallagher playground, 183
oil and gasoline shortage, 225 (with Councilor Goode)
one day off in seven for police department, 182
opinion of corporation counsel re acquiring property for park purposes, 278
ordinance re parking spaces, 126 (with Councilors Langan, Goode and Scannell)
parking fees, 114
play areas, Ward 22, 126
play space, Washington and Faneuil sts., 262 (by Councilor Galvin)
program for snow removal, 404 (by Councilor Lyons)
prohibition of unfit movies, 271 (for Councilor Goode)
proposed lease of Elevated land in Brighton, 278
Readville improvements, 271 (for Councilor Goode)
refusal of parking licenses to those charging over 50 cents, 126 (with Councilor Langan)
requested ban of "H. M. Pulham, Esq.," 126
roping off streets April 5, 126
sale of unused Elevated structure and rails, 225 (with Councilor Goode)
shelter in Central sq., Cambridge (ruled out of order), 71
shelters for bus commuters, Brighton-Allston, 73
shipfitting course, 147
supplement of social security unemployment benefits, 165 (with Councilor Hurley)
time off on Good Friday, 147
White Fund trustees' decision re health unit construction, 80
White Fund health unit, Ward 22, 166
White Fund unit for Brighton-Allston, 72
W. P. A. payment before Easter, 122 (with Councilor Chase)

remarks:

abatement of excise taxes on autos owned by men in service, 330
air-raid shelters, 403
banning of "H. M. Pulham, Esq.," 126, 143
bonus for men in National service, 320
Brighton Abattoir, 388
burlesque shows to be cancelled on Good Friday, 85
Central library roof repairs, 294
central traffic artery, 67
cleaning up of indecent shows and posters, 9
disapproval of failure to lower automobile insurance rates in Boston, 335
endorsement of Junior Police Corps, 17
Finance Commission investigation of Elevated, 144
five-cent fare on Elevated, 124
five-cent fare for Brighton-Allston residents using Cambridge termini, 138, 139
further aid to old age assistance recipients, 93
Huntington avenue safety islands, 129
indefinite postponement of orders looking to legislation, 364
information re certain political organizations, 387

Sullivan, Maurice H., Councilor, Ward 22

remarks:

investigation of rest homes, 100
junior social workers, classification and pay, 71
loss of driver's license by welfare recipients, 285
Massachusetts State Employment Service, increase of personnel, 22
oil and gasoline shortage, 225
one day off in seven for police department, 182, 210
ordinance re parking spaces, 126, 127
parking fees, 114, 147
prices of gasoline and oil products, 364
priority rights for municipal construction: steel for Brighton municipal building, 336
proportional representation, 192
proposed lease of Elevated land in Brighton, 278
proposed W. P. A. reduction, 233
protest against proposed W. P. A. lay-off, 81, 175
protest against redistricting plan, 244
release of draftees in one year, 251
relief expenditures of city to be assumed by state, 77
sale of land on Chestnut Hill ave., 99
shelter in Central sq., Cambridge, 71
shelters for bus commuters, Brighton-Allston, 73
shipfitting course, 147
use of W. P. A. in National defense, 243
weekly meetings of Council, 211
White Fund trustees' decision re health unit construction, rescission requested, 80

resolutions:

against proposed W. P. A. reduction, 233 (with Councilor Galvin)
congratulations to Max Singer, 297 (with Councilor Ward)
congratulations to Mr. and Mrs. Thomas F. Coffey, 239
death of Mrs. Sara Delano Roosevelt, 298 (with Councilor Goode)
disapproval of failure to lower automobile insurance rates in Boston, 335
endorsement of Junior Police Corps by Council, 16 (with Councilor Goode)
further aid to old age assistance recipients, 93 (with Councilor Hutchinson)
increase in cost of necessities of life, 211
Massachusetts State Employment Service, increase of personnel, 22
prices of gasoline and oil products, 364
priority rights for municipal construction: steel for Brighton municipal building, 336
protest against proposed W. P. A. lay-off, 81, 175
protest against redistricting plan, 244
reinstatement of Charles C. Brown in police department, 126 (for Councilor Ward)
release of draftees in one year, 250 (with Councilor Scannell)
use of W. P. A. in National defense, 243 (with Councilors Hurley and Goode)

unanimous consent: increase in cost of necessities of life, 211

Supply Department

appointment:

James J. McCarthy, city treasurer, as acting superintendent of supplies, 190, resigned, 295
Francis X. Lang, as acting superintendent of supplies, 295

resignation: John A. Breen, superintendent of supplies, 190

Surplus Commodities Division

additional milk station: South Boston, 70, 133

commodity cards: for former W. P. A. workers, 128, 169

expansion of free milk program: to include school children at playgrounds during summer, 235, 267

loan: for installation of stamp plan, 120, 162, 174, 206

milk delivery: to incapacitated, 133, 134

request: that widows without dependent children, receiving aid from Soldiers' Relief, participate in food stamp plan, 330, 351

requirements: for W. P. A. workers, 174, 249

transfer: \$1,200 from contingent fund, 406, 407

wider participation: in food stamp plan, 165

Survey Committee

requested to study: sale of surplus Elevated power to city, 211

Taxes

abatements:

extension of time for filing applications, 329, 350
of excise taxes requested on cars owned by service men, 330, 349
payment of taxes pending application, 327
poll taxes of men in United States armed forces, 20

Taxes, Continued

- appeal to Appellate Tax Board:** from rulings of Commissioner of Corporations, 327, 350
- borrowing in anticipation of:** 8, 16
- exemption of men in service:** from excise or poll taxes, 236
- five per cent tax:** on weekly wages opposed, 113
- forecast:** of 1941 rate, 92, 95

Tax Title Loans

- approval by Emergency Finance Board:**
 - renewal of so much of \$2,000,000 originally approved October 25, 1939, as is outstanding on November 6, 1941, 354
 - renewal of so much of \$2,000,000 originally approved December 16, 1940, as is outstanding December 16, 1941, 378
 - renewal of so much of \$1,500,000, originally approved April 14, 1939, as is outstanding May 11, 1941, 372
- order for \$1,500,000:** 362, 370, 385; approved, Emergency Finance Board, 400

Tax Title Property

- order requesting survey:** with view to converting unused property into free parking spaces, 56
- ordinance:** establishing position of custodian of foreclosed real estate, 241, 268
- postponement:** of tax sale advertising, 122

Tax Title Property, Committee on

- members:** Councilors Hutchinson (chairman), Kelly, Englert, Coffey, D. F. Sullivan, 16

Taylor, Charles I., Councilor, Ward 12

- ward area:** Roxbury, east
- temporary chairman:** 13, 16, 175, 177, 182, 185
- committee appointments:**
 - claims, constables, executive, inspection of prisons, ordinances, Parkman Fund, public safety (chairman), rules, soldiers' relief, 16
 - perambulation of boundary lines, 371
 - special committee on street lighting, 56; special committee on rising prices, 263
 - voting machines (chairman), (appointed December 9, 1940)
- committee reports:**
 - executive, 285
 - voting machines, 414
- doubting of vote:** 199, 312
- improvements, Ward 12:**
 - for details— see Streets, Squares, Circles, names
 - Bow st., 397
 - Wolf (Herbert J.) sq., 165
- motion:** appreciation of gift of Henry L. Shattuck, 255
- orders:**
 - action re land sold Daniel V. McGrath, 378
 - additional appropriation for Finance Commission investigation of Elevated, 143
 - appeal to Appellate Tax Board from rulings of Commissioner of Corporations, 327
 - Blue Hill ave., changing name to Louis D. Brandeis Boulevard, 337 (with Councilor Gottlieb)
 - Brighton Abattoir, 388
 - condemnation of Atlantic avenue Elevated structure, 277
 - conditional sales of state-owned land, 378
 - conference on rising prices, 263
 - Eastern Racing Association donation, 252 (with Councilors Hurley and Scannell)
 - electric lighting, Ward 12, 72
 - enforcement of Council rule No. 12, 142
 - female instructor, Franklin park playstead, 165
 - Humboldt ave., car line continuance, 142
 - junior social workers, classification and pay, 71 (with Councilor M. H. Sullivan)
 - leave of absence, High Jewish Holidays, 295 (with Councilor Gottlieb)
 - leave of absence, Passover holiday, 145 (with Councilor Gottlieb)
 - naming of playground for Henry L. Shattuck, 262 (with Councilor Chase)
 - naming of school for Louis D. Brandeis, 357 (with Councilor Gottlieb)
 - payment of taxes pending application for abatement, 327
 - poll tax abatement for men in United States armed forces, 20
 - referendum requested re "Flat Rate Automobile Insurance," 336
 - refusal of building permit, 388
 - reimbursement to Boston by Lynn, 207
 - voting booth, precinct 8, Ward 12, to be located centrally, 45
 - voting machines, 165, 295

Taylor, Charles I., Councilor, Ward 12, Continued

- points of information:**
 - amendment of ordinance re distribution of handbills, etc., 21
 - proposed amendment to building laws, 21
- points of order:**
 - closing of Nazi and Italian consulates, 238
 - traffic lights, 310
- remarks:**
 - additional appropriation for Finance Commission investigation of Elevated, 143, 145
 - additional man on one-man cars during rush hours, 31
 - airport employees, 363
 - annual budget, 110
 - appeal to Appellate Tax Board from rulings of Commissioner of Corporations, 327
 - appropriation Board on Representative Districts, 99
 - appropriation of \$401, 126, from airport proceeds, 395
 - banning of "H. M. Fulham, Esq.," 143
 - Brighton Abattoir, 388
 - cemetery location, River st., 389
 - central traffic artery, 63
 - condemnation of Atlantic avenue Elevated structure, 277
 - conditional sales of state-owned land, 378
 - confirmation of Michael W. Ober, 173
 - electric lighting instead of gas, Ward 12, 72
 - Elevated deficit, 182
 - enforcement of rule No. 12, 142
 - five-cent fare on Elevated, 123, 138
 - funding of overlay deficits, 223
 - Herbert J. Wolf sq., 166
 - Huntington ave. safety islands, 129
 - information re certain political organizations, 387
 - Junior Police Corps, 17, 18
 - junior social workers, classification and pay, 72
 - lowering of fire insurance rates, 78
 - municipal stadium, 33
 - payment of taxes pending application for abatement, 327
 - poll tax abatement for men in United States armed forces, 20
 - proportional representation, 192, 195
 - referendum re "Flat Rate Automobile Insurance," 336
 - refusal of building permit, 388
 - reimbursement to Boston by Lynn, 207
 - relief expenditures of city to be assumed by state, 76
 - removal of vehicles interfering with snow removal, 416
 - rising prices, 263
 - rules for conduct of civilians during air raids, 402
 - sale of Elevated power houses, 207
 - traffic lights, 308
 - use of tax title property for free parking spaces, 56
 - voting machines, 295
 - Y. H. Realty Corporation driveway opening, 89
- resolutions:**
 - death of Louis D. Brandeis, 335 (with Councilors Gottlieb, Goode, Ward, Hutchinson and Wickes)
 - Elevated deficit, 182
 - Fair Employment Practice, 388 (with Councilor D. F. Sullivan)
 - favoring enactment of House Bill 221, re additional payment to employees called in draft, 45
 - lowering of fire insurance rates, 78
 - relief expenditures for city to be assumed by state, 76
 - rules for conduct of civilians during air raids, 402

Traffic Artery

- plebescite asked re loan for said purpose,** 62; opinion of Corporation Counsel asked re questions of law, 75
- resolution** approving legislative authority to borrow \$19,400,000, 52, 58, 63

Traffic Circle

- exchange with Sears, Roebuck & Company,** of land on Park Drive and Brookline ave., 302, 317, 338

Traffic Commission

- angle parking lines** on Centre st., between Corey and Willow sts., 390, 410
- appropriation of \$146,000** requested by Council for traffic lights, 82; appropriation of \$45,000, 304, 306
- automatic traffic signals:**
 - Ward 4, 328, 392
 - Ward 7, 311, 322
 - Ward 9, 93, 107, 310, 323
 - Ward 10, 190, 237, 327, 345
 - Ward 13, 200
 - Ward 15, 208, 215, 335, 397
 - Ward 17, 74, 208, 221, 243
 - Ward 18, 86
 - Ward 19, 101, 237
 - Ward 20, 330, 345
 - Ward 21, 306, 323

Traffic Commission, Continued

closing of Princeton st.: for use as play space, 267
crosswalks Harrison ave.: painting of, 381, 410
crosswalks near schools: 313, 323
"Dead End" sign: Ward 17, 339, 346
one-way streets:
 Bartlett st., 338, 346
 Kenberma rd., from Washington st. to Whitfield st., 328, 352
parking near City Hospital: during visiting hours, 150, 168
reimbursement of employees' claims: Doherty, William J., 353, 364
repainting of crosswalks, Ward 17: 125, 167
reply requested to order of October 21, 1940, 58
"Slow" sign orders:
 Ward 7, Pond and Pleasant sts., 338, 346
 Ward 10, Calumet st., 338, 345
 Ward 13, Sagamore st., 237, 248
 Ward 16, Clayton and Park sts., 326, 352
speeding in underpass: Massachusetts and Huntington aves., 365, 373
spotlights:
 Peabody sq., Dorchester, 389
 Ward 20 intersections, 381
"Stop" sign orders:
 Ward 1, 236
 Ward 8, 381, 410
 Ward 9, 338, 346
 Ward 10, 311, 319, 323, 326, 362
 Ward 17, (2) 243, 254
 Ward 19, 381
study of traffic situation: new Old Colony Defense Project, 296, 324
survey of intersections:
 Jamaica Plain-Roslindale, 313, 323, 324
 Ward 17, 278, 292
survey requested of area in traffic improvement bill, 59
traffic survey: Readville section, Ward 18, 71, 356, 360
transfers:
 from sale of city property, \$45,000 for traffic signals, 304, 306
 \$842 to Assessing Department, 405, 407
wo-way traffic: Washington st., Boylston st. to Stuart st., 164, 229
Ward 8: survey traffic conditions at Harrison ave. and Dedham st., 29, 61
transfers
between departmental appropriations:
AIRPORT IMPROVEMENTS: \$1,040 from Reserve Fund, 369, 371
CITY PLANNING BOARD: \$780 from Reserve Fund, 362, 366
CONTINGENT FUND: \$10,000 from Boston Port Authority appropriation, 342, 354
ELECTION DEPARTMENT: \$6,500 from health department, 394, 395
FINANCE COMMISSION: \$3,500 from reserve fund, 135
FIRE DEPARTMENT: Wire Division, from health department, 394, 395
HOSPITAL DEPARTMENT: \$35,000 from soldiers' relief department, 394, 395
INSTITUTIONS DEPARTMENT: \$19,320 from soldiers' relief department, 394, 395—approved by Emergency Finance Board, 414
LIBRARY DEPARTMENT: repairs Central Library roof, \$20,000 from appropriation for sales of city property, 294
MARKET DEPARTMENT: \$150 from health department, 394, 395
MAYOR'S OFFICE: from Reserve Fund, 325, 329; from health department, 394, 395
PENAL INSTITUTIONS DEPARTMENT: \$29,500 from Suffolk County courts, 394, 395
PUBLIC BUILDINGS DEPARTMENT: \$50,000 from sales of city property for South Boston gymnasium, 333, 338
REGISTRY DEPARTMENT: from Reserve Fund, \$1,600 325, 329
SNOW REMOVAL, SPECIAL APPROPRIATION: \$10,000 from soldiers' relief department, 394, 395
SUFFOLK COUNTY: transfers between various departments, 394, 395
TRAFFIC COMMISSION: from sales of city property, \$45,000, for traffic signals, 304, 306
TREASURY DEPARTMENT: from collecting department, \$3,035, 363, 366
WEIGHTS AND MEASURES DEPARTMENT: \$3,012 from library department, 394, 395
Foreclosed Real Estate Division:
 \$5,000 from rentals to special appropriation, 315, 321
 \$5,000 additional, 369, 371

Transfers, Continued**Park Department from Parkman Fund:**

\$60,000, 180-185
 \$45,000, 232, 235-242
 \$25,000, 275-279
 \$24,000, 292-297
 \$20,000, 342-354
 \$27,000, 362-366
 \$12,000, 383-395
 \$1,070.09, 399-401

Printing Department: \$20,000 from revenue account to budgetary groups, 369, 371

Water Division Income: to water division expenses, \$78,750, 276, 279; water income balance, Public Works Department, to meet interest and sinking fund requirements or serial loan payments, 119, 128

within departmental appropriations:

AUDITING DEPARTMENT: 394, 395
BOSTON PORT AUTHORITY: 293, 297, 408, 415
BOSTON RETIREMENT BOARD: 293, 297
BUILDING DEPARTMENT: 405, 407
CITY COUNCIL: 293, 297
CITY PLANNING BOARD: 293, 297
FIRE DEPARTMENT: 293, 297, 406, 407
HOSPITAL DEPARTMENT: 293, 297
INDEX COMMISSIONERS: 293, 297
INSTITUTIONS DEPARTMENT: 293, 297, 315, 321, 325, 329, 363, 366, 406, 407, 408, 415
PENAL INSTITUTIONS DEPARTMENT: 408, 415
POLICE DEPARTMENT: 293, 297
PRINTING DEPARTMENT: 406, 407
PUBLIC WELFARE DEPARTMENT: 362, 366, 370, 394, 395, 406, 407
PUBLIC WORKS DEPARTMENT: (3) 325, 329, (2) 363, 366, 394, 395, (3) 406, 407; Sumner Traffic Tunnel, 293, 297
SOLDIERS' RELIEF DEPARTMENT: 394, 395
SUFFOLK COUNTY:
MUNICIPAL COURT: 293, 297
PROBATE COURT: 315, 321
SUPERIOR COURT, CRIMINAL SESSION: 293, 297
SUPREME JUDICIAL COURT: 293, 297
WEST ROXBURY DISTRICT COURT: 293, 297

transfers of land:

airport: transfer of rights in flats, etc., in connection with taking by state, 257, 341, 354, 363

exchange of land: with Sears, Roebuck & Co., Park Drive and Brookline ave., for construction of traffic circle, 302, 317, 338

Foreclosed Real Estate Division to:

hospital department, land on Albany and Sharon sts., 368, 371
 park department: land at 134 Thornton st., Roxbury, 341, 354;
 land on Albion st., 255, 262; land on East Dedham st., 152, 162;
 land on Sumner and Orleans sts., 322; seven parcels of land on Rochester, Troy, Pitts and Hale sts., 282, 285
 public welfare department, property at 35 Hawkins st., 169
 public works department, land on Matthew st., 83, 325, 329

Transit Department

member appointed: Daniel J. O'Connell, 206

acceptance of chapter 148, Acts of 1941: re Huntington ave subway rental payments, 188

Boston Elevated: rental payments on Boylston st. subway, 216

installation of escalator: at Maverick station, East Boston, 236

survey of Roxbury Crossing section, Ward 9: with view to underpass, 93

Treasury Department

city treasurer: resignation of James J. McCarthy, 295

acting city treasurer: designation of Francis X. Lang, 295

appointment of James J. McCarthy as city treasurer for term ending April 30, 1945, 395

additional appropriation re loans for public ways, bridges and sewerage works, 405

Marrinucci Brothers' payments: withholding of, 150

payment of city employees before vacations, 211, 215

payment to hospital employees in cash instead of checks, 124, 132

transfers: \$3,035 from collecting department, 363, 366
 \$2,205.50 from Reserve Fund, 406, 407

Unclaimed Baggage, Committee on

members: Councilors Linehan (chairman), Chase, Carey, 16

United States Housing Authority

agreement on payments in lieu of taxes between Federal Works Administrator and City of Boston, 180

United States of America

conveyance: by city of land adjacent to airport, 135, 138, 174
lease by Navy Department: of land on Border st., 169, 177
sale by city: of land on Spring st., West Roxbury, 118, 177, 190

Veterans

sale of land: in West Roxbury to Federal government for hospital, 118, 177, 190

Vivisection

ordinance re sale of animals for vivisection, 262, 268; vetoed, 281

Voting Machines, Committee on

members: Councilors Taylor (chairman), Hurley, Lyons, Shattuck, Chase (appointed December 9, 1940)
report of committee: 414

Voting Machines

election department: to consider advisability of installing voting machines, 165, 295

Ward, Michael J., Councilor, Ward 21

ward area: Brighton, south

temporary chairman: 281-287, 299-313, 314-317, 322-330, 341-357, 371-372, 395-397, 401-404, 415-418

committee appointments:

appropriations, building code, executive, legislative matters (chairman), licenses, public lands, 16
 special committee on street lighting, 56
 resignation from Committee on Licenses, 189

Improvements, Ward 21

for details, *see* Streets, Squares, Circles, names
 Allston and Kelton sts., 306 (by Councilor Carey)
 Beacon st., 9
 Chestnut Hill ave., 365
 Griggs pl., 297
 Sutherland rd., 326

orders:

change of car stop, 356 (by Councilor Hurley)
 city censor to investigate show at Wilbur Theatre, 9
 city election, November 4, 326
 five-cent fare for school children throughout year, 284 (by Councilor M. H. Sullivan)
 five-cent fare on Allston-Dudley st. line, 181 (with Councilor Carey)
 index of citizens in United States forces, 297
 memorial to World War Veterans at Union sq., 54 (with Councilor M. H. Sullivan)
 pay of court house scrubwomen, 311 (by Councilor Hurley)
 protection of school children at intersections, 311 (by Councilor Scannell)

remarks:

appreciation of services of President Galvin and Council attachés, 420
 city censor to investigate show at Wilbur Theatre, 9
 conduct of civilians during air raids, 402
 demolition of Atlantic ave. Elevated structure, 403
 final meeting, 418
 five-cent fares, 139
 municipal stadium, 32, 34

resolutions:

annuity to Alice M. Stevens, 9
 congratulations to Max Singer, 297 (with Councilor M. H. Sullivan)
 death of Louis D. Brandeis, 335 (with Councilors Gottlieb, Taylor, Goode, Hutchinson and Wickes)
 death of James A. Watson, 397 (with Councilor Goode)
 reinstatement of Charles C. Brown in police department, 126 (by Councilor M. H. Sullivan)
 support to President in war, 391

Water Income Balance

transfer to meet interest and sinking fund requirements on serial loan payments, 119, 128

Water Rates

order for reduction in present rates, 30

Weights and Measures Department**deputy sealers appointed:**

Bradley, William R., 268
 Cummins, John J., 157
 Reddington, Charles E., 157

transfer: \$3,012 from library department appropriation, 394, 395

White (George Robert) Fund

Emergency Hospital, Dorchester: construction from White Fund income, 10

Free Dental Clinics: for adults, 9

Health Center: requested in Mattapan section of Ward 18, 284

Municipal Building, Dorchester: order requesting, 174

order: requesting trustees to confer with Elevated re use of land at Washington and Faneuil sts., for play space, 262

play areas: requested at C st. and Broadway, Ward 6, 174; Rochester st., Ward 3, 280

rescission: of decision re health unit construction requested, 80

statue: to Spanish-American war heroes, 112

trustees: requested to consult councilors re play areas in their respective wards, 243

units requested:

Brighton-Allston, 72
 Ward 22, 166

youth centers requested:

Ward 3, 112
 Ward 13, 420

Wickes, John C., Councilor, Ward 17

ward area: Dorchester, center

committee appointments:

appropriations, county accounts (chairman), executive, legislative matters, license fees, public lands, public welfare, 16

committee reports: county accounts, 317, 329

Council resolution commending heroism of Councilor Wickes in saving boys from drowning, 28

medals presented for heroism, 103

improvements, Ward 17:

For details, *see* Streets, Squares, Circles, names
 Alpha rd., 148, 328
 Alteresko ave., 320
 Aspinwall rd. and Whitfield st., 243
 Bailey st., 379
 Brent st., 262
 Butler st., 21
 Cedar ave., Ward 19, 101 (for Councilor Langan)
 Cedar st., 279
 Ellison ave. and Gallivan blvd., 243
 Euclid st., 148
 Everett st., 356 (for Councilor Fish)
 Fuller st. (2), 339
 Gallivan blvd., 320
 Gallivan blvd. and Washington st., 74, 243
 Hooper st., 328
 Kenberma rd., 328
 Mather st., 328
 Moraine and Centre sts., 101 (for Councilor Langan)
 Norwell st., 21
 Oakwood st., 148
 Old Morton st., 148
 Old Morton and River sts., 208
 Old Morton and Sanford sts., 243
 Regina rd. and Washington st., 339
 Ruggles pl., 356
 Sanford st., 125
 Selden st., 339
 Southern ave., 148
 Sturbridge st., 356
 Talbot ave., 148
 Thane st., 125
 Valley rd., 271
 Whitfield st., 21, 125

Ickes, John C., Councilor, Ward 17, Continued

orders:
 air raid warning equipment, 396
 appointment of Councilors on public safety committee, 404
 bus service, Ashmont station-Mattapan sq., 313
 bus service to sanatorium, 98 (with Councilor Goode)
 city hospital investigation re removal of patient to private room, 44
 cleaning of streets, 148, 329
 copies of Elevated report for Council members, 147 (with Councilors Fish and Goode)
 courtesy by department subordinates to people seeking information, 43
 distribution of free milk at homes of needy, when necessary, 55
 emergency hospital, Dorchester, from W. P. A. or White Fund income, 10 (with Councilors Fish, Gottlieb, Kelly, Hutchinson)
 fence at rear of 28 Richmond st., 320
 firemen's schedule, 224
 home telephone numbers of department heads, 404
 increased service Arborway-subway line, 101 (for Councilor Langan)
 increased service Ashmont-Morton st. and Washington-Dudley st. lines, 125
 investigation of elevator fatalities, 125
 municipal building, Dorchester, 174 (with Councilors Gottlieb, Hutchinson and Fish)
 municipal building, Dorchester, as W. P. A. project, 191
 new-type cars, Washington st. line, 279
 notification by legislative agent of legislative hearings, 10, 51, 85
 oiling of roadbed, New York, New Haven and Hartford Railroad, 284 (with Councilors Goode and Gottlieb)
 planting of trees, Ward 17, 270
 playground in Lower Mills section, 243, 295
 protection of children at intersections, 284
 protest against cemetery location, 389
 relocation of fire alarm box 3343, 320
 removal of unused car tracks, Norfolk st., 243, 279
 reopening of convenience station, 70 (with Councilor Hutchinson)
 repainting of crosswalks, Ward 17, 125
 rest rooms, city hospital, 111
 Roberts field, condition for skating, 379
 Roberts field, drinking fountain, lighting equipment, 182
 Roberts field, matron at field house, 328
 Roberts field, tennis courts, 191
 Roberts field, use of showers, 329
 seats for welfare recipients, Dorchester, 111
 spotlight, Peabody sq., 389 (with Councilor Fish)
 survey of Ward 17 intersections, 278
 survey of Ward 17 streets, 125
 traffic signs, Ward 17, 389
 train service Readville to Boston, 71 (with Councilors Goode, Gottlieb and Hutchinson)
 transfer of hospital patients in elevator, 53
 use of Lucy Stone schoolyard, 262
 use of unused and tax title property for free parking spaces, 56

remarks:
 appointment of Councilors on public safety committee, 404
 appreciation of commendation for heroism in saving boys from drowning, 28
 cemetery location, River st., 389
 central traffic artery, 67
 city hospital investigation re removal of patient to private room, 44
 courtesy by department subordinates to people seeking information, 43
 distribution of free milk at homes of needy, when necessary, 55
 funding of overlay deficits, 223
 increased wages for cleaners and janitresses, 329
 rest rooms, city hospital, 111
 seats for welfare recipients, Dorchester, 111
 transfer of hospital patients in elevators, 53
 use of unused and tax title property for free parking spaces, 56

resolution:
 commendation of Congressman McCormack, 396
 death of Louis D. Brandeis, 335 (with Councilors Gottlieb, Taylor, Goode, Ward and Hutchinson)
 favoring legislation authorizing reinstatement of Katherine I. Lally, 53
 Massachusetts N. Y. A. Symphony Orchestra, 389

unanimous consent: conditions at city hospital, 54

Works Progress Administration

ABOLITION OF EIGHTEEN MONTHS' RULE for W. P. A. workers, 31

ACCEPT, LAY OUT:
 Baldwin pl., Ward 3, 207
 Burmah st., Ward 18, 112
 Cecelia rd., Ward 20, 357
 Cedar ave., Ward 19, 101
 Chester st., Ward 18, 36, 49
 Cuthbert rd., Ward 20, 357
 Ellsworth st., Ward 11, 207
 Oak ave., Ward 20, 330
 Parker Hill ter., Ward 10, 252
 Prescott st., Ward 18, 36, 49
 Ruskindale rd., Ward 18, 36, 49
 Southview st., Ward 13, 208
 Stow rd., Ward 18, 112
 Sunnybrook rd., Ward 20, 212
 Sunnyside st., Ward 18, 36, 49
 Zamora ct., Ward 10, 326

Works Progress Administration, Continued

ADULT DENTAL PROJECT: 124

ASSIGNMENTS: to wives of non-citizens, 225, 230

CLOSING OF DAY NURSERIES: due to lack of supervisory help, 176, 202

EDGESTONES: Albright st., Ward 20: 127, 153

EMERGENCY HOSPITAL, DORCHESTER: construction by W. P. A., 10

EMPLOYMENT OF DISCHARGED WORKERS on defense: 98

HUNTINGTON AVENUE SUBWAY EXTENSION: 58

MILK STATION: asked for lower end of South Boston, 70, 133

MUNICIPAL BUILDING IN DORCHESTER: from W. P. A. funds, 174, 191

PAYMENT BEFORE EASTER: 122

PLAYGROUND FOR SMALL CHILDREN: requested on Pine Banks, Jamaica Pond, 226

OPPOSITION: to rule requiring lay-off after eighteen months, 47

PROTEST: against proposed lay-off, 81, 163, 175, 233

RECONSTRUCTION:
 Blake st., Ward 18, 36
 Blakeville st., Ward 15, 208, 228, 296
 Buttonwood st., Ward 7, 355
 Clarkson st., Ward 15, 208, 228
 Gainsborough st., Ward 4, 372, 413
 Hartland st., Ward 13, 148, 168
 Longfellow st., Ward 15, 208, 228, 296
 Midland st., Ward 13, 208, 228
 Norton st., Ward 15, 208, 228
 Romsey st., Ward 13, 148, 168
 Savin Hill ave., Ward 13, 127
 Savin Hill ave., from Dorchester ave. to Savin Hill station, Ward 13, 127, 153
 Saxton st., Ward 13, 224, 249
 Speedwell st., Ward 15, 208, 228, 296
 Stonehurst st., Ward 15, 208, 228, 296

RESURFACING:
 Alpha rd., Ward 17, 148, 168
 Amherst st., Ward 20, 212, 228
 Andrew (John A.) st., Ward 19, 114, 153
 Brook ave., Ward 13, 58, 104
 Brookford st., Ward 13, 298, 300
 Ceylon st., from Bird to Quincy st., Ward 13, 113, 153
 Chamblet st., Ward 13, 357, 360
 Clement ave., Ward 20, 199, 204
 Codman pk., Ward 11, 165, 168
 Columbus ave., 212, 248
 Cotton st., Ward 20, 199, 204
 Cumston st., Ward 9, 252, 274
 Deblois st., Ward 9, 252, 274
 Denny st., Ward 13, 72, 106
 Euclid st., Ward 17, 148, 168
 Fox st., Ward 15, 389, 411
 G st., Wards 6 and 7, 122, 153
 Havre st., Ward 1, 121
 Hillside st., Ward 10, 176, 186
 Ingleside st., Ward 13, 58, 104
 Judson st., Ward 13, 298, 300
 Kane st., Ward 15, 14, 319, 347
 Marine rd., Ward 7, 311, 349
 Massachusetts ave., 212, 382, 383
 Mayfield st., Ward 13, 72, 106
 Newbern st., Ward 19, 114, 153
 Northampton st., Wards 4 and 9, 212, 248
 Norwell st., Ward 17, 21, 96
 Oakwood st., Ward 17, 148, 168
 Old Morton st., Ward 17, 148, 168
 Percival st., Ward 15, 389, 411
 Sanford st., Ward 17, 125, 153
 Southern ave., Ward 17, from Washington st. to Talbot ave., 148, 168
 Spring Garden st., Ward 13, 72, 106
 Talbot ave., Ward 17, from railroad overpass to Codman sq., 148, 168
 Thane st., Ward 17, 125, 153
 Victor st., Ward 13, 21, 97
 Washington st., Ward 17, between Harvard st. and Codman sq., 14
 Weld st., Ward 20, 199, 203
 Whitfield st., Ward 17, 21, 97, 125, 153

SEWERAGE SYSTEM: Thompson st., Hyde Park, 82, 97

SIDEWALK ORDERS:
 Andrew (John A.) st., Ward 19, 114, 153
 Austin st., Ward 18, 36, 49
 Bay st., Ward 15, 239, 248
 Blake st., Ward 18, 36, 49
 Brent st., Ward 17, 262, 289
 Buttonwood st., Ward 7, 355, 360
 Chesbrough rd., Ward 20, 127, 155
 Everett st., Ward 19, 114, 153
 Harvard st., Ward 18, 112, 153
 Mt. Vernon st., Ward 7, 265
 Newbern st., Ward 19, 114, 153
 Old Harbor st., Ward 7, 262, 289
 Parker Hill ave., Ward 10, 355, 359
 River st., Ward 18, at intersection of Perkins st., 112, 153
 Robinwood ave., Ward 19, 226, 249

Works Progress Administration, Continued

SIDEWALK ORDERS:

Ruggles pl., Ward 17, 356, 359
 Sargent st., Ward 13, 319, 346
 Savin Hill ave., between Southview st. and Evandale ter., Ward 13,
 113, 153
 South Fairview st., Ward 20, 265, 301
 Sturbridge st., Ward 17, 356, 359
 Symmes st., Ward 20, 199, 229
 Telegraph st., Ward 7, 262, 289
 Thomas park, Ward 7, 262, 289
 Victor st., Ward 13, 21, 97
 Weld st., Ward 20, 199, 203
 Wrentham st., Ward 16, 326, 349

USE OF VACANT FACTORIES: for instruction in trades, 29

WAGE SCALE: raising of, 328

Zoning

ENFORCEMENT: of zoning ordinance in Ward 8, 185

Zoning Adjustment Board

MEMBERS APPOINTED:

Breen, John A., for term ending April 30, 1945, 233
 Gibson, James R., for term ending April 30, 1946, 233
 Jones, Eliot N., for term ending April 30, 1946, 233
 Some, Dana, for term ending April 30, 1945, 233

ORGANIZATION: chairman, Frederic H. Fay; vice-chairman Eliot
 Jones; secretary, Elisabeth M. Herlihy, 261

APPROPRIATION: \$1,500, 188, 200

CITY OF BOSTON.

Proceedings of City Council.

Monday, January 6, 1941.

The first meeting of the City Council for 1941 was called to order by Senior Member Henry L. SHATTUCK, at 2.35 p. m. All the members of the Council were present.

Chairman SHATTUCK—The Council will be in order. The Clerk will call the roll for the purpose of ascertaining the presence of a quorum. The roll call showed that all members were present.

The meeting was opened with the salute to the Flag.

Chairman SHATTUCK appointed Councilors Englert and Chase a committee to wait upon his Honor the Mayor and escort him to the chamber. The committee performed the duty assigned, and at 2.45 p. m. Mayor Tobin entered the chamber.

Chairman SHATTUCK—His Honor the Mayor will now make his annual address. (Applause.)

ANNUAL ADDRESS OF HONORABLE
MAURICE J. TOBIN.

Mayor TOBIN—Councilor Shattuck, City Clerk, honored members of the City Council, and citizens:

In the conduct and operation of this city government, there is an abundance of activities which merit more than just passing comment, and others which, owing to the exigencies of the times, require more or less free discussion. To give space and time to all matters of civic interest would entail the creation of a much too voluminous document. There is, however, one subject-matter of intense interest to which it is necessary to give particular attention, and that is the financial status of our city government. If, therefore, it would appear that I pass too quickly or too lightly over some features of municipal government, it is solely because a comprehensive discussion of our financial situation is of primary importance, transcending all else. Our financial condition is the axis upon which the wheels of municipal government turn, and unless we can report that this essential part of the machinery of city government is performing smoothly and progressively, all other references to accomplishments, so called, would be empty in meaning and rather presumptuous in fact.

It is with some satisfaction, therefore, that I present the following account of the financial status of our city government.

Finances.

In the year just closed, as in the two previous years, we have continued to make substantial progress towards the goal of rehabilitating the city's finances. We are growing in financial strength and security. We have not yet reached the point where our financial structure is free of all defects and all weaknesses, but we are constantly making solid progress toward that enviable condition.

It is my belief that the policy we adopted at the beginning of this administration, to avoid all but most necessary expenditures, should be continued. The adoption of that policy has begun to bear fruit. Our financial picture shows definite improvement. Our credit is infinitely better. Our financial foundations have been cemented and strengthened. Our rating and reputation for sound municipal government has been enhanced. Our future as a municipality is far brighter and far more secure than it was in former years. We cannot, it is true, point to accomplishments in the form of ornate monuments of stone and marble, but we can, in all sincerity, point to the best accomplishment within our power to achieve—a sound and a solvent city government.

Maintenance Expenses and Debt.

In three years we have reduced our maintenance expenses for the operation of the city government over two million dollars, and were it not for factors

over which we have little, if any, control, that reduction would have resulted in a one dollar and a half reduction in the tax rate.

During the past year, the total outstanding indebtedness of the city has been reduced five million three hundred thousand dollars (\$5,300,000) and this reduction over a two-year period is more than nine millions of dollars. This reduction has been made, if you will, at the risk of some transitory political popularity but, on the other hand, it has served to release the pressure on one of the vital arteries of the city government, and has contributed in no small measure to our better financial standing.

Collections.

In the year just passed, over seventy-nine per cent of the taxes assessed in 1940 were collected. This represents an improvement of about two per cent over the collection record of 1939, and is the best percentage of collections to be established in any year since 1931. It is interesting, as a comparison, to note that in the six years preceding this administration, the average percentage of current tax collections was seventy-two per cent. Of the collections made prior to interest date, the best record over a period of twenty-one years has been attained. This splendid record of collections needs no further comment other than to state that the prompt and efficient collection of taxes is one of the prime requisites to a stable financial condition.

Surplus.

Although the accounts of the city for the year 1940 are still open, I am advised that when closed the financial records will reveal that total operating cash receipts for the year have exceeded expenditures for all operating purposes. In other words, it can be stated definitely that the city will close its books for 1940 with a surplus, thus making possible a further reduction in the accumulated cash deficit of the city. While it is impossible at this time to state definitely the amount of the surplus, I am informed that if the city had received from the Commonwealth the full amount of reimbursement for Welfare disbursements to which it was entitled, the surplus for 1940 would approximate two million dollars. Under existing procedure it is impossible for our Department of Public Welfare to obtain from the Commonwealth the full amount of outstanding obligations as represented by departmental billings. Reimbursement by the Commonwealth is made, on the average, eighteen to twenty months after commencement of relief payments by the city. It is unfortunate that such a delay should exist, since it means that the city must engage in extensive temporary borrowings in order to provide for the relief of needy persons in whose support the State is required to share.

Water Income.

The Water Division of the Public Works Department, for the third consecutive year, has produced a surplus of income over expenses. In the seven years preceding this administration, the expenditures of this Division exceeded receipts from water rates. This unsatisfactory condition was corrected in the years 1938 and 1939, and I am advised that for the year 1940 this Division will close its books with a surplus of four hundred thousand dollars. This surplus will be utilized, as it was during the past two years, for the reduction of the amount to be provided in the 1941 tax levy for debt requirements.

Sumner Tunnel.

Since the date of the opening of the Sumner Traffic Tunnel, this under-water highway has not produced sufficient income to meet the debt and operating charges of the Tunnel and its accompanying approaches and street widenings. The financial year just passed discloses a deficit of approximately three hundred and eight thousand dollars (\$308,000). In the three years this administration has been in office, the annual deficit has been reduced almost one hundred and fifty thousand dollars (\$150,000). In addition fifty thousand dollars (\$50,000) has been received by the city from the State Highway Fund. I am exceedingly hopeful that we shall have further success in the reduction of this deficit. In addition to our efforts to lower the deficit of the Sumner Tunnel, it is our intention to again seek legislation during the present year providing for a continuance of payments from the State Highway Fund. In view of the fact that the Sumner Tunnel is acknowledged to be a vital link in the highway system of the

State, and in view of the fact that seventy per cent of the users of the Tunnel reside outside the limits of the city of Boston, I believe it to be eminently equitable and just that a generous allocation of monies from the State Highway Fund be provided for the upkeep of the Tunnel. With the allocation from the State, I am happy to report that in three years we have reduced the deficit of the Sumner Tunnel approximately forty per cent, thus lessening, to a marked degree, the Tunnel deficit burden which is assessed on all the taxpayers of our city.

Metropolitan District.

The present administration has consistently opposed the authorization of additional expenditures by the Metropolitan District Commission, not because these expenditures might be termed unnecessary, but solely on the ground that until there is a more equitable distribution of the costs of the Metropolitan District no further capital outlays should be made for Metropolitan improvements. Impartial surveys are in agreement that the city of Boston and its taxpayers bear a disproportionate share of the costs of the Metropolitan District, and that an adjustment of these costs should be made. The present distribution arrangement of Metropolitan costs has been in existence for many years. It is extremely difficult to effect changes in that arrangement, especially when any worthwhile change would involve a shifting of our excess burden to other communities, or to the State itself. However, in the present year, legislation obtained by the city will be effective which will transfer to the State Highway Fund possibly five hundred thousand dollars (\$500,000) of Metropolitan charges. This reduction in the costs of the Metropolitan District will be reflected in lowered assessments on our city. I am hopeful that this legislation is the first of a series of steps which will eventually relieve our city of considerable of the present burden it carries for Metropolitan District expenses.

Relief and W. P. A. Costs.

In the three-year period 1938 to 1940, borrowings to the extent of fifteen million dollars were made for relief and W. P. A. purposes. In the three-year period prior to 1938, corresponding loans were issued to the extent of twenty-one million dollars. The policy of issuing loans of this character for current running expenses has continued since 1933. It is, admittedly, not the most acceptable financial policy to pursue, but yet, to entirely discontinue this practice would result in a forbidding rise in the tax rate. There is much to be said, also, against assessing the full cost of abnormal relief and W. P. A. charges on the annual tax bill, and there is considerable more to be said on the question of special revenues for relief purposes only. Unless definite recognition is given to the growing belief that relief and the costs thereof is not entirely a local question, or a burden to be borne locally, and unless some provision is made to more equitably distribute these extraordinary requirements, I am compelled to the belief that relief loans are preferable to a prohibitory tax rise, keeping in mind, however, that the use of this expedient, in the absence of other aid, be gradually dispensed with. Later in this discussion, I shall refer more specifically to the relief situation as it now exists. At this point, merely let me add that the relief burden continues to be the one financial obstacle to a strictly pay-as-you-go policy, and this obstacle, combined with the revenue losses because of the tremendous recession in real property values in our city, will continue to plague responsible municipal officials until such time as our general tax structure is remodelled and reinforced.

A recent tabulation indicates that the number of cases on general relief, which includes dependent aid, aid to dependent children, and old age assistance is thirty-one thousand three hundred and forty-seven (31,347). This total is about one thousand one hundred and fifty cases (1,150) less than at this time last year, but still remains about three thousand (3,000) more than the total in 1938.

During the year, the peak load of relief cases was reached late in July. Since that time, there has been a perceptible and welcome shrinkage in the numbers receiving relief. Assignments to W. P. A. and increased employment because of the defense program are the main factors responsible for this shrinkage.

Appropriations of more than nine million dollars (\$9,000,000) out of taxes, and loans of two million

six hundred and fifty thousand dollars (\$2,650,000) were made available to carry the relief burden in the Welfare and Soldiers' Relief Departments during the year. In addition to this sum, three million four hundred and twenty thousand dollars (\$3,420,000) received as Federal grants for aid to dependent children and old age assistance was received and expended, making a grand total of expenditures for general relief in the Welfare and Soldiers' Relief Departments of more than fifteen million dollars (\$15,000,000) for the year 1940. When it is realized that this expenditure is greater than the expenditures of the Police, Fire, Hospital and Library Departments combined, we can begin to visualize what a serious financial load of relief expenditures are on the city government.

It is the duty of this city, and every city or town, to care for its citizens who are the victims of one form of misfortune or another. Our city recognizes that duty to a liberal degree. We do not permit, and shall not permit, any worthy person in this city to be cold, or hungry, or without proper means of shelter. To do otherwise would be to defy the laws of this Commonwealth, but even more than that, defy the command of the Almighty that we care for our brother man who is heavily burdened.

In previous paragraphs I have made mention of the necessity, as I view it, that this problem of relief be considered in its true light as one not local in character, and from all indications, not of temporary duration. I will not again go into that question, but I merely wish to reiterate what was said by me this time last year to this effect, first, that relief is a permanent problem; second, it must be recognized that local governments cannot continue to carry its full burden; third, where the depression has hit the hardest, relief costs are the highest; and fourth, that this is a common burden to be shared by all in equal measure, even though that sharing means the erasure of community boundaries.

Before leaving this subject, may I say that I am hopeful that the decline in relief cases may continue. If it does, and even though that decline be a temporary one because of defense activity, nevertheless, it will produce a salutary effect on the finances of our city.

Closely related to the subject of relief are the activities under the Works Projects Administration, commonly referred to as the W. P. A. During the year just closed, the city government provided over two million two hundred thousand dollars (\$2,200,000) by loan appropriations for the purchase of supplies, material and equipment in order that an average of twenty thousand (20,000) W. P. A. employees be gainfully employed on projects sponsored by the city of Boston.

The outstanding accomplishment of permanence and size is, of course, the extension of the Huntington Avenue Subway. This extension will be completed and in operation about February first of this year. During the year, an average of eighteen hundred W. P. A. employees found work on this project on a three-shift basis.

In almost every city department, there is an assignment of W. P. A. employees engaged on projects which are, in the main, of permanent value to the city. Under a later heading I shall refer to some of these projects and some of the results obtained. It is unquestionable that much work performed under W. P. A. auspices would have been delayed, or perhaps never attempted because of financial stringency. Whatever the city government has expended on projects of this kind has been money spent for a triple purpose; first, it has relieved welfare requirements; second, it has provided gainful employment to able-bodied, self-respecting men and women; and third, it has enabled our city to initiate projects of utility and value which otherwise might be left undone. I shall continue to closely cooperate with the Federal government in order that our city and its citizens may profit to the fullest extent from this worthwhile agency of the national government.

Real Property Taxes.

In the year 1930 the assessed valuation of real estate in the City of Boston was one billion eight hundred twenty-seven million four hundred sixty thousand six hundred dollars (\$1,827,460,600). In the year 1940, the assessed valuation of real estate was one billion three hundred sixty-two million one hundred thirty-one thousand five hundred dollars (\$1,362,131,500), a reduction in eleven years of four hundred sixty-five million three hundred

twenty-nine thousand one hundred dollars (\$465,329,100). In the same eleven years the appropriations for public welfare purposes increased from approximately three million dollars (\$3,000,000) to fourteen million five hundred thousand dollars (\$14,500,000). Both of these changes are chargeable in great part to the depression.

The reduction in real estate valuations alone, applied to the 1930 scale of expenditures, would require an increase of ten dollars over the tax rate of 1930, and the increase in public welfare expenditures would add perhaps eight dollars more, bringing the tax rate which was thirty dollars and eighty cents (\$30.80) in 1930 to near fifty dollars (\$50) per thousand. However, with various forms of state assistance, by an increase in the ordinary revenue of the city, by meeting a portion of the public welfare expenses by loans, and by a reduction of some five million dollars (\$5,000,000) in the appropriations for the ordinary maintenance of the city and school departments outside of public welfare, the tax rate has been kept down to the 1940 figure of forty dollars and sixty cents.

It should be noted that the assessed value of all real estate in Boston in 1940 is more than thirty million dollars less than it was twenty years ago, in 1920.

No one can deny that an annual tax of four per cent on real estate is unduly burdensome, but let us recount the steps by which this burden has been imposed. In 1916, intangible personal property was removed from local taxation. The city of Boston immediately lost the local taxes on one hundred sixty million dollars' (\$160,000,000) worth of property. In 1919, tangible personal property of corporations, other than machinery, was removed from local taxation. In 1924, bank stock was removed from local taxation. In 1936, corporation machinery was removed from local taxation, and the basis of distribution of corporation taxes was changed.

The net result of these changes was that Boston received in 1940 but three million five hundred fifty-nine thousand eight hundred forty-one dollars and twenty-four cents (\$3,559,841.24) as its share of the income tax, and but seven hundred eighty-nine thousand three hundred seventy-four dollars and fifty-seven cents (\$789,374.57) as its share of the corporation tax, whereas if these changes had not been made, the valuation of personal property, tangible and intangible, which reasonably could have been taxed in this city is conservatively estimated at three hundred millions of dollars (\$300,000,000). In place of the proceeds from the taxation of this property, which at a rate of thirty-five dollars a thousand would amount to ten million five hundred thousand dollars (\$10,500,000), the city received in 1940 as its share of the income and corporation taxes four million three hundred and forty-nine thousand two hundred and fifteen dollars and eighty-one cents (\$4,349,215.81). The additional burden, of necessity, falls upon real estate.

Whether or not these changes in the methods of taxation were warranted or justifiable, the fact remains that the result has been to leave real estate as practically the only source from which the revenue can be obtained for the municipal activities. The contributions from time to time from the State, the resort to borrowing to meet current expenses, are but temporary palliatives and are unsound in theory and practice.

The situation must be met squarely and some solution arrived at that will be other than temporary. The broadening of the tax base is imperative, and, as I have previously remarked, the whole general tax structure remodelled and reinforced. Measures for that purpose ought to receive the support of every element in the community who, notwithstanding their special interests, should realize that a continuance of the present conditions means a continuance of uncertain municipal financing, which might well lead to financial chaos or even financial disaster.

At present and for some time past there has been a crying need for a national conference on taxation. In many fields there is an overlapping of Federal, State and local taxes. As a result of the tremendous increase in Federal appropriations for preparedness, it is natural to expect a greater aggravation of this overlapping as a result of new Federal Tax Laws. I am going to strongly urge the calling of a national tax conference of Federal, State and local officials for the purpose of allocating definite fields of taxation to each of the three branches of government.

REHABILITATION.

It is my strong conviction that the time has come in the life of our city when every cooperative effort must be lent to the problem of preserving our city and protecting it from further decay, and from further decentralization. If this problem is not immediately recognized, and if it is longer ignored, the time may not be far distant when its solution will be a discouraging impossibility. It is not the fortunes of the City of Boston alone which are concerned in the rehabilitation of our city. There is far more involved in this question than the future of the City of Boston itself. This is a problem apparently local in its being, but state-wide in its magnitude and implications.

Boston, like most large cities, has ceased to grow in population. Surrounding us on all sides are cities and towns whose population rate is increasing, and who have not only been attracting our residents, but who have also taken from us some of our industries and commercial establishments. As these surrounding communities gain in population and commercial possibilities, the central city, which is Boston, continues to struggle to retain its place as a large business and residential center. This trend away from the central city has manifold results of a serious nature to our city. There is, to name but a few, the loss of employment to our citizens; loss of sales and business to our commercial establishments; loss of taxable properties to the city government; increase in vacant properties; increase in demolitions; increase in slum areas.

The situation as I have outlined it is not peculiar to Boston. Nearly all of the large cities in the United States have been affected by these same elements of decentralization; many of them more seriously than Boston. It is part of a trend that is national in its scope and admittedly is due to economic reasons rather than governmental.

One of the primary reasons why this administration has been reluctant to obligate our city to large expenditures, is because of the realization that Boston, in and of itself, cannot raise the level of its expenditures in the face of the fundamental changes which are taking place. As matters now stand, there is some basis to the claim that our city, shrinking in population, is maintaining extensive and expensive services not justified by either the size of the city or the promises for the future. That, however, is an argumentative matter. There is no good argument, conversely, to the statement that we must give less thought to expansion of those services and some thought to their reduction.

The changes which have taken place in our city, and which can be observed by the most casual inspection, have not been sudden changes. Ten years ago they were discernible and their results were foreseen. Ten years ago they were recognized as serious in their magnitude and possibility. Today, they have become even more serious, and we can foresee that unless prompt measures are taken the contagion will spread until virtual decay and destruction of the whole city has taken place. It is my opinion that we can no longer, with any degree of safety, delay the taking of immediate steps to prevent further encroachment of the destructive germs which have been eating at the very vitals of our city. A metropolitan city of over two million population is not an immediate possibility. The antagonisms that must be appeased and the traditions that must be broken down before the attainment of that goal would take too long a time.

There is, however, an immediate avenue open to us, and that is the adoption of a program of highway improvements for our city, in conjunction with a program for off-street parking facilities. There is under consideration at this moment by a Conference Committee on Traffic, plans for highway and parking improvements in our city which are very extensive in scope. Their program will be presented to the incoming Legislature with the hope and the expectation that authority will be given, and funds provided, so that this first essential to a newer and better Boston may be commenced without delay. Unless we can, as a start, relieve the traffic congestion which exists within our city, and unless we can provide the facilities for business terminals and parking of motor vehicles, we shall make no progress in the rehabilitation of Boston.

In connection with this subject-matter, I have appointed an Advisory Committee on Community Rehabilitation to work in conjunction with the

enlarged City Planning Board, for the purpose of making a study of a limited number of specific areas so that some physically and financially sound plan for their rehabilitation may be found. In addition to this, we have succeeded in obtaining the active participation of seventeen joint local planning committees throughout the city in this study. I am confident that the results will be of great value to our city.

Closely allied with the study just mentioned, is the appraisal now going on of the Zoning Law as it applies to Boston. This law has been in effect for sixteen years. It needs clarification, amendment, and new provisions in order that the law may be effective in exerting a stabilizing influence on real property values throughout our city.

I have spoken at some length on this subject of rehabilitation because I believe it to be a subject of great fundamental importance. The very future of our city is at stake unless we realize its importance, unless we act immediately, and unless we get the cooperation of every agency in our city which has faith in Boston and hope for its future.

MUNICIPAL SURVEY COMMITTEE AND VARIOUS DEPARTMENTAL ACTIVITIES.

Survey Committee.—The Municipal Survey Committee continues to perform valuable work in diverse fields of endeavor, and continues to justify its existence as a worthwhile adjunct to city government. The results of the Committee's efforts are such, in my opinion, as to entitle it to the commendation of public officials and taxpayers alike.

Not the least important of the activities of the Survey Committee is the encouragement and assistance given to concerns which explore the Boston territory for possible sites for business locations. The time-consuming nature of the duties of Mayor preclude that official from doing much more than making the initial contact with the individuals who might establish a new business in our city. The actual work, the presentation of arguments favorable to the city, the advice and the assistance which must be given in order that smoke might arise from chimneys, jobs created, and new sources of taxation made available, must remain to be performed by some capable city official or agency. I am happy to say that our Survey Committee is performing this service in a manner which leaves little to be desired.

During the past year, in constant communication with me and with full cooperation of various city departments, the Survey Committee has coordinated the efforts of the Collecting and Law Departments in the collection of delinquent taxes; has assisted in bringing about the installation of a new switchboard at the City Hospital which will result in greatly improved service at no additional cost to the city; has continued its studies toward the mechanization of certain procedures in the Assessing Department; has assisted the Penal Institutions Department in reviving certain industries at Deer Island to provide occupations for inmates at that correctional institution; has cooperated with the Street Laying-Out Department in the setting up of a system for improved control over parking spaces; has made surveys of all laundry equipment in control of various departments, with the possibility in view that all city laundry work might be done at the modern City Hospital laundry; has cooperated with the Traffic Department on traffic problems; and has worked in conjunction with the Advisory Committee of Certified Public Accountants which group, has, without charge to the city, made an illuminating survey of eighteen revenue-producing departments of the city, to the ultimate profit of the city.

The most notable activity of the Committee during the year has been its cooperation with the Supply Department in the installation of an inventory control of consumable materials for the City Hospital and Sanatorium, the Long Island Hospital, Deer Island House of Correction, and the Suffolk County Jail. Under this system there will be a much more effective control of supplies and materials in the various institutions of the city, and it will hereafter be possible, in those departments at least, for the Supply Department to exercise a practical control over the purchase and use of consumable supplies. During the present year, it is planned to include all divisions of the Public Works Department in the inventory control system. The initiation of inventory control in city government has been a long-awaited improvement. The merits of this system and the

savings made possible by its adoption justify the efforts expended in its installation. It is still another step toward placing our municipal government on a sound business basis.

Fire Department.

The most forward-looking step in many years has been taken in the Fire Department by the formation of the Volunteer Civilian Auxiliary Fire Force. Modelled after the London Auxiliary Brigade, this volunteer organization is being trained not only in the field of fire fighting, but also to be prepared and available for any national defense emergencies, or any local emergencies such as blizzards, hurricanes or earthquakes. Boston was the first city in the country to organize such a force, and our activities in this respect have been widely publicized and widely copied in many of the cities of the country.

I am extremely happy to report that the National Board of Fire Underwriters has placed Boston first, among the largest thirteen cities, on the basis of Fire Department activities and fire protection resources. Our Fire Department is efficiently and expertly directed, and competently manned.

Hospital and Health Departments.

The activities of these two departments are too numerous to mention at this time. Suffice it is for me to state that their constant care and watchfulness over the health of our citizens permits our city to enjoy an enviable reputation in the field of public health.

Institutions Department.

During the year a new men's dormitory was erected at the Long Island Hospital at a cost of one hundred and seventy-five thousand dollars. This was made necessary because of the fact that three buildings leased by the city from the United States Government were needed by the government in connection with its harbor defense program. The new building will provide quarters for almost five hundred male inmates of Long Island, and will be modern in every respect, to the extent that rooms, or cubicles, will be provided for each two male inmates housed in this new building.

Various other much-needed improvements, made under W. P. A. auspices and otherwise, have been consummated at Long Island during the year, and it is significant to note that these improvements, totalling about a quarter of a million dollars, were financed without resorting to the issuance of either long or short term debt.

Public Welfare Department.

The main activities of this Department have been discussed under another heading. This report, however, would not be complete unless reference was made to the adoption of the Food Stamp Plan in Boston. Under the Welfare Department, this plan began operations on November 14th. I believe that the benefits which will flow from this plan more than justify the effort which was made to obtain it for our city. The plan as now operating will help in restoring a normal buying power to people who are in need; it will increase retail sales within our city; it will provide farmers with greater markets for their surplus crops; and will permit the distribution of those surpluses through the normal wholesale and retail channels, thus preserving rather than upsetting the accepted economic order.

Park Department.

This Department has continued to maintain the high standard of the parks and playgrounds of our city. In recent years, this Department has considerably broadened its activities, so much so that it may be safely said that the all-year round recreation and athletic activities of this Department are unsurpassed by any large city in the country. The recreational programs of the Park Department attracted over a million spectators during the year, and were participated in by thousands of boys and girls of all ages. Boston, at no stupendous cost, continues to maintain its traditions as a center for health-giving and recreational opportunities.

Public Works Department.

The deficit resulting from the operation of the East Boston Ferry has again been reduced. In three years, this deficit has been reduced eighty thousand dollars.

With the aid of W. P. A., approximately thirty miles of roadways were surfaced during the year, including thirty-two newly accepted streets.

With the same character of assistance, approximately eleven thousand linear feet of sanitary sewers and twenty-eight thousand feet of surface drains were installed during the year.

The installation of fifteen thousand feet of forty-eight-inch steel water pipe running from South Huntington avenue to Arlington square will be completed in the early fall. This has been an outstanding W. P. A. project, in that all of the pipe, valued at fifteen dollars per foot, is furnished by the W. P. A. I doubt that there has ever been in our city a permanent improvement of this magnitude at such a low cost to our taxpayers.

During the year, several streets were widened by the inexpensive expedient of narrowing sidewalks; traffic islands were constructed in numerous streets, thus reducing traffic hazards; additional bridges were given high curbing protection; and commenced late in the year was a much-needed pedestrian overpass on Old Colony avenue at Old Harbor Village.

The achievement of the Public Works Department in removing two hundred and twenty tons of debris from the streets after the Legion parade of last fall, with the result that the streets were substantially free of debris at seven o'clock the next morning, is worthy of particular mention.

Real Estate Division.

During the year, the rentals from foreclosed real estate exceeded the expenses of this Division by over ten thousand dollars. In addition to this income, the Division sold, in the manner provided by law, seventy-nine parcels of foreclosed property for a total of one hundred and fifteen thousand five hundred and ninety-one dollars (\$115,591). This Division is functioning smoothly, and is gradually getting back into taxpaying hands much of the property which the city was forced to take over as owner because of nonpayment of taxes.

School Buildings Department.

This Department continues to perform its duties in a meritorious and skillful manner. Its efficiency is reflected in the following comparison of expenditures: In the three years prior to 1938, the average yearly expenditures of this Department for alterations and repairs was over a million dollars. For the past three years, the average expenditures have been slightly over seven hundred thousand dollars annually, a consistently remarkable saving.

The Department is now engaged in the construction of a four-room school building in the Moss Hill section of Jamaica Plain, the cost of which will be met by existing balances, thus avoiding additions to our debt structure or tax levy.

In discussing these miscellaneous activities of various departments, we might continue indefinitely to recount more or less worthwhile accomplishments, but to do so would entail considerable time. Sufficient be it for me to close this résumé of departmental activities with a word of praise for a department official. In the two previous years, I have singled out the officials of the Schoolhouse and Building Departments for the excellent results achieved. This year, I accord the City Collector and his assistants my unstinted personal and official recognition of the outstanding record made by that department. I am proud of the City Collector of Boston, and his assistants, who have made this record possible.

MISCELLANEOUS.

Snow.

The St. Valentine's Day snowstorm of last year was, in many respects, one of the worst, if not the worst, snowstorm in the recent history of the city. It was a storm of unpredicted severity, and extremely costly to both business establishments and the city government. Blizzards and snowstorms in this area are a constant challenge to city governments. To meet that challenge as well as possible, I appointed during the year a Snow Removal Committee of competent city officials. The report of this committee has been made public and I shall not now refer to its details. I am rather confident, however, that the results of this study and the new system of snow removal to be placed in operation will enable us to meet, as well as humanly possible, the yearly winter challenge of the skies. The new system, plus more authentic weather reports from the newly established Weather Bureau in our city, should

provide us with better protection against these beautiful, but unwelcome, winter visitations.

Boston Elevated Railway Company.

During the early part of last year, there was considerable discussion relative to the operation of the Boston Elevated Railway Company. Because of the political complications attendant on a discussion of this matter, I was convinced that a study of the entire question by a competent, non-political body would be desirable. Therefore, under my auspices and with the aid and cooperation of the Finance Commission, a study is being made of the distribution of the receipts of the Boston Elevated Railway Company from car-riders. The purpose of this study is to ascertain if the charges have been made strictly in accordance with the provisions of the statute which authorized public control, and with due regard to the established principles of trustee management and commonly accepted methods of public utility accounting. I expect that within a short time this undertaking will have progressed to the point where it will be shown either that the large contribution annually by the taxpayers to meet the company deficit has been fully justified or that changes in the procedure of the Trustees will have to be made in order to avoid continuation of the large, yearly contribution of this city.

Conventions.

During the year, our city increased in prestige as one of the leading convention cities of the country. The largest convention held in the city was, of course, the American Legion Convention. A few facts concerning that great convention are worth setting down in the record. The Legion parade, which climaxed the Convention, was perhaps the greatest and best in the history of that splendid organization. Twelve to thirteen hours were required for the parade to pass a given point. Between two and three million persons were spectators at this great exhibition. Approximately three hundred thousand persons, including Legionnaires, delegates, and their friends converged on our city for the Legion festivities and business. It is estimated that fifteen million dollars was circulated in and around our city because of the Convention. The many activities during Legion week, religious and otherwise, were of such a nature as to cause this convention to be a memorable one in the minds of all who live in this community. Held as it was, at a time when patriotic fervor was at its height, I am happy to say that it was the generous opinion of Legionnaires themselves that the Convention held in our city was the best in the long history of the organization. So delighted were Legion officials with the success of the past Convention, that there is a possibility that precedent will be broken and in five years we may again have the honor to be hosts to the American Legion and its Auxiliary.

Housing.

Four of the eight housing projects included in the Boston Housing Authority program with the cooperation of the Federal, State and City Governments have become a reality during the past year. The projects located in Charlestown and at Lenox street have been substantially completed, and tenants are now moving in. The other two projects, located in South Boston and the Mission Hill Section of Roxbury, are nearing completion and will be ready for occupancy in the early spring. To make way for the 3,291 new dwellings in these first four projects, the Authority demolished 2,934 sub-standard dwelling units, thus ridding the city of four lighted areas. Before undertaking the demolition of these structures, it was necessary for the Authority to assist in the rehousing of 2,320 families.

In 1941, the Authority will undertake the construction of four additional projects, with approximately 2,148 new dwelling units, to be located in the South End, East Boston, and in the Heath street and Orchard park sections of Roxbury. These projects will replace approximately 1,800 sub-standard dwellings units formerly or presently occupied by 1,591 families.

The Port of Boston.

I am particularly pleased that His Excellency the Governor, in his recent inaugural message volunteered to place the resources of the State Department of Public Works in cooperation with our own Port Authority in order that the Port of Boston might be enabled to compete successfully

for the commerce of the world. There are many obstacles in the way of a better Port of Boston but these obstacles will be far less formidable if we have the help and assistance of the State Government. Our own Port Authority has done valiant work in protecting the interests of our Port, but the improvements which are necessary, such as additional pier facilities, cannot be attempted without the full and generous cooperation of the State.

CONCLUSION.

Our city government in the past year, and during the previous two years, has made definite strides forward. Our financial structure is strengthened, and our machinery of government is better managed and better operated. We have attempted, with some success, I believe, to conduct the municipal government as efficiently and economically as can be done under all the circumstances which make management of the people's government an intricate and unrelenting job. We have steered the city government away from the dangers that threatened; we have neither temporized nor played politics at the expense of the people; we have done our best under extremely trying conditions; we have kept faith with the people of our city.

Like every other large city, we are faced with a multitude of problems, some of past vintage, and others of current age. The meeting of those problems is an absorbing and difficult task. Their solution is not, and cannot be found in magic formulas, nor in hastily conceived and effortless short-cuts. As in almost every other field of endeavor, progress and achievement in municipal government is possible only after unstinted effort, strict adherence to sound policies and principles, and constant care and watchfulness. If we continue, and we so intend, to persevere in the course we have chosen, we may possibly risk some loss of transitory political popularity, but we most certainly will produce results of lasting and enduring benefit, for which the citizens of our city will not fail to show the commensurate appreciation.

In the year ahead we have much work to do. I ask now for the aid of all who have a love for this city in order that success may crown our efforts. We shall seek legislation of various sorts, some of which have been mentioned today, some not referred to. The recent inaugural message of His Excellency the Governor encourages me to believe that during this year we shall get a full measure of co-operation from the State government. A better Boston means a better Commonwealth, and a better Commonwealth means a better nation. We have many problems of magnitude. They can be broken down, and some entirely solved, if we get the understanding, the cooperation and the assistance of all public and private agencies, of business, and the public itself. We have made progress toward a better city. The opportunity for greater progress is ahead. If we present a united, determined front we can clear the road of the obstacles to greater progress and provide a better city for your children and mine.

Before I conclude, I wish to express my gratitude for the assistance rendered the city government in the past three years by the officials of the State government, the Legislature, county officials, school officials, the Boston Finance Commission and the various civic organizations. Their co-operation has been extremely helpful to me on many occasions. Finally, let me express my deep personal gratitude to the members of the City Council, before me here today in this Council Chamber. Our relations, I am happy to say, have been, on the whole, very pleasant, and we have worked together in a common purpose with little friction, and with much mutual understanding and appreciation.

In closing, may I venture this thought. We are all citizens of the city of Boston, and citizens too of a great nation, the United States of America. As citizens of this great country we enjoy a freedom which is in danger of disappearing from the world. We are living in a period when our modern civilization may be snuffed out, and substituted in its place the inhuman, barbaric rule of might, backed up by the sword. God grant that this may never happen in our world, and that these United States continue to be a haven of freedom and liberty. Let us, in all humility, thank God that we are Americans, and let us beseech Him that we shall deserve His guidance and His help in preserving and protecting this—the greatest government ever conceived in the mind of man.

The Mayor began his address at 2.45 p. m. and concluded at 3.34 p. m. amid applause.

After the withdrawal from the chamber of his Honor the Mayor, Chairman SHATTUCK said:

The Council will take a five-minute recess. (The Council recess from 3.35 to 3.45 p. m., and was called to order by Coun. HURLEY, second senior member of the Council.)

Coun. HURLEY—The Council will be in order.

ELECTION OF PRESIDENT.

Coun. M. H. SULLIVAN—Mr. President, I move that we now proceed to the election of a President of the City Council for the year 1941.

The motion was carried.

Chairman HURLEY—The clerk will now call the roll and each member of the Council, when his name is called will announce his preference.

Coun. CHASE—Mr. Chairman, I ask unanimous consent to make a statement.

Chairman HURLEY—The gentleman is out of order but may proceed in the absence of any objection.

Coun. CHASE—Mr. Chairman, I simply desire to nominate Henry L. Shattuck for the presidency of the Boston City Council. I feel, and I know many other members of this Body feel, that Mr. Shattuck is a man of high repute in this honored city of ours, a man who has served as treasurer of Harvard College, who has served as House Chairman of the Ways and Means Committee of the Massachusetts Legislature, a man who has served in this Honorable Body for eight years and is splendidly qualified and equipped for the honorable office of president of the Boston City Council. I pray that the members of this Body disregard the attitude that has been shown on many other occasions when the question of electing a president of the Body has come before us. The City Charter declares this Body to be a non-partisan body, and as such we should in selecting a president not be governed by the fact that a man is a Democrat or a Republican. Such a feeling is contrary to the intent and purpose of this municipal government of ours, and we should not elect a president on political grounds. We should simply endeavor to select a man who is well qualified for the position, a man who as president will reflect honor and credit on the Body. I suggest, therefore, that Henry L. Shattuck is a man well qualified to hold this office, and a man whom I sincerely trust the members of the Body will vote for as president. Disregard the political angle, which does not exist under our charter in this municipal government of ours, and give consideration to Mr. Shattuck, a fine gentleman, who is entitled to hold this honorable office.

Coun. KELLY—Mr. Chairman, I ask unanimous consent to make a statement.

Chairman HURLEY—The Chair hears no objection.

Coun. KELLY—Mr. Chairman, this year some members of the Council have again urged me to be a candidate for the presidency, stating that if I were a candidate they would vote for me. Last year I was similarly urged, but I did not become a candidate. I personally appreciate the feelings of those who would like to vote for me as president of the Council this year, those who would cast their votes for me if I were a candidate. I shall always appreciate their loyalty to me, but this year I am not a candidate for the presidency, and I ask them to vote for some other member of the Council.

Chairman HURLEY—The clerk will call the roll, and members, when their names are reached, will announce their preference.

The clerk called the roll, and members responded, with the following result:

For Henry L. Shattuck — Coun. Carey, Chase and Linehan — 3.

For D. F. Sullivan — Coun. Coffey — 1.

For William J. Galvin — Coun. Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Kelly, Langan, Lyons, Russo, Seannell, D. F. Sullivan, M. H. Sullivan, Taylor, Ward, Wickes — 17.

Before the result was announced, Coun. Coffey changed his vote from D. F. Sullivan to William J. Galvin, the result then standing three for Henry L. Shattuck and eighteen for William J. Galvin, Coun. Galvin being thereupon declared elected President of the Council for the year 1941. (Applause.)

The Chair appointed Coun. Coffey and M. H. Sullivan a committee to escort the newly-elected

President to the chair, and they performed the duty assigned, amid applause.

President GALVIN, on taking the chair, said: I want to thank the members of the Boston City Council for the confidence they have shown in me by electing me President of the Body for 1941. I assure the members of the Council that I will be fair and impartial throughout the entire year on every question or problem that comes before the Council. I want to thank you very much. (Applause.)

JURORS DRAWN.

Jurors were drawn under the law, Coun. TAYLOR presiding at the box in the absence of the Mayor, as follows:

Twenty-five traverse jurors, Superior Civil Court, to appear January 9, 1941:

John J. Ford, Ward 2; Edward E. Henry, Ward 2; Henry J. McClean, Ward 2; Edward O. Gray, Ward 3; Launcelot A. Lyon, Ward 3; Max Sherman, Ward 3; John H. Coffin, Ward 5; Roger C. Damon, Ward 5; Jeremiah V. Murphy, Ward 6; John Adams, Ward 7; George Knott, Ward 7; Leo D. Dorgan, Ward 8; Charles A. Ryan, Ward 10; Joseph J. McDermott, Ward 12; Joseph P. Devlin, Ward 14; Gordon G. Stein, Ward 14; William G. Johnson, Ward 15; James F. Loughlin, Ward 16; Charles A. MacLeod, Ward 17; Guy C. Witham, Ward 17; Walter C. Higgins, Ward 19; John R. Dervan, Ward 20; James F. Phillips, Ward 21; Frank A. Moulton, Ward 22; John A. Ring, Ward 22.

One hundred six traverse jurors, Superior Criminal Court, to appear February 3, 1941:

Ernest D. Calla, Ward 1; Anthony Conti, Ward 1; Albert E. Marley, Ward 1; Walter A. Stokes, Ward 1; Jeremiah F. Foley, Ward 2; Robert P. Rumley, Ward 2; Theodore C. Cataldo, Ward 3; Louis Panansky, Ward 3; James Fallon, Ward 4; Dallas Watson Hartman, Ward 4; George W. Kendall, Ward 4; Richard F. Lynch, Ward 4; Edward B. O'Donnell, Ward 4; Warren K. Ross, Ward 4; Eugene V. Sullivan, Ward 4; Paul R. Bishop, Ward 5; Joseph J. Currie, Ward 5; William J. Denely, Ward 5; Timothy L. Hurley, Ward 5; Daniel F. Jones, Jr., Ward 5; Leo J. Rabbette, Ward 5; Samuel D. Walker, Jr., Ward 5; James F. Carleton, Ward 6; Maurice L. Kennedy, Ward 6; Clarence Kingsbury, Ward 6; Henry W. Moon, Ward 6; Paul A. Rushing, Ward 6; John Bratenas, Ward 7; Robert Callahan, Ward 7; Thomas G. Dowling, Ward 7; John R. Ellingwood, Ward 7; James Hartel, Ward 7; Mark E. Taylor, Ward 7; Laurence J. Varnerin, Ward 7; John Burgio, Ward 8; Patrick F. Carr, Ward 8; Arthur R. Connors, Ward 8; Francis J. Hurley, Ward 8; Walter Henry Petry, Ward 8; John E. Heffernan, Ward 9; James J. Nestor, Ward 9; P. Joseph Sullivan, Ward 8; Lawrence L. Doyle, Ward 10; Fredrek Lasher, Ward 10; John J. McFarland, Ward 10; James J. McKevey, Ward 10; Joseph T. Daley, Ward 11; Edward F. Kearns, Ward 11; George E. Gordon, Ward 12; John H. Joyce, Ward 12; Bernard G. Steinberg, Ward 12; Joseph Henry Brooker, Ward 13; William P. Good, Ward 13; Charles S. Prescott, Ward 13; Matthew H. Quealey, Ward 13; Arthur G. Bailey, Ward 14; Israel Berger, Ward 14; Edward Feinstein, Ward 14; Solomon J. Gootman, Ward 14; Louis Levin, Ward 14; John V. Peard, Ward 14; Max O. Temkin, Ward 14; Chester C. Adams, Ward 15; Robert L. Graham, Ward 15; Albert G. Kurker, Ward 15; Arthur F. Little, Ward 15; Merwin C. Wilkinson, Ward 15; John W. Craig, Ward 16; Frank L. Curtis, Ward 16; Elliot F. Gallagher, Ward 16; Thomas J. Gorman, Ward 16; George E. Hamilton, Ward 16; Daniel J. Sullivan, Ward 16; Walter F. Austin, Ward 17; William T. Duggan, Ward 17; Carl R. Erlandson, Ward 17; Lee B. Figgins, Ward 17; George P. Marsters, Ward 17; Robert C. Ott, Ward 17; Joseph A. Rosen, Ward 17; Henry J. Smith, Ward 17; Albert E. Thompson, Ward 17; William P. Greeley, Ward 18; Albert T. Lawrence, Ward 18; Edmund J. Mileh, Ward 18; William F. Schacht, Ward 18; John W. Vogel, Ward 18; Thomas Burns, Ward 20; Adolph Ebrezeller, Ward 20; Edward W. Jordan, Ward 20; Harry Lashas, Ward 20; James F. McCloskey, Ward 20; Charles H. Steeger, Ward 20; Carroll G. Anthony, Ward 21; Joseph Brown, Ward 21; Owen J. Donnelly, Ward 21; Daniel H. Fox, Ward 21; Harold W. Garr, Ward 21; Oliver J. Grant, Ward 21; Maurice G. Bembery, Ward 22; Francis L.

Hannigan, Ward 22; John H. Lynch, Ward 22; John J. Mallard, Ward 22; Richard E. Marshall, Ward 22; George F. S. Muldoon, Ward 22; Everett E. Taylor, Ward 22.

One hundred thirty-two traverse jurors, Superior Civil Court, to appear February 3, 1941:

Frank X. Champa, Ward 1; Fred DelloRusso, Ward 1; John F. Donoghue, Ward 1; Leander M. Frost, Ward 1; Thomas Hogan, Ward 1; Frank Marino, Ward 1; Joseph P. Mori, Ward 1; John P. Morse, Ward 1; James H. Trainor, Ward 1; Leo Barlow, Ward 2; Henry A. DeRocher, Ward 2; Edward J. Manley, Ward 2; Charles K. Baekus, Ward 3; Amerigo T. Bergamo, Ward 3; Vincent Curreri, Ward 3; Alfred P. Fucillo, Ward 3; Richard Macchini, Ward 3; Wesley Miller, Ward 3; Samuel Pepper, Ward 3; Paul F. Pizzimenti, Ward 3; Rocco A. Pucello, Ward 3; Nageb Joseph Salem, Ward 3; Alpheus Haskins, Ward 4; Henry Hyman, Ward 4; William R. Steele, Ward 4; Edgar E. Ware, Ward 4; Roy B. Wildes, Ward 4; Morris Alfred, Ward 5; Cloyd W. Harrison, Ward 5; George W. Movius, Ward 5; Prentiss Shepherd, Ward 5; Charles A. Sherwin, Ward 5; Walter H. Westmoreland, Ward 5; Henry H. Wilder, Jr., Ward 5; John F. Doyle, Ward 6; Thomas J. Haugh, Ward 6; John J. Heft, Ward 6; John Lyon, Ward 6; Frank J. Maguire, Ward 6; Edward Boardman, Ward 7; Patrick A. Byrnes, Ward 7; Francis L. Devine, Jr., Ward 7; James P. Hoar, Ward 7; Richard J. Howard, Ward 7; Joseph W. Lynch, Ward 7; Gordon O'Reilly, Ward 7; Clifton W. Taylor, Ward 7; William F. Meyers, Ward 8; Joseph D. Bagley, Ward 9; George C. Blass, Ward 9; Francis H. Burton, Ward 9; John S. Edwards, Ward 9; William L. Kilduff, Ward 9; Bernard J. Martin, Ward 9; William F. Innocent, Ward 10; Joseph G. Laffey, Ward 10; Richard P. McCormick, Ward 10; John A. Welchlin, Ward 10; Carleton E. Cronin, Ward 11; James M. Hart, Ward 11; James D. Regan, Ward 11; Edward Samuel Cornezz, Ward 12; John D. Gallagher, Ward 12; Francis H. Lynch, Ward 12; James A. O'Connell, Jr., Ward 12; Harold Ruggles, Ward 12; John Francis Manning, Ward 13; Albert J. Murphy, Ward 13; Hyman Fienberg, Ward 14; Max L. Goldberg, Ward 14; Sydney S. Idelson, Ward 14; Barnett Rubin, Ward 14; Samuel R. Singer, Ward 14; Daniel J. Barrett, Ward 15; James E. Donahue, Ward 15; Robert E. Johnson, Ward 15; Charles W. Lowe, Ward 15; William M. Martin, Ward 15; Benjamin Snyder, Ward 15; Donald A. Thompson, Ward 15; Elmer L. Wherty, Ward 15; Andrew A. Canning, Ward 16; John L. Faherty, Ward 16; Michael P. Leonard, Ward 16; John L. McCuen, Ward 16; William J. Shea, Ward 16; John F. Slack, Ward 16; John K. Wyman, Ward 16; George M. Callow, Ward 17; Charles M. Durland, Ward 17; Timothy Foley, Ward 17; Robert A. Gaffney, Ward 17; William T. Gibson, Ward 17; John W. Greene, Ward 17; Charles Norton, Jr., Ward 17; James Prendergast, Ward 17; Walter A. Quirk, Ward 17; Edward T. Ryan, Ward 17; Frank N. Wentworth, Ward 17; John S. Wood, Ward 17; Harold B. Bisco, Ward 18; Carroll Q. Jones, Ward 18; Frederick Masserli, Ward 18; Louis F. Pennie, Ward 18; John T. Sanger, Ward 18; William A. Whelton, Ward 18; John C. Chipman, Ward 19; Paul D. Lavache, Ward 19; Walter W. Miller, Ward 19; John Peterson, Ward 19; John H. Ryan, Ward 19; Thomas F. Boland, Ward 20; Charles E. Daniels, Ward 20; Francis J. Durkee, Ward 20; Edgar G. Favret, Ward 20; Henry J. Molloy, Ward 20; Robert W. Montana, Ward 20; James Paul, Ward 20; Louis Wipperman, Ward 20; Arthur W. Cox, Ward 21; William J. Cullen, Ward 21; Joseph J. Donovan, Ward 21; Joseph E. Quinn, Ward 21; Jacob Berman, Ward 22; William H. Coughlin, Ward 22; Edward A. Drugan, Ward 22; Ernest B. Finney, Ward 22; Raymond L. McPhail, Ward 22; Charles W. O'Neil, Ward 22; James Toberts, Ward 22; Phillip Sherman, Ward 22; Daniel J. Smith, Ward 22.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council the Mayor submitted the following appointment, viz.:
Weigher of Goods; Thomas W. Dand, 25 Waldron road, Braintree Highlands, Mass.
Laid over a week under the law.

ISSUANCE OF TEMPORARY NOTES.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the City Auditor. In accordance with the recommendation contained therein I submit an order providing for the issuance in anticipation of the revenue receipts of the year 1941 of temporary notes in an amount not to exceed \$40,000,000. I respectfully recommend consideration and adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

January 6, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—It is customary to submit to the City Council at its first meeting in the new year an order authorizing the issuance as needed during the year of temporary loans in anticipation of revenue receipts. Last year the maximum amount of temporary borrowing authorized by the Council was \$40,000,000. I respectfully recommend that an order in this amount be submitted to the City Council for consideration and adoption.

Respectfully,
CHARLES J. FOX, City Auditor.

Ordered, That to provide temporarily money to meet the appropriations for the financial year 1941, the city treasurer be, and hereby is, authorized to issue and sell, at such times and in such amounts as he may deem best, notes or certificates of indebtedness of the City of Boston not exceeding \$40,000,000 in the total in anticipation of the revenue of the financial year; that all such notes or certificates of indebtedness be dated the day the money for the same is received, be made payable with the interest thereon within one year of their date and bear interest from their date until the same are made payable at such rate as the city treasurer and the mayor may determine. The said city treasurer is hereby further authorized to renew or refund any such notes issued for a shorter period than one year, under the provisions of section 17 of chapter 44 of the General Laws.

Referred to Executive Committee.

APPROPRIATION FOR MUNICIPAL EMPLOYMENT BUREAU.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I submit herewith an order providing for the appropriation of \$21,000, the same to be charged to the Contingent Fund, to be used in connection with the activities of the Municipal Employment Bureau during the current year.

The Municipal Employment Bureau is doing a worthwhile work, and the value of this phase of municipal activities should recommend the adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$21,000 be, and hereby is, appropriated for the activities of the Municipal Employment Bureau, said amount to be expended under the direction of his Honor the Mayor, and charged to the Contingent Fund, when made.

Referred to Executive Committee.

NAMING OF SQUARE FOR REVEREND PATRICK B. MURPHY.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Boston Housing Authority relative to your order of December 9, 1940, concerning the naming a square or way in the new South Boston housing project in honor

of the Rev. Patrick B. Murphy, late pastor of the Holy Rosary Church, and veteran of the Spanish-American War.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority.
December 30, 1940.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This will acknowledge receipt of your communication of December 20, 1940, concerning the City Council order of December 9, 1940:

"That the Boston Housing Authority be requested, through his Honor the Mayor, to name a square or way in the new South Boston housing project in honor of Reverend Patrick B. Murphy, late pastor of the Holy Rosary Church, and veteran of the Spanish-American War."

Your Honorable Body is assured that the Authority will give every consideration to the request expressed in the order.

Respectfully,
JOHN A. BREEN, Chairman.

Placed on file.

NAMING OF SQUARE FOR MONSIGNOR GEORGE W. PATTERSON.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Boston Housing Authority relative to your order of December 16, 1940, concerning the naming a square or way in the new South Boston housing area in honor of the late Monsignor George W. Patterson.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority.
December 30, 1940.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This will acknowledge receipt of your communication of December 20, 1940, concerning the City Council order of December 16, 1940:

"That the Boston Housing Authority be requested, through his Honor the Mayor, to name a square or way in the new South Boston housing area in honor of the late Monsignor George W. Patterson."

Your Honorable Body is assured that the Authority will give every consideration to the request expressed in the order.

Respectfully,
JOHN A. BREEN, Chairman.

Placed on file.

APPOINTMENT OF CHAIRMAN OF EXECUTIVE COMMITTEE.

President GALVIN appointed Councilor James M. Langan chairman of the Executive Committee.

RECESS.

The Council at 4.20 p. m., by direction of President GALVIN, took a recess subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 4.32 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) authorizing issuance of \$40,000,000 of temporary notes in anticipation of revenue receipts for 1941—that same ought to pass.

Report on message of Mayor and order (referred today) appropriating \$21,000 for Municipal Employment Bureau—that same ought to pass.

The reports were accepted and the orders were passed, yeas 17, nays 0.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, when appointed, viz:

Claims.

John Barbero, for compensation for damage to property at 195 Lexington street, caused by backing up of sewage.

Joseph A. Buckley, for compensation for injuries caused by an alleged defect at 5 Temple street, West Roxbury.

Lily E. deKalb, for compensation for injuries caused by defective apparatus.

Albert DiBenedetto, for compensation for damage to car by fire apparatus.

Martha Kelley, for compensation for injuries caused by an alleged defect at 528 Cambridge street, Allston.

Minna Knapp, for compensation for injuries caused by an alleged defect in Myrtle street.

George G. Marquis, for refund on water bill.

Leah Simons, for compensation for injuries caused by an alleged defect at 1076 Blue Hill avenue.

Leta Spector, for compensation for injuries caused by an alleged defect in Huntington avenue.

Dorothy Tapley, for compensation for injuries caused by Fire Engine 35.

Stephen Tarlin, for compensation for injuries caused by city truck.

Executive.

Petition of Gertrude T. Dolan to be paid an annuity on account of death of her husband, William E. Dolan, late member of Fire Department.

FREE DENTAL CLINICS FOR ADULTS.

Coun. GOTTSLIEB offered the following:

Whereas, A recent survey of dental clinics in the City of Boston available to the general public indicates that there is no existing free adult dental service to the residents of Boston; and

Whereas, The dental clinics now available to children are wholly inadequate; and

Whereas, Recent statistics compiled by the medical staffs of the Boston Draft Board prove that bad teeth have been the chief factor in most rejections; and

Whereas, The welfare allowances to the needy residents of Boston do not provide for the care of teeth; therefore, be it

Resolved, That the Boston City Council recommends an immediate conference of the Boston Health Commission and the trustees of the George Robert White Fund to be called by his Honor the Mayor for the purpose of planning and establishing free adult dental clinics in the City of Boston and to further enlarge present facilities for free dental service to the children of Boston.

The question came on the passage of the resolution.

Coun. GOTTSLIEB.—Mr. President, I can think of no better way to start the New Year in this Council than to continue along the lines I have pursued in the past year, urging the Mayor, through orders and resolutions I have presented, to take steps looking to the establishment of more and better clinics providing for dental and medical care for the citizens of Boston. I have been amazed and astounded that in a city of the size of Boston there is no existing free adult dental clinic. In other words, there is no way in which adults may receive welfare aid at any free adult dental clinic in this city. We have in the city various hospitals and clinics that provide dental services, but these hospitals and clinics have always charged a fee for that type of service. The welfare budget does not provide a sufficient sum for dental care. There is barely sufficient money for food, shelter and clothing. I have in the past year urged the establishment of more baby clinics and other health centers in the Dorchester district, in Ward 14 and in the rest of the City of Boston. The resolution I have offered today does not deal with any particular section of the city. I would, however, like to point out to the members of the Body that in the Ward 14 district of the city, which today is the city's largest voting district, there is neither a dental, a baby nor a health clinic, nor a municipal gymnasium. I believe there has been

enough agitation along this line not only from the people of my district, but the people of the entire City of Boston, an agitation which has manifested itself time and time again through resolutions presented to the Body asking the Mayor of this city as well as the trustees of the George Robert White Fund, to lead to something to alleviate the situation. I trust that the members will pass this resolution, and that the Mayor will call an early conference which will include the Health Commissioner and the trustees of the George Robert White Fund, so that immediate action may be taken to establish a free dental clinic and to consider the question of more health centers in our city.

The resolution was passed, under suspension of the rule.

STREET LIGHTING CONDITIONS, BEACON STREET.

Coun. WARD offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of street lighting conditions along Beacon street, from number 2500 to Cleveland Circle, with a view to installing whatever arc lights may be necessary in this area.

Passed under suspension of the rule.

ANNUITY TO ALICE M. STEVENS.

Coun. WARD offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation to authorize the payment of an annuity of one thousand dollars to Alice M. Stevens, widow of Thomas J. Stevens, a member of the Fire Department, who was killed in the performance of his duty, provided that said legislation includes a referendum to the Mayor and City Council.

Passed under suspension of the rule.

CENSORSHIP OF SHOW AT WILBUR THEATRE.

Coun. WARD offered the following:

Ordered, That the City Censor be requested, through his Honor the Mayor, to immediately investigate the show now playing at the Wilbur Theatre.

Coun. WARD.—Mr. President, I realize how futile it is at times to stand up in a body of this kind and criticize any show or play in the City of Boston, or any other place, with a hope of having something indecent corrected. But when you receive, as I have, six complaints of what the complainants consider a rotten show in the Wilbur Theatre, so rotten that they feel that not only should the City Censor have closed it up, but that the police should arrest the persons responsible for giving shows of that type to Boston, with a strong suggestion that the people responsible for it should be brought into court and action taken so that the people of our city may view decent shows in the future, certainly something should be done about it. If the people of New York wish to have this kind of show, let them keep it there and not send it to this city. I trust that the City Censor will immediately investigate this matter at the theater and will immediately close the rotten show there. I remember a short time ago one of the finest organizations in Boston, the Volunteers of America, were interested in providing a show for the benefit of old folks, to raise money to help them, and they suggested that the Majestic Theater, also a theater run by the Shuberts, might be willing to assist in putting on the show, for the purpose of bringing sunshine into the lives of some of these old people in the City of Boston. But the theater people insisted that they would have to pay for it. So we owe those people nothing, and in spite of that fact they are proceeding to put on these shows, which are really a crime, in the City of Boston.

Coun. M. H. SULLIVAN.—Mr. President, I feel that in this present hour the people of Boston are entitled to legitimate entertainment, something that will give them a chance to relax and

enjoy themselves in a proper way in these troublesome times. But I think we all feel that what the people of Boston need is legitimate and decent entertainment. I don't know anything about the contents of the play which is at the Wilbur at the present time. I remember reading about it before it came to Boston, and I remember something to the effect that when it came here it was a play of such a type that it would certainly have to be cleaned up before being presented to our people. Whatever statements I make, however, are made without any personal knowledge of the play, except what we hear. But I do feel, in view of what we have heard, that there is something wrong about this play, that it seems to be an offence to human decency. This is in line with what I objected to myself awhile ago in advertising pictures that were put up in certain parts of the town, setting forth what was offered in certain burlesque shows, and which were certainly an offence to the moral sense of our people, particularly when you consider that they were exposed in places where they could be seen not only by adults but by the younger generation. I attribute much of that sort of thing to the burlesque houses in Boston, which are creating a civic stench. There are more burlesque houses in Boston than in any other city in the country of similar population, and the fact that this sort of thing has been allowed in this city is certainly a distinct reflection on the people of Boston. During the Christmas season, when people were taking little children around in the department store section of the city, they were confronted by this sort of thing, this indecency and menace to the public morals openly posted in our streets where it could be seen not only by older people but by the children. The children of Charlestown, Roxbury, South Boston and other sections, as they went about the streets, were confronted with these pornographic pictures. I think it is time that that sort of thing should be banished from our city. I don't know what power there may be to do so under the law at present; if there is not, the law is inadequate and should be amended. The Mayor should delegate the Corporation Counsel to petition the Legislature so that we may have more power, if it is necessary, to clean up this immoral theater situation in Boston. As I say, I don't know the contents of the play that Councillor Ward has referred to today. But I did, as I have said, have occasion some weeks ago to take up this question of pornographic advertising by some of the burlesque theaters in our city, and if the law at present does not give us a remedy, does not cover the situation, certainly some action should be immediately taken that will do so. I would suggest that certainly the police have the right to enter these theaters and clean them up, and I trust that it will be done. It is time to do it, in the interest of decency, and certainly for the protection of the young, and I hope that this order which has been presented will be the first step in the way of definite action in that regard.

The order was passed under suspension of the rule.

EMERGENCY HOSPITAL, DORCHESTER.

Coun. WICKES, FISH, GOTTlieb, KELLY and HUTCHINSON offered the following:

Ordered, That the trustees of the Boston City Hospital be requested, through his Honor the Mayor, to consider the advisability of constructing an emergency hospital in some convenient location in the Dorchester district, either with W. P. A. funds or from the income of the George Robert White Fund.

Passed under suspension of the rule.

NOTIFICATION OF LEGISLATIVE HEARINGS.

Coun. WICKES offered the following:

Ordered, That the legislative agent for the City of Boston be requested, through his Honor the Mayor, to notify the members of the City Council of the existence of any bill or bills pending before the Legislature which pertain to the Council now or at any time in the future, and the date of the hearing of said bill or bills.

Passed under suspension of the rule.

PAYMENT TO WELFARE WORKERS IN SANITARY DIVISION.

Coun. RUSSO offered the following:

Ordered, That the Overseers of the Public Welfare Department be requested, through his Honor the Mayor, to credit each welfare recipient assigned to work, for his assistance in the Sanitary Division of the Public Works Department, with \$5 for each day's work performed.

Coun. RUSSO—Mr. President, what has prompted me is—what I explained to the Body last week—the condition of the streets of the City of Boston, having in mind the way they were left during the Christmas holidays. From time to time in the past year, when the occasion has arisen, I have found myself confronted with the same situation and the same difficulty. I have had several conversations with the yard foreman of the Sanitary Division and also with some of the men on aid who have been working for the division, and I think it is agreed by all that many of the welfare workers who have been working on the streets have been putting in a hard day's work in the Sanitary Division and should receive more pay for it than they have been receiving. When I say that they should receive more pay I don't mean that the welfare workers are not now working faithfully in the Sanitary Division for the compensation they receive, but I do feel that if these people on welfare were given a decent day's pay for a good day's work, such as would be received by anybody else, they would be very much encouraged and would feel that they were getting fair play. I think with that encouragement they would put in even greater effort and that our streets would be kept cleaner in the year to come. We have individuals today on welfare, working for the Sanitary Division of the city, receiving, say, \$10 a week for five days' work, which is equivalent to but \$2 a day. Of course, you or I or anybody else cannot be expected to do the same hard, honest, sincere and faithful work, when we realize that we are not getting anything like as much as the other fellow who is doing the same work but who does not happen to be on the welfare roll; and certainly when men get but \$10 a week for a five-day week, they find it very difficult to support and shelter their families and themselves. Therefore, I say, in order to start the New Year right, those individuals who are doing the same work as the ordinary person employed by the City of Boston, who is receiving \$5 a day, should be put on a similar financial basis. If, therefore, these welfare workers in the Sanitary Division are given this encouragement and incentive, I am sure that, recognizing the fact that they are being treated in a human way, they will eliminate such conditions as have faced us in our streets in the Christmas holidays. I think, carrying out this idea, we will have no trouble during the year in our Sanitary Division through unclean streets. I trust, Mr. President, that the order will pass.

The order was passed under suspension of the rule.

NAMING OF STREETS FOR WORLD WAR VETERANS.

Coun. CAREY offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to name one street or way in the new Mission Hill housing area in honor of Martin Huban, late veteran of the World War, and to name one street or way in the same housing area in honor of Henry F. Horadan, also a late veteran of the World War.

Passed under suspension of the rule.

EXTERMINATION OF RODENT LIFE.

Coun. CHASE offered the following:

Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to advise the City Council on the following matter at his earliest opportunity:

What means has the Health Commissioner taken to exterminate the rodent life in Boston?

Has the Health Commissioner endeavored to educate the public as to the best means of combating this nuisance and health menace?

Will the Health Commissioner sponsor a W. P. A. project for the purpose of exterminating rodent life in alleys, freight yards and elsewhere in Boston?

Coun. CHASE—Mr. President, over a year ago I introduced an order somewhat similar requesting the Health Commissioner, through his Honor the Mayor, to sponsor a W. P. A. project to rid Boston of rodent life. At that time the former Health Commissioner said that it would not be practical to have W. P. A. men endeavoring to capture these rats and thus reduce the rodent life because of the peculiar characteristics of the rats, hiding in buildings and so on, that it would be an almost impossible task, therefore, to check this rodent life in Boston. Now, I am from Missouri. I cannot conceive of anything that is more important in our municipal life than to tackle this problem, getting down to brass tacks and organizing the necessary man power, backed by the proper educational resources to educate the public, thus eliminating this public threat. I cannot conceive why some good should not come from the suggestions we adopted in this Body last week, requesting the Health Commissioner to sponsor a W. P. A. project to exterminate rodent life in this city. You and I know, Mr. President, that we have had many W. P. A. projects that have not really contributed anything to the City of Boston in the employment of idle men. Conditions have got to a point in this city, so far as rats are concerned, that are really impossible. I have looked into this matter on many occasions, and I think I know something about conditions not only in my own section, but in other parts of the city. I contend that rodent life is one of our great menaces, and it is a disgrace that the Health Commissioner does not take steps to deal with the situation. It is my honest belief that the Health Commissioner can render much good by dealing drastically with this terrible situation that exists in this city, and I say that the people of Boston have a right to demand a strong effort on the part of our municipal government to rid Boston of this sort of life. Doctors have requested the Health Commissioner to do something in the matter, and there have been broadcasts over the radio and publicity in the newspapers; and I myself have received many letters telling me that I am right, letters from fathers and mothers stating that their children have been bitten by rats. I know that the subject is not a very pleasant one, but it is a matter that should be taken hold of. Certainly, where we have this menace and nuisance in our city some means should be adopted of ridding the city of this pest. It is something that the Health Commissioner should properly take an active part in. The presence of these rats in large numbers in different parts of our city frightens people. Women are afraid to be alone in their houses or to go into their back yards. The situation in our alleys, freight yards and other places, not only in my section but in other sections of the city, is a constant menace. I say that the people of this city are entitled to some protection, and I trust that the time will come when our Health Commissioner will fall in line with the health officers of other municipalities in America in taking radical action on the matter.

Coun. LYONS—Mr. President, at this time I don't think it is proper to load too much upon our Health Commissioner in this way. In the first place, it seems to me that the people of the Back Bay, people represented by our colleague, should themselves take proper steps to help eliminate this rat menace. If the people of the Back Bay keep up their properties, there will not be the trouble there that there is today. It is really up to the people themselves. Why should we in West Roxbury, or in other sections of Boston, have to help pay because the people of the Back Bay want us to keep a few mice out? I think they should do it themselves. We don't have this trouble. I think the Health Commissioner is doing a swell job, and that it is not fair to impose this work on him at this time. I believe the order should be referred to the Executive Committee.

Coun. SCANNELL—Mr. President, I agree with the remarks that have just been made by the Councilor from West Roxbury, in all fairness to our Health Commissioner, a man who I believe is doing a fine job here in Boston during the short space of time he has held office. And may I say that if we delve into this situation of menaces to health we may find that more attention should

be paid to humanity, that that would do more good in this city than to spend money in the way proposed.

Coun. CHASE—Mr. President, I believe the gentleman from Roslindale is in error when he intimates that the only rodent life that exists in Boston is in the Back Bay. There are many sections of Boston that are infested with this rat nuisance, many of the congested areas of the city where the people are not so fortunate as those who live in Roslindale and West Roxbury. I think the congested areas of the West End, North End, South End and Back Bay, and intown Boston generally, have to suffer from a situation that may not exist to the same extent in the outlying communities. Our homes are built more closely together; our conditions are more congested. We do not have the beautiful parkways that the people in the outlying sections of Boston have—although I may add that we in the intown areas are heavy taxpayers, that we pay a large proportion of the tax levy of this city, expanded to a great extent in other sections, and that we have a right to look to our municipal government for relief from such a menace as exists in our sections in this rodent life. We have in the Back Bay and in the downtown sections, for example, warehouses and storehouses for food and other supplies; we have freight yards, narrow alleys and other areas that particularly attract rodent life, and in that way we face a menace that the outlying sections do not have to contend with. The outlying sections have their problems, and we contribute materially to their relief, and in all fairness they owe something to the people of the intown areas, in dealing with our problems. We have many areas that are overrun with rats, as I have pointed out, and there are the Boston and Albany and the New York Central track areas which afford a natural breeding place for these rodents, with the conditions that exist there. I am asking for a remedy for a condition that exists and threatens the citizens of my district, as well as the citizens of other downtown sections of Boston, and I ask the members of the Council to help us to meet this menace. It is a terrible menace. I can assure the gentleman from Roslindale and other members in outlying sections that in the congested downtown areas the people are up in arms in regard to this matter. It is a terrible situation. The order was referred to the Executive Committee.

SUFFICIENT NUMBER OF ASH BARRELS.

Coun. RUSSO offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to send out letters recommending to the property owners that they have sufficient ash barrels or containers in order that the streets of Boston may be kept clean and that the refuse will be properly collected.

Coun. RUSSO—Mr. President, before putting this order in I had a conversation with the Public Works Commissioner, who informed me that some of the fault for improper collection of refuse lies with the property owners, who do not have a sufficient supply of ash barrels or containers. I agree with that in part, and therefore I am requesting that the Public Works Commissioner send out notices recommending to the property owners that they have sufficient ash barrels or containers so that the streets of Boston may be kept clean and that the refuse will be properly collected. If such a plan is carried out, the City of Boston will be much cleaner in the year 1941. I know that if such a request is properly made of property owners, they will work in cooperation with the city in trying to make the City of Boston one of the cleanest cities in the United States. The order was passed, under suspension of the rule.

Adjourned on motion of Coun. RUSSO at 5.09 p. m., to meet on Monday, January 13, 1941, at 2 p. m.

CORRECTION.

Through oversight, the following was inadvertently omitted from the remarks of Coun. Linehan under the heading "Criticism of League of Women Voters," at the bottom of the first column on page 463 of the Council Minutes, under date of

December 16, 1940, following the words "Personally, on this matter, I believe that Miss McSweeney and the League of Women Voters are wrong":

"The statements in the newspaper, by the way, are credited to Miss McSweeney and not to the entire membership of the Boston League of Women Voters. She is, of course, entitled to her own personal opinion, but I am certain that it is her opinion and not the opinion of all the members, because I am sure that several members of the League, who are constituents of mine, in fact, one of them is in the gallery at this time,—do

not agree with Miss McSweeney. As a matter of fact, not all of the principles or objectives of the League are approved by all of the members, any more than everything passed in this Body is passed unanimously. There are many things which the League sponsors and advocates which I in the past have voted for, and probably will sponsor in the future, when the opportunity presents itself. Their organization, like many others, has its proper place in our form of government. Let us at least listen politely to what the members have to say."

CITY OF BOSTON.

Proceedings of City Council.

Monday, January 13, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN presiding. Absent, Coun. Kelly.

The meeting was opened with the salute to the Flag.

Coun. TAYLOR in the chair.

APPOINTMENT OF BRADBURY F. CUSHING.

The following was received:

City of Boston,
Office of the Mayor, January 13, 1941.
To the Honorable the City Council.

Gentlemen,—Under the provisions of section 26M of the Housing Authority Law of the Commonwealth (as inserted in chapter 121 of the General Laws and as amended by section 1 of chapter 484 of the Acts of 1938), I hereby appoint Bradbury F. Cushing of the Hotel Statler, Boston, present member of the Boston Housing Authority, whose term expired on January 8, 1941, to be a member of the Boston Housing Authority for the term expiring January 8, 1946.

I recommend the confirmation and approval of this appointment by your Honorable Body in the form of order submitted herewith.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the appointment by his Honor the Mayor of Bradbury F. Cushing to be a member of the Boston Housing Authority for the term expiring January 8, 1946, he, and hereby is, confirmed and approved.

Laid over till the next meeting under the law.

CONTRACT OF COLEMAN BROTHERS COMPANY.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, concerning the continuance of contracting work with the Coleman Brothers Company.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 6, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on December 30, 1940:

"Whereas, Many residents of the Dorchester district have complained that the Coleman Brothers Construction Company has not rendered efficient service in the collection of ashes and garbage in Dorchester; be it

"Resolved, That the Boston City Council go on record as opposing a further continuance of contracting work with the Coleman Brothers Company in the City of Boston."

As it was my unqualified opinion that the Coleman Brothers Corporation had satisfactorily performed the work required under the provisions of its contract with the City of Boston for collecting and removing garbage and refuse in the Dorchester district in 1940, I recommended to his Honor the Mayor that that corporation be awarded a contract for the same type of work in that district in the current year, without publicly advertising for bids.

I am still of the opinion that the work of the Coleman Brothers Corporation in the Dorchester district in 1940 justified my recommending the awarding of a contract to that corporation in the current year for the work referred to above. On two occasions in 1940 I visited various residents in the Dorchester district for the express purpose of determining whether or not they were receiving satisfactory service, in so far as the collection of garbage and refuse was concerned. In every instance, and I visited approximately twenty residences, the particular person to whom I was talking expressed satisfaction with the work of the Coleman Corporation. Aside from this, however, ordinarily the barometer that I use in determining whether or not a particular contractor is rendering adequate service on work of this type, is the number of complaints that I receive from the councilors representing the particular districts involved. To the best of my knowledge, I received no oral complaints from any of the councilors in the Dorchester district at any time throughout the year regarding unsatisfactory garbage and refuse collection work, and it is a matter of record that I received no written complaints from them relative to this matter.

As stated above, it is my opinion that the Coleman Corporation is carrying out the provisions of its contract in a satisfactory manner and it is also my further opinion that it is one of the few organizations in the city which is capable of doing this type of work in a district as large as Dorchester, in a satisfactory manner.

I would welcome an investigation by an impartial body to determine whether or not the Coleman Brothers Corporation is at the present time and did in the year 1940 perform the collection of garbage and refuse in a satisfactory manner.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

DUMP CONDITIONS NEAR MARINE PARK.

The following was received:

City of Boston,
Office of the Mayor, January 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of December 30, 1940, concerning the taking immediate steps to have the dump conditions cleaned up in the vicinity of Marine Park and Castle Island.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, January 8, 1941.
William T. Doyle,

Chief Clerk, Mayor's Office.
Dear Mr. Doyle,—I am acknowledging your memorandum of January 2 with inclosure, order of the City Council that the Park Department clean up dump conditions in the vicinity of Marine Park and Castle Island.

Investigation made by me on Sunday, January 5, shows that conditions there are not imposing. It will be necessary for us to do considerable grading and cleaning up, which work cannot be done at this time of year due to the fact that the material which was dumped there is frozen. When the weather is milder I will have the department forces clean up this area.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

MOTORIZED SPRINKLER AND SWEEPER, WARD 3.

The following was received:

City of Boston,
Office of the Mayor, January 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, concerning the advisability of including in the

1941 budget a motorized sprinkler and sweeper for Ward 3.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 6, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on December 30, 1940:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconsider the advisability of including in the 1940 budget a motorized sprinkler and sweeper for Ward 3."

We have included in the Sanitary Division budget an appropriation to provide for the purchase of a motorized sprinkler and also for two mechanical street sweeping units.

They are not to be used, however, exclusively in Ward 3, although it is our intention, of course, to use them, to a large extent, in the above-referenced ward.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CLEANING OF STREETS, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.

To the City Council,

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, and concerning arrangements for the cleaning of streets in Ward 10, Roxbury.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 6, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on December 30, 1940:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to arrange either for the temporary transfer from some other city yard, or for the temporary hire of a sufficient number of men to clean the streets in Ward 10."

I shall make an immediate and personal tour of the streets of Ward 10 in order to determine the necessity of complying with the provisions of the above order.

If I find that conditions are as stated above, I shall take immediate steps to comply with the provisions of the order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF WASHINGTON STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, concerning the making arrangements for the resurfacing of Washington street, Ward 17, between Harvard street and Codman square, as soon as conditions will permit.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Washington Street, Ward 17.

I return herewith order in City Council that the Commissioner of Public Works make arrange-

ments for the resurfacing of Washington street, Ward 17, between Harvard street and Codman square, as soon as conditions will permit.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project later on during the year.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF KANE STREET, WARD 15.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, concerning the resurfacing of Kane street, Ward 15, with smooth pavement, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Kane Street, Ward 15.

I return herewith order in City Council that the Commissioner of Public Works resurface Kane street, Ward 15, with smooth pavement, as a W. P. A. project.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project later on during the year.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

MORE MEN FOR SANITARY DIVISION.

The following was received:

City of Boston,
Office of the Mayor, January 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, concerning the assignment of more men to the Sanitary Division of the Public Works Department in Ward 3.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 6, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on December 30, 1940:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to immediately assign more men to the Sanitary Division of the Public Works Department in Ward 3, and elsewhere in the City of Boston."

I presume that the above-referenced order is the result of some dissatisfaction that Councilor Russo expressed on Christmas Eve with the street cleaning and garbage and refuse services rendered to Ward 3 by this department.

In order to clarify the situation, I wish to take this opportunity to forward the following statement to the City Council with reference to this matter:

On Christmas Eve, at 12 noon, Councilor Russo called me on the telephone and complained of the allegedly dirty conditions of two streets in the West End section of the city. I immediately made arrangements for the assigning to that district of employees of the Highway Division to supplement the regular street cleaning crew, for the purpose of cleaning not only the two streets about which he complained, but all of the streets that it would be possible to clean in the remaining daylight period of three or four hours. That evening, between 10 and 11 o'clock, I received two calls from the councilor, complaining that ashes and garbage were left uncollected on Hale and South Margin streets. This was the first time that he

had called this matter to my attention, as his noon call referred specifically to the allegedly dirty conditions of the streets. After receiving his first call on the night of Christmas Eve, I immediately contacted the night street cleaning foreman in the West End district and instructed him to collect the waste material referred to, not only in those two streets, but in any other streets in the district where the barrels were placed on the sidewalk and not collected, during the daytime by the regular crew assigned to this type of work. The barrels were collected and, to the best of my knowledge, no uncollected rubbish barrels remained on the sidewalks on Christmas Day.

I made a personal inspection of the district the day following Christmas and observed that the streets were in a reasonably clean condition and that the only barrels of rubbish that were on the sidewalks were those that were to be collected that day. In order, however, to make certain that there would be no justification for complaints in so far as the cleanliness of the streets was concerned, I ordered all available crews of men from the various district yards of the Highway Division to report to the West End for the purpose of cleaning the streets. At least twelve crews reported, with the result that the streets of that district, on the day following Christmas, were in an exceptionally clean condition. I am reviewing the above incidents in order to show that every courtesy and cooperation were extended to Councilor Russo in the matters referred to, and that under the circumstances the department rendered satisfactory and adequate services.

The West End district receives, in so far as the cleaning of streets and the collection of refuse and garbage are concerned, more service than any other district in the city. It is an impossibility to keep the streets in a clean condition at all times, which is to be expected in a district as highly congested as the West End. The district, however, is not neglected by this department, and we make every effort to keep it in a condition comparable to any other district in the city. One of the great obstacles that we have to overcome in maintaining satisfactory ash and garbage service is the lack of barrels throughout the district. This department has even gone as far as to furnish barrels, free of charge, to some of the residents, and it is our intention to keep up this type of service, if the barrels, as in the past, are made available to us by the various manufacturers in Metropolitan Boston.

The officials of the department recognized in the middle of November that we would be unable to maintain the twice-a-week schedule of garbage and refuse collection in the West End district unless our regular forces were supplemented by the employment of so-called emergency laborers.

That the department did not consider economy in such a vital service is evidenced by the fact that we spent \$20,600 for the employment of these so-called emergency laborers in the North, West and South End districts between the middle of November and the end of the year.

On the day on which the above-referenced order was passed in the Council, there was no district in the city where collections had fallen behind schedule. This not only includes districts where the removal work is done by city forces, but also in contract districts. At this writing, there is no district in the city where the collection of waste materials is behind schedule. I feel that this is an excellent record, taking into consideration that at this time of the year the collections, due to the holiday season, are heavier than normal.

The undersigned has always insisted that every effort be made to keep the streets of the city in a clean condition and to maintain the regular schedule of collections of waste material. We have, in my opinion, succeeded in maintaining a high standard for the types of services referred to, although it is impossible to have ideal conditions throughout the city unless we receive the whole-hearted cooperation of all the residents. Carelessness, in so far as littering the streets with debris is concerned, and failure on the part of owners of properties to furnish an adequate number of barrels for the storage of garbage and refuse, make it almost impossible for the department to cope satisfactorily, at all times, with the problems referred to in this communication.

In the event that I find it necessary to assign more men to the Sanitary Division in Ward 3 in order to maintain the twice-a-week schedule of ash and garbage collections and to keep the streets in a reasonably clean condition, you may

be assured that I shall comply with the provisions of the above-referenced order.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

**STREET SWEEPING MACHINE FOR
 WARD 10.**

The following was received:

City of Boston,
 Office of the Mayor, January 6, 1940.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 30, 1940, and concerning the purchase of a new street sweeping machine for use in the Ward 10 district.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Public Works Department,
 January 6, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on December 30, 1940:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to include in his budget for 1941 a sum sufficient to purchase a new street sweeping machine for use in the Ward 10 district."

As stated in answer to Councilor Russo's order of even date, an appropriation has been provided in the 1941 budget for the purchase of two mechanical street sweeping machines.

I shall give careful consideration to having one of these machines assigned to the Highland street yard, for use in the Ward 10 district, and in other wards covered by the street cleaning forces attached to the latter-referenced yard.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

NOTICE OF INTEREST IN CONTRACT.

Notice was received from William H. Ellis, member of the Board of Appeal, of interest in contract awarded W. H. Ellis & Son Company for repairing Dorchester Avenue Bridge.

Placed on file.

PETITIONS RECEIVED.

The following petitions were received and referred to the committees named, viz.:

Claims.

John J. Boyan, for compensation for damage to car by city truck.

Isabel H. Byrne, for compensation for damage to car caused by alleged defect on Albany street.

Annie Cohen, for compensation for damage to car by ambulance.

Arthur E. Cotter, for compensation for injuries caused by an alleged defect on Mystic Avenue Bridge.

Agnes K. Donovan, for compensation for damage to car by city truck.

Harrison Fitzpatrick, for compensation for damage to property on Belton street, caused by street construction.

Joseph Hohn, for reimbursement for accident while in performance of duty as chauffeur of Public Works Department, Sanitary Division.

Bertha Kalman, for compensation for personal injuries caused by alleged defect at 354 Washington street, Dorchester.

Andrew Murphy, for reimbursement for accident while in performance of duty as chauffeur in Public Works Department, Sanitary Division.

Irene Onessimo, for compensation for damage to property at 21 Cleveland place, caused by wall being torn down.

Mary G. Pierce, for compensation for injuries caused by an alleged defect on Webster street.

Ida Smith, for compensation for personal injuries caused by an alleged defect on Friend street.

R. G. Womboldt, for refund on plumbing permit.
Albert Gibson, for compensation for damage to
car by city cart.

FINANCE COMMISSION REPORT ON POLICE DEPARTMENT.

The report of the Finance Commission on the
conduct of the Police Department was received
and placed on file.

LEASE OF ELIZABETH PEABODY SCHOOL.

A request was received from the School Com-
mittee that Council pass an order authorizing
the School Committee to lease to Navy Yard
Chapter 17, Disabled American Veterans of
the World War, the Elizabeth Peabody School,
such occupancy to be discontinued at the will of
the School Committee.

Placed on file.

SECURITY ON HOUSING PROJECTS.

Communications under date of December 31,
1940, and January 8, 1941, were received from the
Boston Housing Authority covering security given
on housing projects, same having been approved by
the Mayor.

Placed on file.

BORROWING IN ANTICIPATION OF REVENUE.

Chairman TAYLOR called up No. 3 on the
calendar, viz.:

3. Ordered, That to provide temporarily money
to meet the appropriations for the financial year
1941, the City Treasurer be, and hereby is, author-
ized to issue and sell, at such time and in such
amounts as he may deem best, notes or certificates
of indebtedness of the City of Boston not exceeding
\$40,000,000 in the total, in anticipation of the
revenue of the financial year; that all such notes or
certificates of indebtedness be dated the day the
money for the same is received, be made payable
with the interest thereon within one year of their
date and bear interest from their date until the
same are made payable at such rate as the City
Treasurer and the Mayor may determine. The
said City Treasurer is hereby further authorized
to renew or refund any such notes issued for a
shorter period than one year, under the provisions
of section 17 of chapter 44 of the General Laws.

On January 6, 1941, the foregoing order was
read once and passed, yeas 17, nays 0.

The question came on the second reading
and passage of the order. The order was given its
second reading and passed, yeas 17, nays 0.

Chairman TAYLOR—The Reverend Charles
Taylor will appear before the Executive Com-
mittee if the members of the Council are agreeable.

RECESS.

A recess was taken at 2.25 p. m. The members
reassembled in the Council Chamber at 3 p. m.
and were called to order by President GALVIN.

APPOINTMENT OF COMMITTEES FOR 1941.

President GALVIN announced the appointment
of the following committees for the year 1941, the
member first designated to act as chairman of each
committee, viz.:

STANDING COMMITTEES.

Executive.

All the members, Coun. Langan, chairman.

Appropriations.

Gottlieb, M. H. Sullivan, Ward, Shattuck,
Lyons, Russo, Wickes.

Claims.

M. H. Sullivan, Scannell, Hutchinson, Taylor,
Carey.

County Accounts.

Wickes, Goode, Gottlieb, Coffey, Scannell.

Finance.

Shattuck, Hutchinson, Gottlieb, Goode, Kelly,
Coffey, Englert.

Inspection of Prisons.

Lyons, Fish, Taylor, Langan, M. H. Sullivan.

Legislative Matters.

Ward, Langan, Wickes, Shattuck, Coffey.

Licenses.

Fish, Lyons, Englert, Russo, Ward.

Ordinances.

Lyons, Fish, Englert, Taylor, Langan, Scannell,
D. F. Sullivan.

Parkman Fund.

Kelly, Linehan, Coffey, Gottlieb, Taylor.

Printing.

Scannell, Chase, Kelly, D. F. Sullivan, Linehan.

Public Lands.

Russo, Ward, Wickes, D. F. Sullivan, Hurley.

Soldiers' Relief.

Englert, Taylor, Chase, Hutchinson, D. F.
Sullivan.

Rules.

Langan, Fish, Lyons, Taylor, M. H. Sullivan.

SPECIAL COMMITTEES.

Building Code.

Fish, Ward, Shattuck, Lyons, Langan, Kelly,
Goode.

Constables.

M. H. Sullivan, Taylor, Lyons.

License Fees.

Scannell, Hurley, Hutchinson, Wickes, Russo.

Parks and Playgrounds.

Goode, Russo, Scannell, Gottlieb, Hurley.

Public Welfare.

Coffey, Wickes, D. F. Sullivan, Russo, Hurley.

Public Safety.

Taylor, Langan, Goode, Fish, Hutchinson.

Tax Title Property.

Hutchinson, Kelly, Englert, Coffey, D. F.
Sullivan.

Unclaimed Baggage.

Linehan, Chase, Carey.

Coun. LINEHAN—Mr. President, I would like
to know what the function of the Committee on
Unclaimed Baggage is. I happened to serve on it
all last year, and never heard anything about it.

President GALVIN—The Clerk of Committees
will give you instructions for the year 1941.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses,
submitted the following:

Report on petition of Thomas P. Gormley,
trustee (referred November 18, 1940), for drive-
way opening at 2004-2012 Columbus avenue,
Ward 11.

Report on petition of Claire Reese Knight
(referred November 25, 1940) for driveway opening
at 64 Stratford street.

Report on petition of Francis X. Roach (referred
December 30, 1940) for driveway opening at
Morton street, Ward 9.

Recommending that licenses be granted under
usual conditions.

Report accepted; licenses granted under usual
conditions.

JUNIOR POLICE CORPS.

Coun. M. H. SULLIVAN and GOODE offered
the following:

Whereas, It has been suggested that the activi-
ties of the Police Department be curtailed in so far
as the supervision of the Junior Police Corps in the
City of Boston is concerned; and

Whereas, Records show that junior delinquency

has decreased 20 per cent in the two years this group has operated; and

Whereas, It is one of the most inspiring experiments ever entertained in the field of junior guidance; therefore, he it

Resolved, That the members of the Boston City Council heartily indorse this splendid social experiment and recommend that the Junior Police Corps activities be continued under the supervision of the Police Commissioner.

Coun. GOODE—Mr. President, I have watched with a great deal of interest the work of the Police Department in juvenile work in bringing along the Junior Corps of the Police Department. On my way back and forth to City Hall I have seen youngsters assisting the police in helping their classmates across busy intersections, and have noticed the extreme pride that these children show in the work that they are doing. I can remember not very long ago when a policeman was not a pleasant sight to the average young child. I can remember when if a policeman put his foot on the sidewalk the cry went up in the neighborhood of "Cheese-it, the cop!" Now that feeling has been broken down by the work of Commissioner Timilty and the Police Department so that when the children pour out of their homes on their way to school, the first one they look for is the policeman, and when he appears on the sidewalk they cry, "There is my friend, the police officer." So I hope that this Body will see fit to support this movement, encourage this splendid work, encourage the officers to continue in this worthwhile help to the city.

Coun. M. H. SULLIVAN—Mr. President, I have not engaged in any controversy with the Finance Commission for the past two years. I read with interest their report of a few days ago relative to the junior police in Boston. I have a high respect for the membership of the Finance Commission as it is at present constituted, but I think there may be a very legitimate difference of opinion on any matter affecting the best interests of the City of Boston. I realize full well the Finance Commission may view it from the financial standpoint, and that view may differ from the standpoint of police efficiency, but I feel I have the same interest in the youngsters of the city as the police officers have. I read that only seventeen officers have been guiding the destinies of these several thousand children throughout the city, assisting them on matters of everyday activity, assisting them in the social phases of the life of these children. I feel that for the police with seventeen officers to have done such excellent work is to the lasting credit of the department. I feel the expenditures involved have been minute, and I feel the expenditures have been warranted in view of the social benefits that have been the result of the junior police. I feel the efficiency of the department has been enhanced and augmented as a result of the fact that social agencies throughout the city, probation officers in the municipal courts, report that junior delinquency has abated to a substantial extent since the introduction by Commissioner Timilty of the junior police of Boston. I have a personal interest in the junior police as one who has personally seen the benefits that have occurred in that splendid organization. Every man in this Body has read during the past week of the death of Officer Stephen Harrigan, one of the seventeen officers delegated to assist these youngsters, one of the seventeen officers in charge of the junior police of Boston. Personally, I attended the funeral of that very estimable officer last Thursday morning. I saw two thousand of the flower of Boston's childhood pouring into the church to witness the last rites for him who had done so much for the young boyhood of Boston. I saw two of these youngsters walk down to the front of the church and there place the city and national flags. As I looked at one of these youngsters placing the flags there, I recalled how some few months ago I saw that very officer with about two hundred of these young boys, and he was explaining to them the meaning of the city motto: "As God was with our fathers, so may He be with us." I thought very vividly of that when I saw those young boys place that same emblem near the remains of that splendid officer last Thursday. I saw him two months ago inculcating into these very boys who came there to pay tribute to him the reverence they should feel for God and Country. I feel it is a lasting loss to the City of Boston to lose a man of this type who has done so much for the youth of this city as did Officer Stephen Harrigan. I feel

the work he has done must remain, and that the junior police of Boston must survive; that any expenditure that will aid them to survive is well warranted. I think the Boston press which has with unanimity granted support to the junior police should be thanked and given an expression of approval by the Boston City Council for their splendid effort to retain this very worthwhile organization. I know as the years go by the junior police will well warrant the expenditure of any funds to make these boys better citizens and to make this city a better place in which to live.

Coun. TAYLOR—I have heard the remarks of the two previous councilors pertaining to this resolution. I know it is a subject of some controversy throughout the City of Boston, and I do not think it is fair to the rest of the councilors to have them placed on record, either in favor or against, until further study or opportunity for study can be given to the rest of us. I am sure I don't know anything against this particular outfit. So far as I know, I think they have done a lot of good for the community, but, nevertheless, there may be phases which we do not thoroughly understand, and before we place ourselves on record, I think we ought to delve into it thoroughly before we place our stamp of approval on it hastily, as we have done many times in the past. I therefore move that the matter be referred to the Executive Committee.

Coun. M. H. SULLIVAN—Mr. President, this order reads that this is one of the most inspiring experiments ever attempted in the field of junior guidance and the records show that junior delinquency has decreased 20 per cent in two years. I can see no conflict with the paper from which this resolution has been virtually copied. The Boston Post editorially this morning stated that junior delinquency has decreased 20 per cent; probation officers of the five Boston municipal courts who restrict themselves to the guidance of juniors have come out in overwhelming approval of the junior police. I can see no difficulty in indorsing and recommending this to the public as a great social experiment. Naturally, the experiment may not be complete in all points. As an experiment it has not yet reached its final and ultimate conclusion, but I think the record of the past few years, so far as junior delinquency in Boston is concerned, has been a lasting tribute to the efforts of the Police Commissioner. I think the records, so far as five municipal courts of Boston are concerned, stand out as concrete proof of the lasting effort of the Boston Junior Police Corps. I think the Boston City Council should go on record with unanimous approval of such a worthwhile social experiment. Take Halloween, for example, each year they have their own party at the local stations. Virtually every householder knows that the lamp across the street is not broken because the boys are up at the station enjoying themselves. Look at the social benefits so far as Christmas is concerned. During the past few years, it is well known to every member of this Council that we have been having a depression. In my ward hundreds would not have had a toy. They might have hung up their stockings and received nothing in them, but the Boston police, through their Christmas parties, have taken care of the children in this respect. The billboards on the highways of this municipality say, "If you have a job that a boy can fill, call the Boston Police Headquarters." Helping these boys to establish themselves in an economic sense is very important to the well-being of the community. It helps them to bring a few dollars into the household. I have stood up here many times, but I have never stood up in favor of any matter that I favor so heartily as the junior police, and I ask unanimous indorsement from every member of this Council, each one of the twenty-two members, in indorsing the Boston Junior Police under Commissioner Timilty.

Coun. FISH—It is not often that I disagree with the councilor from Ward 12, but I do in this instance. My purpose in arising is that the Boston Post editorial has been referred to, just picking out excerpts from it. I have the editorial here, and ask permission to put it in the record.

President GILVIN—There will be no objection, and it will be placed in the record.

(The editorial referred to is as follows:

"JUNIOR POLICE CORPS.

"There has been a great deal of discussion, pro and con, about the merits of the Finance Commission's recommendation that the Junior Police

Corps should be abolished. Most of the discussion has revealed a general disagreement with the recommendation.

"In fact, it would appear that the Finance Commission has made a serious error in viewing the position of the junior corps and its value to the community.

"In pointing out that seventeen officers are trying to lead 170,000 boys in guidance work that social agencies have found effective only when ten to twenty boys are assigned to one adult leader, the commission is unconsciously paying a splendid and quite unusual tribute to the seventeen officers.

"If they can accomplish what they have accomplished despite their lack of numbers and despite their lack of training in social work, the possibilities of good with an increased number of leaders are limitless.

"Almost on the day the commission's recommendation was made public, there was a demonstration of the way in which the police had handled their relations with the junior corps.

"The funeral of one of the seventeen officers engaged in the work, Stephen A. Harrigan, was held in Brighton. More than 2,000 children stood along the sidewalks to pay tribute to a man who was their friend and leader.

"The criticisms offered by social and settlement workers have been far wide of the mark, also. The organized programme of such workers and their agencies are valuable. But no one can claim that they touch all phases of the juvenile problem in a big city.

"The fact is that such organized youth agencies have a limited appeal. Beyond their reach are thousands of boys who are eager for membership in the junior corps.

"One settlement worker expressed the professional attitude by saying, 'Giving a boy a badge won't keep him out of trouble.'

"But it will. That is just the point, and the motive behind the junior police is based on that psychological fact. Many boys shy away from organized social activities, but are proud to wear the badge of the junior police and live up to the principles that the badge represents.

"Records show that juvenile delinquency has decreased 20 per cent in the two years the junior corps has been operating. What caused such a decrease if it was not the junior corps?

"It is more than likely that a similar system of junior police activities will be introduced by police departments in many other cities, for the success of the Boston junior corps has become known throughout the country.

"It is one of the most inspiring experiments ever undertaken in the field of juvenile guidance, and is the envy of other communities.

"There is no finer work than aiding in the development of boys into upright citizens. The future of the city and the nation depends upon the type of citizen that comes out of the younger generation of today.

"If the Junior Police Corps can assist in that work—and it has shown that it can—it is worth support. More than that, it is worth encouragement."

Coun. FISH—Before sitting down, I would say this—that I disagree with Councilor Taylor, and I see no advantage in this going to the Executive Committee. I think the Council, as Councilors Sullivan and Goode have stated, without hesitation should indorse this movement 100 per cent.

Coun. HUTCHINSON—Mr. President, I also want to disagree with Councilor Taylor. This movement is one of the greatest things for property owners in the city. It is one of the greatest things for young boys, and I know it certainly takes a load off the shoulders of the police officers when they can control these boys. They take them different nights during the week, and they learn different sorts of music, learn to play different sorts of musical instruments. They take them on Saturdays to the Blue Hills to a camp down there where they enjoy outdoor life and they are out of trouble. I think the city has spent very little money, and I think whatever money they spend is worth it to the people of Boston.

Coun. TAYLOR—Mr. President, I don't want to be misunderstood on this. I have not recorded myself against it, but I do say this, that in the past too often this Council has had resolutions before it, and without giving them any consideration whatever, has passed them as a matter of course, and lo and behold, we pick up a newspaper during

the following week and see some editorial regarding our stupidity in passing such an order. I have no doubt that the order of Councilor Goode and Sullivan is perhaps for the best interests of everybody in the city. I do not argue that. I think there is no immediate rush in placing our stamp of approval on it. Let those of the Council who have not had an opportunity to study it, do so, so that we may give an intelligent expression here instead of just this cursory expression of trying to let another fellow's order go through. I think it is unwise. There is no harm in delay, one week's delay, so we can discuss it in executive. It will not hurt the order, but will allow those who have not already had the opportunity to study this proposition time to do so, so that we may give an honest expression on it.

"The question came on Coun. Taylor's motion to refer to the Executive Committee. The motion was lost. The question came on the passage of the order, and the order was passed.

CONFIRMATION OF APPOINTMENT.

The Chair called up No. 2 on the calendar, under finished business, viz.:

2. Action on appointment submitted by the Mayor January 6, 1941, of Thomas W. Dand, to be a Weigher of Goods.

The question came on confirmation, Committee, Coun. Hutchinson and Carey. The appointment was confirmed, yeas 17, nays 0.

FLOOD LIGHT, ARMY BASE ENTRANCE.

Coun. SCANNELL and GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install a flood light at the entrance to the Army Base on Summer Street Extension.

Passed under suspension of the rule.

NAMING OF AIRPLANE CARRIER

"BUNKER HILL."

Coun. GALVIN offered the following:

Ordered, That the Secretary of the Navy, through his Honor the Mayor, be requested to name the proposed new airplane carrier the "Bunker Hill."

Passed under suspension of the rule.

MUNICIPAL STADIUM.

Coun. GALVIN offered the following:

Resolved, That the City Council of the City of Boston be recorded in favor of the passage of legislation permitting the City of Boston to borrow, outside the limit of indebtedness, for the purpose of constructing a municipal stadium, provided that such legislation contains a referendum to the Mayor and the City Council of the City of Boston.

Passed under suspension of the rule.

Later in the session Coun. SHATTUCK moved a reconsideration of the vote on the above resolve.

Coun. SHATTUCK—Mr. President, I move reconsideration of the order to borrow outside of the debt limit for a stadium. I make that motion because we do not have enough facts as to the cost of the stadium nor do we have any facts before us as to what use it would have and what revenue, if any, would be derived from it. A number of large cities have built stadiums in the past which have proved to be white elephants. I do not believe we ought to ask the Mayor to go into an enterprise of this kind, and add hundreds of thousands of dollars to the debt of the city without knowing what the need is and where we are going, and whether there would be any revenue or whether there would be an annual recurring deficit, as I believe is probable. If reconsideration prevails, I shall move reference to the Executive Committee, at which hearing competent persons can be called to give us the facts.

Coun. LINEHAN—Mr. President, as the councilor from Ward 12 (Coun. Taylor) well said a few moments ago, there are many orders that go through this Council in rapid stride, and here is

another one. Last year I advocated the construction of gymnasiums out of the White Fund money and also voted for other propositions, such as health units, dental clinics, and so forth, which we all know are needed by the people of this city. On this particular question of a stadium, perhaps it isn't very popular for a gentleman from South Boston to get up and oppose it. I am not going particularly to oppose it, but will say this much that I had occasion to get some information from the city of Cleveland which has one of these municipal stadiums and according to their report of last year, if I remember correctly, it ran into a deficit of \$53,000 after all revenue had been considered. Now, there is certainly nothing presented in this Council to show that the white elephant which we may get here will be any different from the one in Cleveland. I haven't had any figures on any of the other stadiums throughout the country, but I believe if they were all compiled and put together you would find that there is not one stadium in the country which is a paying proposition. I feel every member of the Council should first give plenty of consideration before one million of the taxpayers' money is spent, — not of the George Robert White Fund money which is from a philanthropic organization, but this would be out of purely city money. I say, let us hesitate. Let us go into executive and get some facts from other cities. I personally will bring in facts concerning the city of Cleveland, and see if what I say is right, that they lost \$53,000 last year alone. They have not come into the black yet. It has been in the red every year. To be sure, we have had a wonderful football team in Boston College, but we have also got Fenway Park and Braves Field, and, if I recollect correctly, also the Harvard Stadium. I took in six or seven football games, including two at Boston College, and I never saw one of the fields overflowing. Now, certainly, I do not see why next year or years from now on we are going to find the situation any different here in Boston. You may be going to have Fenway Park and Braves Field without any football games, perhaps, I say perhaps, because I do not believe there are going to be many games held in Boston where you can fill a huge stadium such as one would be which cost \$1,000,000. I say our parks at the present time are adequate, parks from which we are receiving taxes, and we are not going to receive any taxes from a municipal stadium. That is another thing. It costs \$53,000 of the city of Cleveland's money to maintain that proposition. That does not allow for taxes. You can see where you are going to lose Fenway Park and Braves Field. If they do not have increased revenue, they might find themselves in difficulty in regard to paying taxes which they are called upon to pay. As I say, and as the councilor from Ward 12 (Coun. Taylor) said, let us be a little careful and do not pass these popular orders simply because they are popular. Let us give it a little study when we are going to pay a million of the taxpayers' money. I say, let us do that, even though it may not be popular with certain individuals in this city. I hope this question of reconsideration will prevail, and if so, I will go along with the vote to refer it to the Executive Committee, so that we may have an intelligent presentation of the facts.

Coun. HUTCHINSON—I feel that to spend this money for a stadium at this time, with every ward in the city needing traffic lights, and the city not appropriating any money for traffic lights, is unwise. We should certainly hold up a thing like this at least till we get traffic lights.

Coun. CHASE—The councilor from Dorchester who has just spoken touched upon a very vital question that the people of Boston are interested in, mainly, the necessity for traffic lights. I am in full accord with what he has just stated, and I honestly believe the City of Boston is more in need of traffic lights than it is in need of a municipal stadium. With that in mind I intend to go along and support the councilor on his motion.

Coun. LYONS—I really couldn't let it go by without saying a word or two relative to this order, referring to Councilor Taylor as having something constructive and saying that we should vote for something constructive. The councilor and myself made a personal investigation of the Tulane Stadium at New Orleans, and I think Councilor Taylor will agree that if it were not for the stadium New Orleans would not be heard of. Twelve or fourteen years ago we did not have Legion conventions here until we saw fit to have hotels erected adequate to provide sleeping quarters for those who would come to Boston. We

have the hotels and the capacity here now to hold these conventions. The reason we never had any big games in Boston was because we never had a stadium to hold the people. If you look over the City of Boston school records, you will find out what they pay to the Red Sox and Braves Field each year. I did not go to the Harvard Stadium this year. I don't think I saw the Georgetown game. Holy Cross game the same way. We couldn't use the Harvard Stadium anyhow, but it is a nice gesture on the President's part to present this order. Last week, when the Chamber of Commerce gave a banquet to Boston College, I listened to them, and they are in favor of it. The head of the New Orleans Chamber of Commerce advocated that we build a stadium here. Now, I am in favor of a stadium here. It should be given some thought. I know Councilor Taylor will confirm me in saying that he and I and Mr. Green and a few more went over the books of Tulane Stadium and saw what it paid to New Orleans.

Coun. FISH—Mr. President, I do not feel too sure of what I say, but I listened to a broadcast by one of these first commentators named Jim Britt, and I think he said one evening that the New Orleans stadium was not simply a municipal stadium. There were private interests. In New Orleans if that stadium was not a paying proposition the taxpayers would not be the losers.

The question came on reconsideration, and the order was referred to the Executive Committee.

BURIAL OF POOR AND INDIGENT PERSONS.

Coun. CHASE offered the following:

Ordered, That the Public Welfare Department and the Old Age Assistance Department be requested, through his Honor the Mayor, to fully comply with chapter 465 of the Acts of 1938 (An Act Relative to the Payment of Cities and Towns for the Expenses of the Funeral and Burial of Certain Poor and Indigent Persons).

Coun. CHASE—Mr. Chairman, as I understand it, the Welfare Division of the City of Boston today is paying only \$20 for burial expenses of people on the welfare rolls. That, Mr. Chairman, is a violation of the law, inasmuch as chapter 465 of the Acts of 1938 provides that all cities and towns in Massachusetts shall pay \$100 for burial expenses of their poor. Now, Mr. Chairman, chapter 465 of the Acts of 1938 reads: "Chapter 117 of the General Laws is hereby amended by inserting after section 18, as amended, the following new section: *Section 18a.* In case of the decease of a poor and indigent person over the age of twelve years, the town liable for his burial shall pay for the expense of the funeral and burial of such person the sum of one hundred dollars." I want you to know, Mr. Chairman, the Legislature inserted the word "shall", which is mandatory. Now, how the City of Boston can avoid that law and pay only \$26 for the cost of burial of the poor is beyond me. I understand the cities and towns all around Metropolitan Boston are complying with the law and paying \$100. Furthermore, I understand that this particular law enables the old age assistance department to pay \$100 to the old age people. Today they are only paying \$75. As I have said before on the floor of the Council, if we have laws enacted by the Legislature, we should live up to those laws. It was the intent and purpose of the Legislature in passing this law to protect the poor of the Commonwealth and insure the poor of a decent Christian burial. I know that you will agree with me that no person can secure a decent, Christian burial for \$20. I personally do not think his Honor the Mayor is aware of these circumstances. I think the Overseers of the Public Welfare are doing this thing on their own, and I trust that in the future, with the aid of his Honor the Mayor, the Overseers of the Public Welfare will make every effort to see that the poor of Boston are buried in the manner which the Legislature of Massachusetts prescribed, and that is that funeral expenses shall be limited to not less than \$100.

Coun. D. F. SULLIVAN—I move that the matter be referred to the Welfare Committee.

The order was referred to the Committee on Public Welfare.

TRANSFER OF EAST BOSTON AIRPORT.

Coun. D. F. SULLIVAN offered the following:
Whereas, The Governor of the Commonwealth of Massachusetts in his inaugural address of 1941 recommended that the Commonwealth take over the East Boston Airport; therefore be it

Resolved, That the City Council of Boston, in meeting assembled, hereby opposes the transfer of the East Boston Airport to the Commonwealth, unless the City of Boston is reimbursed for all expenditures since 1928, which is estimated at \$2,750,000.

Coun. D. F. SULLIVAN—Mr. President, his Excellency Governor Leverett Saltonstall in his inaugural address recommended that the state take over the East Boston Airport. Since the problem of reimbursement was not considered it is safe to assume that the city would stand to lose two and three quarter millions of dollars. Since 1928 the City of Boston has expended this sum on the Airport for land, construction, salaries, maintenance and purchase of W. P. A. materials. This two and three quarter millions of dollars represents a portion of the tax rate paid by citizens of Boston since 1928. Such a sum of money should be paid back to Boston if the Commonwealth is sincere and honest. I hope, Mr. President, that the members of the Council will approve this resolution.

Coun. SHATTUCK—Mr. President, the three millions or so we have spent there have already been lost. That is, we have never got any interest on it, and there is no prospect we ever will get any interest on it, nor will we ever get the principal back. It seems to me the question is, What are we going to lose in the future if we continue to hold the Airport? There are other large expenditures that are being considered. The receipts, I think, are only about enough to cover the actual operating expenses, that is, the people employed there, and a few repairs. If further improvements involving large expense are to be made, and the City of Boston is requested to meet those costs, the Airport, so far as the city is concerned, is a liability and not an asset. I think we should determine more clearly whether the Airport is an asset or a liability. If it is a liability, it would be much better to let the state have it, even though we do not collect anything for the money we have already spent on it. I move that this matter also be referred to the Executive Committee, to find out whether this Airport is a liability or an asset.

The order was referred to the Executive Committee.

ABATEMENT OF POLL TAX TO VOLUNTEERS FOR SERVICE.

Coun. TAYLOR offered the following:

Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to abate the poll tax of any volunteer or draftee during the period of his service in the United States Armed Forces.

Coun. TAYLOR—Mr. President, I offer this order because Commissioner Long who is in charge of the taxes for the Commonwealth of Massachusetts seems unwilling to abate the taxes of anybody, regardless of who he is. His interest is in slapping on more taxes, particularly on those unable to pay them. I have in mind the sales tax. Now, referring to these young men who who because they volunteer or are drafted into the United States Army are forced to spend a year of their life away from their home city, I think it is unfair that during that time they are to be assessed any poll tax. Now, the Board of Assessors has the power to abate this tax, and I think this would be a noble gesture on the part of the Mayor and the City of Boston. The least we can do is abate the poll taxes of these volunteers or draftees into the United States Army.

The order was passed under suspension of the rule.

FREE ADULT DENTAL SERVICE.

Coun. GOTTLIEB offered the following:

Ordered, That the Commissioner of Public Health be requested, through his Honor the Mayor, to provide free adult dental service at each of the existing health stations in the City of Boston; and be it further

Ordered, That the Commissioner of Public Health be instructed, through his Honor the Mayor, to confer with the trustees of the George Robert White Fund relative to the installation of free adult dental clinics in White Fund Units now existing in the City of Boston; and be it further

Ordered, That his Honor the Mayor, in conjunction with the trustees of the George Robert White Fund and the Commissioner of Public Health, provide for the erection of a suitable White Fund Unit, or health station, or municipal building in the Ward 14 district of the City of Boston, said building to provide free adult dental service to residents of Boston; and be it further

Ordered, That said free adult dental service be granted to those residents of Boston who are receiving dependent aid, aid to dependent children, old age assistance, soldiers' relief, or W. P. A. assistance.

Coun. GOTTLIEB—Mr. President, time and time again orders of similar nature have been passed by this Body, whether submitted by myself or my colleagues, asking for health centers and dental clinics in areas of the City of Boston where they are much needed. It was interesting to me to listen to the debate in the Council Chamber on the merits or demerits of a municipal stadium. I think it is far more important and necessary at this particular time to consider the urgent need of health centers and dental clinics in the City of Boston today. The obstacle which has presented itself against the erection of free adult dental clinics, as well as health centers, in the City of Boston has been either the erection by the City of Boston and the attendant heavy costs plus the maintenance of the building, or in cases where the trustees of the White Fund might see fit to erect the building out of White funds, then the question of maintenance by the City of Boston has always been the barrier. I feel that this order, if acted upon by the Mayor in collaboration with the Health Commissioner and the trustees of the George Robert White Fund, could solve all these problems which prevent the erection of dental clinics and health centers. We have in the City of Boston today various White Fund units, which under the direction of the Health Department of the City of Boston also provide for child health conferences on certain days of the week. Some of these child health centers sponsored by our Health Department are housed in White Fund Units. Others are in municipal buildings, or other buildings which are available in various districts. For example, there is a child health center which has conferences two days a week, meeting in the court house in the Allston-Brighton district. There is a child health conference held in the Charlestown health unit. There is another child health conference held in the Codman Square Library building, and this building is entirely inadequate for this purpose. There is a child health conference held in the municipal building on Columbia road. Going to other districts we find that the Health Department of the City of Boston has been able to cooperate effectively with the White Fund Trustees and utilize buildings of the George Robert White Fund for the purpose of the child health conferences and for the purpose of treating children who are brought by their mothers to these units. There is no good reason why the White Fund units could not also be utilized for free adult dental clinics, to be established in various parts and districts of the City of Boston. I think it is a poor commentary on the obligations and responsibilities of a city of this size when we realize that in the entire City of Boston no person can receive adult dental care without a charge therefor. I have in this order limited this type of service to the group of people who are receiving either welfare aid, aid to dependent children, old age assistance, soldiers' relief or W. P. A. assistance. In this category we have about 50,000 residents in the City of Boston who will never be able to have their teeth attended to if clinics of this type are not established in the city. Before we consider for a single minute the erection of a municipal stadium, which is a nice dream but an expensive dream, we ought to do something for the poor and needy of Boston. This is an excellent chance for the Mayor of Boston to start something which is vitally important and which, if it is set up as provided for in this order, would be of minor expense and yet so beneficial to the citizens and residents of Boston. I urge the passage of this order and immediate action by the Mayor.

The order was passed under suspension of the rule.

FREEDOM OF SPEECH, PRESS AND ASSEMBLY.

Coun. GOTTLIEB offered the following:

Whereas, Recent Supreme Court decisions have specifically invalidated any and all municipal or state legislation or ordinances restricting or prohibiting the free exercise of rights granted by the Constitution of the United States; and

Whereas, It is the intent of the Boston City Council to safeguard the right to freedom of press, speech, and right of assembly; therefore be it

Ordered, That the Corporation Counsel of the City of Boston be instructed, through his Honor the Mayor, to submit to the Boston City Council the necessary amendments to the Revised Ordinances of 1925, chapter 39, sections 36, 37 and 41, so that said ordinances, as amended, will safeguard the right of freedom of speech, press, and assembly.

Coun. GOTTLIEB—Mr. President, during the last year or two the Supreme Court has decided that the city ordinances which prohibit or abridge in any way the rights of freedom of speech or press or freedom of assembly are unconstitutional. In the particular case which I refer to, there was a Worcester ordinance which prohibited the distribution of handbills on the streets of the City of Worcester. This case went to the United States Supreme Court, which held that this particular city ordinance was invalid, as a curtailment of constitutional rights guaranteed by our United States Constitution and our State Constitution. We have on our own statute books here in the City of Boston ordinances which also prohibit the distribution of show cards, placards or handbills, except within certain limitations. I feel in light of this Supreme Court decision that ordinances of this type now on our statute books are unconstitutional. I quote as an illustration Revised Ordinances of 1925 of the City of Boston, chapter 39, section 37, which states:

"No person shall, while on foot in any street, carry and display any showcard, placard, or sign, except in accordance with a permit from the commissioner of public works; and no person having the care or control of any vehicle used principally for advertising purposes shall permit such vehicle to travel in any of the public streets of the city proper, north and east of Massachusetts avenue, except in accordance with a permit from the commissioner of public works."

I question the present validity of this ordinance, and that is the reason for the order. We have another section, section 41 of the same chapter 39, which states that

"No person shall throw or sweep into, or place or drop and suffer to remain in, any street . . . or distribute to persons on a street, handbills, cards, circulars, or papers of any kind except newspapers."

Coun. TAYLOR—Mr. President, on a point of information. If I am not mistaken, didn't his Honor the Mayor, subsequent to this Supreme Court decision, file an order with this Council asking for the repeal of these particular sections and they were so repealed?

President GALVIN—It was filed late in 1939, and the Council didn't have time to act.

Coun. GOTTLIEB—I believe up to the present time these ordinances have not been repealed.

President GALVIN—That is so.

Coun. GOTTLIEB—I think enough time has elapsed so that these ordinances should be altered or amended or repealed so they will conform to existing laws as set down by our United States Supreme Court. There are other ordinances referred to in my order which are also a fit and proper subject for consideration, which should undoubtedly be repealed. I give as an illustration the fact that during the past year, in accordance with other ordinances, the Police Department of the City of Boston did arrest some people for violation of these sections, and when those cases came before a justice of the Boston Municipal Court and the United States Supreme Court decision was referred to the judge for consideration, he dismissed those cases. Now, as the ordinances stand today, people are liable to arrest, and those cases would have no standing in court. Therefore I feel that some action should be taken immediately by our Corporation Counsel to change these existing ordinances.

The order was passed under suspension of the rule.

Coun. HUTCHINSON—The Mayor submitted an order, as Councilor Taylor said. What happened to that? Didn't the Council pass that?

President GALVIN—It came in here late in 1939, and the Council did not have time to act on it. It has not been submitted since.

AMENDMENT TO BUILDING LAWS.

Coun. FISH offered the following:

An Ordinance Concerning the Building Department.

Be it ordained by the City Council of Boston, as follows:

Section 7 of chapter 10 of the Revised Ordinances of 1925 is hereby amended by adding thereto the following words: "Or any person serving more than ten years as a building inspector for the city of Boston may on his retirement and on recommendation of the building commissioner receive from said license board a license covering all classes, required to supervise construction, etc. Said license to be in effect during good behavior and without payment of any fees."

Coun. TAYLOR—On a point of information, Mr. President, I think there was a similar order referred last year, and passed by this Council.

President GALVIN—It is referred to the Committee on Ordinances.

Coun. FISH—The councilor from Ward 12 is right. I happened to be over at the Building Department this morning, and the Building Commissioner asked if I would resubmit the order because he didn't know what happened to the one that came in last year.

RESURFACING OF VICTOR STREET, WARD 13.

Coun. HUTCHINSON offered the following: Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Victor street, Ward 13, and install sidewalks thereon, as a W. P. A. project.

Passed under suspension of the rule.

LIGHT AT BIRD AND VIRGINIA STREETS, WARD 13.

Coun. HUTCHINSON offered the following: Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install an electric street light near junction of Bird and Virginia streets, Dorchester, in Ward 13.

Passed under suspension of the rule.

SURVEY OF LIGHTING CONDITIONS, BUTLER STREET, DORCHESTER.

Coun. WICKES offered the following: Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey in regard to the lighting conditions on Butler street, Dorchester, at the entrance to the elevated station, Ward 17.

Passed under suspension of the rule.

RESURFACING WARD 17 STREETS.

Coun. WICKES offered the following: Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Whitfield street, Ward 17, under the W. P. A. plan of construction.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Norwell street, Ward 17, under the W. P. A. plan of construction.

Severally passed under suspension of the rule.

SYMPATHY TO FAMILY OF JOSEPH D.
HURLEY.

Coun. LANGAN offered the following:

Resolved, That the City Council of Boston hereby extends its heartfelt sympathy and condolence to the family of Joseph D. Hurley, late General Manager of the Boston *Post*, in its sad bereavement.

Coun. LANGAN—I am asking the members of the Council to join in this resolution in memory of a man who came up from the very humblest of positions, that of cub reporter, on the Boston *Post*, and rose to a position of trust and a position in which he was efficient, namely, that of general manager of one of our great metropolitan dailies.

The resolution was unanimously passed.

INCREASE OF PERSONNEL. MASSACHUSETTS STATE EMPLOYMENT SERVICE.

Coun. M. H. SULLIVAN offered the following:

Resolved, That the Massachusetts State Employment Service be requested to augment its personnel in the Boston offices, inasmuch as Boston applicants for W. P. A. employment have been hindered and impeded in the matter of certification as the result of inadequate forces employed at that office.

Coun. M. H. SULLIVAN—Mr. President, this resolution in no wise is a reflection against the state administration. The great body of the people of Massachusetts and the present Governor are to be complimented upon his recent message taking cognizance of the present financial situation in Boston. It is neither meant to be a reflection on the personnel or administration of Massachusetts Unemployment Service. I know the substantial work of the people in that office in view of the fact that I served in a similar capacity to this when the work was formerly done by the United States Department of Labor. However, I feel at the present time in the Massachusetts State Unemployment Service there is an inad-

equacy of personnel. I have it unofficially from the State W. P. A. office at 600 Washington street that the quota in Boston is much under what is permissible. We have not reached our quota on W. P. A. employment for the past several months. This is due not at all to the Federal officials, nor due to the Boston certification officers coming under the jurisdiction of the city. Today I have here an affidavit from a student at Boston University Law School who on December 1st visited the office of the Massachusetts State Unemployment Service to get a number, a step preparatory to certification from W. P. A. He states in the affidavit his various endeavors to become certified by the Beacon street officers of the State Unemployment Service. He recounts his several visits to that office for that purpose, and he states it took him one month and three days before he was able to be certified, because of the large number of people who attended that office for a similar purpose. He made approximately nine visits, and on each occasion he was told to come back, and accordingly was deprived of the possibility of a month's wages on W. P. A. He is a young man alone in the world and striving to finance an education and to survive. I think it would be well worthwhile if the Massachusetts State Unemployment Service should take cognizance of the request of the Boston City Council which is desirous of taking as many people off welfare and placing them on W. P. A. rolls as possible. This resolve requests them to give consideration to adding to the personnel in order to facilitate certification of applicants for W. P. A. in that way. I hope it meets with the unanimous approval of this Council, and will be forwarded immediately to those authorities.

The order was passed under suspension of the rule.

THE NEXT MEETING.

Coun. D. H. SULLIVAN moved that when the Council adjourn it be to meet on Monday, January 27. Passed.

Adjourned at 4 p. m. to meet on Monday, January 27, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, January 27, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., Senior Member SHATTUCK presiding in the temporary absence of President GALVIN as Acting Mayor. Absent, Coun. Gottlieb, Kelly.

The meeting was opened with the salute to the Flag.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:

Weigher of Goods: Patrick J. Baldwin, 9 Leroy street, Ward 15.

Laid over a week under the law.

APPROPRIATION FOR DUPLICATING CITY RECORDS.

The following was received:

City of Boston,
Office of the Mayor, January 23, 1941.
To the City Council.

Gentlemen,—The communication from the City Clerk submitted herewith requests an appropriation of \$5,000 for completing the work of duplicating the City of Boston records.

For the reasons advanced therein it seems that this appropriation is reasonable and advisable and I accordingly recommend the passage of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
City Clerk's Office, January 25, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—Last year a preliminary appropriation was provided by the Mayor and City Council to enable me to begin the work of duplicating by the micro-film process those records of the City of Boston of which no copies or duplicates have ever been made.

In some degree this undertaking was experimental, but I am pleased to report that the expenditure of this preliminary appropriation has produced results which are eminently satisfactory.

The cost per page has been greater than I had estimated due to several factors. One was that the normal output per hour was considerably reduced owing to the high standard of clearness and accuracy which I required; and another was that it seemed advisable to obtain both a negative and a positive film while the work was in hand.

If I am granted a further appropriation of \$5,000 I am satisfied that it will be sufficient to complete the work on the Boston records and perhaps go some ways towards reproducing the ancient records of the annexed towns, such as Dorchester, Roxbury and Charlestown.

As originally planned, when the work is finished a complete set of duplicates will be stored in the Boston Public Library to provide against the possible destruction of the originals.

In addition, through the very much appreciated cooperation of the Trustees and the Director of the Boston Public Library, the duplicate records are to be made conveniently available to the public on request by reproducing the positive films on the reading machines at the Library Building.

The records which I propose to duplicate are constantly consulted by historians, antiquarians, genealogists and attorneys, under conditions which, to say the least, do little credit to the City of Boston. Up to the present time it has seemed impossible to improve those conditions except by the construction of a new City Hall, or a Hall of Records, at a prohibitive expense.

The situation can now be remedied by the expenditure of the comparatively small sum of \$5,000, which is requested herein.

Yours respectfully,
W. J. DOYLE, City Clerk.

Ordered, That the sum of five thousand dollars be, and hereby is, appropriated, to be expended by the City Clerk as a special appropriation for the Care and Preservation of Old Records and Historic Papers; said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

ANNUAL BUDGET.

The following was received:

City of Boston,
Office of the Mayor, January 27, 1941.
Honorable Council of the City of Boston.

Gentlemen,—Section 3 of the amended City Charter of the City of Boston provides that within thirty days of the commencement of the fiscal year the Mayor shall recommend and submit to the City Council his appropriations for maintenance purposes for the current year. Accordingly, I herewith recommend to your Honorable Body the maintenance appropriations for the fiscal year beginning January 1, 1941, and ending December 31, 1941, for the city and county departments. There is submitted, in addition, my allowances for the revenue departments of the city which are, as you are aware, self-sustaining and are not provided for from tax collections, but from fees charged for their services. I am happy to say that it is a reduced budget, not by a fortunate turn of events, but through the resourcefulness of the city administrators in their daily duties. To achieve this reduction in operating costs of the city departments requires constant vigilance, review, and analysis of operations. Each year it becomes increasingly more difficult to submit an appropriation bill which carries us further along the road of retrenchment. In order to be able at the commencement of the fiscal year to submit a smaller budget, it is necessary to institute savings and economies throughout the year, and for me to give constant executive supervision to these policies and practices, and this involves not only attention to the policy in its broadest aspects, but close attention to the detail of the many departments. In some instances we have been scratching rock bottom, and in other instances in the interest of prudent administration the low level of former years can no longer be retained. The broadest consideration of human need and adequate service in some cases impel an orderly retreat from former low levels. In certain instances, such as in the case of the Planning Board, I feel that a larger appropriation is vitally related to the future welfare of the city. Recent trends in municipal service point to the constant need for growth in certain fields, particularly in the providing of adequate hospitalization for the needy or medically indigent, in preventive health work, and in providing adequate recreation facilities for our children. Notwithstanding these increased demands, I have endeavored to offset them by economies elsewhere with the full knowledge that such a policy would meet with your approval.

CITY DEPARTMENTS.

	1940. Expenditures.	1940. Appropriations.	1941. Allowances.	Decrease.
Personal Service	\$19,533,897 08	\$19,741,050 00	\$19,395,298 23	\$138,598 85
Contractual Services.....	3,154,363 43	3,101,043 23	3,152,966 00	1,397 43
Equipment.....	553,466 16	565,510 74	546,016 00	7,450 16
Supplies.....	2,157,475 41	2,236,676 27	2,128,786 00	28,689 41
Materials.....	264,156 17	231,262 00	227,289 00	36,867 17
Special Items.....	11,616,197 77	11,687,595 00	10,514,009 00	1,102,188 77
Incidentals.....	35,757 35	31,470 00	29,320 00	6,437 35
Work Relief Program.....	1,958,707 31	1,960,739 02	1,858,850 00	99,857 31
Special Appropriations.....	1,670,163 43	1,807,305 00	1,238,323 45	431,839 98
	\$40,944,184 11	\$41,362,651 26	\$39,090,857 68	\$1,853,326 43

The allowances recommended for city departments total \$39,090,857.68. This represents a decrease of \$1,853,326.43 from the actual expenditures of 1940, and a reduction of \$2,271,793.58 from the corresponding appropriations of a year ago. These allowances represent all inclusive and total allowances for the ensuing year. The only variables of any moment are allowances for welfare and for snow removal. In another section of this message I have explained the appropriation for welfare and why I feel this appropriation is adequate. The allowance for snow removal is frankly an arbitrary one. It is considerably lower than the requirements of last year, but then again the St. Valentine's day blizzard of last year was something that only happens in a generation. The allowance, however, is an average based on the requirements of the past ten years. In that period in six of the years sums less than \$500,000 were expended annually, while in four of the years the amount required was greater than \$500,000.

Personal Service.

Last year in my message to the City Council I pointed out that, "from the records of the office of the Budget Commissioner it is to be noted that the allowance for Personal Service is the lowest appropriation on a full year salary basis, excepting pay cut years of 1933 and 1934, for city departments since 1928." The current allowances are \$345,751.77 below the allowances of last year and \$138,598.85 below the actual expenditures, a new low level for reduced costs for the period mentioned. Notwithstanding such reduction, sufficient allowance has been made in the Health, Hospital and Sanatorium Division, as well as the Long Island Hospital, beyond last year's expenditures to provide for any possible increase in their requirements. An increase in the staff of the Planning Board has been made to obtain the services of such technical assistance required for the community rehabilitation project and the preparation of a master plan for the city, including the study of congested areas, street pattern, parks and playgrounds, public building sites, public reservations, zoning, public utilities and pier head lines. An increase in the staff of the Law Department has also been made for the purpose of speeding up the settlement claims of the Welfare Department and the work of the Tax Title Division of this department. It has been necessary to increase the allowance of the Police Department to provide for additional patrolmen appointed during 1940. Provision has been made for step-rate increases for all employees covered by the sliding scale plan. Except as noted, no additional positions have been created in this budget, and all existing vacancies and anticipated retirements which experience indicated could possibly be dropped were eliminated.

Contractual Services.

Pursuant to the policy recommended by the Finance Commission, I have placed under contract several new districts for the removal of waste. The cost of these additional districts is

approximately \$100,000, which is offset by savings in other departments, resulting in a decrease of \$1,397.43 from 1940 expenditures.

Equipment.

The allowance for equipment, while showing a reduction of \$7,450.16, includes a larger allowance for the purchase of books for the Public Library. For some time past appropriations for the purchase of books have been below what may have been considered as normal requirements. Because I feel in these times that an enlightened public opinion is fundamental to the accurate functioning of the democratic process, I have allowed this additional appropriation in the hopes that it will be spent in the acquisition of volumes dealing with contemporary problems and conditions. In the other departments provision has been made for a normal replacement of necessary equipment.

Supplies.

The reduction of \$28,689.41 may be attributed to the continued close supervision over the purchasing and consumption of departmental and institutional supplies. I have, however, made ample provision for possible increases in prices of food, fuel, and medical supplies, which are the major items in this group.

Special Items.

The allowance for Special Items covers expenditures for public welfare, soldiers' relief, non-contributory pensions, and workmen's compensation, and shows a reduction of \$1,102,188.77. This reduction is practically entirely in the dependent aid allowance. The high peak load of cases under this item was reached in July of 1940, when the case load was 15,455, with a weekly expenditure of \$96,800. By September it had decreased to 14,395, with a weekly expenditure of \$90,000, and by late December it was down to 11,643, with a weekly expenditure of \$69,000. The allowances on this latter figure establish a reserve covering any possible reversal of the trend, but in view of the increased labor demands in the completion of defense contracts and general improvement in employment conditions, and after a talk with city and state welfare officials, as well as a review of general employment throughout the nation, I feel that what is allowed for welfare should be ample to meet the entire needs for the coming year. I repeat here a statement I have made on many occasions, that whatever may be the number of cases for which the city must provide, no worthy person or family, no matter what the cost, will be refused the necessities of life.

Work Relief Program.

The requirements of the Federal Government that sponsors make additional contributions to the maintenance of the work relief program, plus the fact that projects relating to defense activities will require additional expenditures, the continuation of the extensive construction program in the Paving and Sewer Divisions of the Public Works Department, and the continued improve-

ment of the parkways and roadways under the control of the Park Department, make it desirable to continue to appropriate on practically the same scale as heretofore.

Special Appropriations.

The total of the various allowances under this group reflect a net decrease of \$431,839.98 from expenditures for 1940. The reduction is due mainly to the decrease in the allowance for snow removal from the 1940 expenditure, and which I have referred to elsewhere. An allowance of \$21,000 has been made for reconstruction of streets under chapter 90 of the General Laws,

while no allowance was made in 1940. I am again making an allowance of \$75,000 for the partial reconstruction of the roof of the Central Library, Copley square. In the event there is a balance in the Snow Removal appropriation, it is my intention to transfer this balance to the appropriation for the Reconstruction of the Library Roof, so that all or another section of this roof may be reconstructed this year. An allowance of \$148,323.45 for Sewerage Works is included in this group in accordance with the provisions of section 5 of chapter 224 of the Acts of 1936, to meet the amount to be raised by taxation for capital construction in the Sewer Division of the Public Works Department.

COUNTY DEPARTMENTS.

	1940. Expenditures.	1940. Appropriations.	1941. Allowances.	Decrease.
Personal Service.....	\$2,581,837 06	\$2,591,811 46	\$2,643,681 85	* \$60,844 79
Contractual Services.....	619,920 49	620,847 10	583,274 18	36,646 31
Equipment.....	47,138 23	42,448 00	46,320 00	818 23
Supplies.....	280,184 42	273,836 00	267,648 00	12,536 42
Materials.....	20,147 42	20,250 00	20,925 00	* 777 58
Special Items.....	73,193 80	64,169 76	69,674 68	3,519 12
Work Relief Program.....	11,332 67	24,500 00	25,000 00	* 13,667 33
Special Appropriations.....	1,000 00	1,000 00	1,000 00	
	\$3,634,754 09	\$3,638,862 32	\$3,656,523 71	\$21,769 62

* Increase.

The increase in appropriations over 1940 expenditures in the county departments is mandatory by statute or the result of policies inaugurated by county officials over whom I have no control. The main increase is for Personal Service, and is due to step rates provided under the County Compensation Plan, increases to Probation and

Court Officers outside the Plan, mandatory by statute, and full provision for positions which were vacant for the whole or most of last year. There is also an increased allowance for Work Relief Program for W. P. A. projects to be undertaken by the Court House Commission.

REVENUE DEPARTMENTS.

	1940. Expenditures.	1940. Appropriations.	1941. Allowances.	Decrease.
Personal Service.....	\$1,218,157 14	\$1,239,800 00	\$1,219,251 16	* \$1,194 02
Contractual Services.....	222,089 29	210,965 80	202,842 80	18,246 49
Equipment.....	43,263 36	49,084 00	57,190 40	* 13,927 04
Supplies.....	44,578 43	42,864 00	42,205 54	2,372 89
Materials.....	126,509 71	154,365 00	127,818 00	* 1,308 29
Special Items.....	16,399 96	16,625 28	14,784 40	1,615 56
Work Relief Program.....	99,383 48	94,000 00	46,000 00	53,383 48
Special Appropriations.....	130,315 86	130,600 00	128,600 00	1,715 86
	\$1,899,697 23	\$1,938,304 08	\$1,838,792 30	\$60,904 93

* Increase.

Although the revenue departments of the city are self-sustaining, for your information there is given above a table in comparative form showing the group distribution.

I have again instituted an allotment budget for the various city and county departments, so that control of expenditures will be operative during the deliberations of the budget by your Honorable Body. Allotments have been made for January and February, and additional allotments will be made until the passage of the budget.

The allowances I have recommended provide sufficiently for the continued proper and efficient

operation of the city. I expect cooperation of all departments in an economical administration of expenditures.

Respectfully,
MAURICE J. TOBIN, Mayor.

APPROPRIATIONS AND TAX ORDERS FOR THE FINANCIAL YEAR 1941.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, for performing the duties and exercising the powers devolved by statute or ordinance, or by vote of the City Council

during the year, upon the City of Boston, or County of Suffolk, or the departments or officers thereof, the respective sums of money specified in the tables and schedules hereinafter set out be, and the same are, hereby appropriated for the several departments and for the objects and purposes hereinafter stated.

Ordered, That the appropriation for Water Service, current expenses, and the payment to the State, under the provisions of chapter 488 of the Acts of 1895, and acts in addition or amendment thereto, and for the interest and debt requirements or for loans issued for water purposes be met by the income of said works and any excess over income from taxes; that the appropriation for Printing Department be met by the department income and any excess over income from taxes; and the appropriation for the *City Record* be met by the income of said publication and any excess over income from taxes; and the appropriation for the Traffic Tunnel be met by the income from tolls and any excess over income from taxes, in accordance with the provisions of section 11, chapter 297, of the Acts of 1929, as amended by chapter 74 of the Acts of 1935; and the appropriation for the Foreclosed Real Estate Division be met by the income of said division, exclusive of proceeds from the sale of foreclosed property, and any excess over income from taxes; that the other appropriations hereinafter specified be met out of the money remaining in the treasury at the close of business on December 31, 1940, exclusive of the money raised by loan or needed to carry out the requirements of any statute, gift, trust or special appropriation by the income of the financial year beginning January 1, 1941, and by taxes on the polls and estates in the City of Boston, and by the proceeds of any duly authorized loans.

Ordered, That all sums of money which form no part of the income of the city, but shall be paid for services rendered or work done by any department or division for any other department or division, or for any person or corporation other than the City of Boston be paid into the general treasury, and that all contributions made to any appropriation be expended for the objects and purposes directed by the several contributors thereof.

Ordered, That all taxes raised to meet the appropriations of the city, and all taxes assessed for meeting the city's proportion of the State tax for the year 1941, or for any other taxes or assessments payable to the Commonwealth shall be payable in two equal installments, on July first and on October first of 1941; that interest shall be charged on all taxes remaining unpaid after the first day of November, 1941, in accordance with the provisions of chapter 59, section 57, of the General Laws, as amended, until paid, except the taxes assessed upon shares of national banks, which shall bear interest at the rate of 12 per cent per annum from the first day of October, 1941, until paid, and that all interest which shall have become due on taxes shall be added to and be part of such taxes.

Ordered, That except as the appropriation for any purpose or item shall be increased by additional appropriations or transfers lawfully made, no money shall be expended by any department for any of the purposes or items designated in the tables and schedules hereinafter set out in excess of the amount set down as appropriated for such specific purpose or item.

DEPARTMENTAL ALLOWANCES RECOMMENDED BY MAYOR FOR 1941.

CITY DEPARTMENTS.	
Department.	1941 Allowances.
Art.....	\$407 00
Assessing.....	285,426 62
Auditing.....	83,155 42
Boston Port Authority.....	59,111 70
Boston Retirement Board.....	33,106 93
Boston Traffic Commission.....	144,360 77
Budget.....	13,883 00
Building.....	174,604 94
Board of Appeal.....	12,999 00
Board of Examiners.....	4,711 00
City Clerk.....	44,109 32
City Council.....	85,188 00
City Council Proceedings.....	10,650 00
City Documents.....	12,800 00
City Planning Board.....	25,240 00
Collecting.....	153,445 87
Election.....	197,323 34

1941 Allowances.	
Department.	Allowances.
Finance Commission.....	\$50,000 00
Fire.....	3,927,567 31
Wire Division.....	83,795 94
Health.....	902,087 28
Hospital.....	3,221,955 28
Sanatorium Division.....	634,087 21
Institutions:	
Central Office.....	43,859 00
Child Welfare Division.....	348,611 18
Long Island Hospital.....	743,669 97
Steamer "O'Meara".....	33,500 00
Law.....	170,375 90
Library.....	1,272,380 00
Licensing Board.....	55,306 05
Market.....	15,283 17
Mayor, Office Expenses.....	74,270 00
Park.....	860,254 63
Cemetery Division.....	41,095 67
Police.....	5,859,646 92
Public Buildings.....	425,418 46
Public Welfare.....	
Central Office.....	9,867,529 00
Temporary Home.....	9,530 00
Wayfare's Lodge.....	12,965 00
Public Works:	
Central Office.....	32,463 00
Bridge Service.....	404,539 89
Ferry Service.....	217,374 23
Lighting Service.....	923,788 00
Paving Service.....	897,066 06
Sanitary Service.....	1,989,845 63
Sewer Service.....	441,982 99
Registry.....	57,961 48
Sinking Funds.....	2,715 00
Soldiers' Relief.....	702,633 28
Statistics.....	8,703 00
Street Laying-Out.....	150,682 93
Supply.....	54,470 00
Treasury.....	71,983 00
Weights and Measures.....	43,764 86

SPECIAL APPROPRIATIONS.

Bridge Repairs, Etc.....	\$20,000 00
Contingent Fund.....	300,000 00
Conventions and Entertainment of Distinguished Guests.....	10,000 00
Public Celebrations.....	39,000 00
Reserve Fund.....	125,000 00
Snow Removal.....	500,000 00
Reconstruction of Central Library Roof.....	75,000 00
Reconstruction of Streets.....	21,000 00
Sewerage Works.....	148,323 45
Work Relief Program.....	1,858,850 00
Total.....	\$39,090,857 68

COUNTY DEPARTMENTS.

1941 Allowances.	
Department.	Allowances.
Suffolk County Courthouse, Custodian.....	\$333,362 66
County Buildings.....	82,617 36
Jail.....	221,428 22
Supreme Judicial Court.....	55,797 07
Superior Court, Civil Session, General Expenses.....	456,765 74
Superior Court, Civil Session, Clerk's Office.....	188,556 13
Superior Court, Criminal Session..	486,878 99
Probate Court.....	26,897 50
Municipal Court, City of Boston..	524,912 30
Municipal Court, Charlestown District.....	32,681 80
East Boston District Court.....	31,599 88
Municipal Court, South Boston District.....	35,782 08
Municipal Court, Dorchester District.....	45,836 32
Municipal Court, Roxbury District.....	120,999 45
Municipal Court, West Roxbury District.....	43,711 90
Municipal Court, Brighton District.....	23,178 00
Boston Juvenile Court.....	29,494 55
District Court of Chelsea.....	41,262 02
Registry of Deeds.....	191,853 98
Index Commissioners.....	24,886 42
Insanity Cases.....	38,110 00
Medical Examiner Service, Northern Division.....	24,804 86
Medical Examiner Service, Southern Division.....	16,618 32

Department.	1941 Allowances.
Associate Medical Examiner Service, Northern Division	\$2,045 00
Associate Medical Examiner Service, Southern Division	1,955 00
Miscellaneous Expenses:	
Auditing	17,792 34
Budget	6,020 90
Collecting	800 00
Sheriff	4,775 00
Treasury	5,625 00
Granite Avenue Bridge	3,076 70
Penal Institutions:	
Office Expenses	34,580 44
House of Correction	422,352 41
Steamer "Michael J. Perkins"	53,465 37
Social Law Library	1,000 00
Work Relief Program	25,000 00
Total	<u>\$3,656,523 71</u>

REVENUE DEPARTMENTS.

Printing Department	\$332,420 95
Departmental Stationery and Postage	106,000 00
City Record, Publication of	26,920 00
Foreclosed Real Estate Division, Public Works:	
Water Service	1,019,096 35
Summer Traffic Tunnel	228,554 36
Collecting—Water Division	102,500 64
Auditing—Water Division	700 00
Total	<u>\$1,838,792 30</u>

GRAND SUMMARY.

City Departments	\$39,090,857 68
County Departments	3,656,523 71
Total	\$42,747,381 39
Revenue Departments	1,838,792 30
Grand total	<u>\$44,586,173 69</u>

Referred to Committee on Appropriations.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

- Camille Ardolino, for compensation for injuries caused by an alleged defect in North street.
- Richard F. Barker, for compensation for injuries caused by an alleged defect at 148 Centre street, Dorchester.
- Clara Beeman, for compensation for injuries caused by an alleged defect in Commonwealth avenue.
- John P. Burke, for rebate on fruit license.
- John Cavanagh & Son Building Moving Company, for loss of shoring of building by city employees.
- Walter L. Dooley, for compensation for damage to car caused by an alleged defect in Morton street.
- Daniel Duncan, for compensation for damage to coat at Probation Office, Roxbury.
- Thomas J. Fay, for compensation for damage to car.
- Charles L. Fowler, for compensation for injuries to son by city truck.
- George Francoeur, to be reimbursed for execution issued against him.
- Joseph Green, for compensation for damage to car by police car.
- Agnes V. Hogg, for compensation for injuries caused by an alleged defect in Tremont street.
- John F. Howard, for compensation for damage to car caused by an alleged defect at 80 Crockett avenue.
- Horace V. Kyes, for compensation for damage to car caused by an alleged defect at Shawmut avenue and Broadway.
- Patrick F. Logan, for reimbursement for execution issued against him.
- Patrick F. Logan, for reimbursement for execution issued against him.
- Lillian Manning, for compensation for injuries caused by an alleged defect at Church and Stuart streets.

- Thomas J. Monahan, for compensation for damage to coat at Probation Office, Roxbury.
- Felix Pazasis for compensation for damage to car by city truck.
- Estate of P. E. Richardson, for compensation for loss of ash barrels by ash men.
- James Scenna, for compensation for damage to property at 235 Harrison avenue, by bursting of water main.
- Edward F. Sullivan, for compensation for damage to car by snowplow.
- Waldorf System, Inc., for refund on awning permits.
- John McDonnell, for compensation for damage to property by backing up of sewage.
- Michael O'Reilly, to be reimbursed for loss of clothing at City Hospital.

Committee on Licenses.

Petition of Boston Elevated Railway for license to operate motor vehicles between junction of Cambridge street and North Harvard street and the junction of Hopedale street and North Harvard street, over Cambridge street, Windom street and Hopedale street.

Petition of Boston Elevated Railway for license to operate motor vehicles between junction of Granite avenue and Hill Top street and junction of Granite avenue and Milton street, over Hill Top street, Lenoxdale avenue and Milton street.

Petition of Kohler Company for driveway opening at Claffin street, Ward 6.

Executive.

Petition of Ann Marie Harrigan to be paid an annuity on account of death of her husband, Stephen P. Harrigan, late member of Police Department.

Petition for children under fifteen years of age to appear at places of public amusement, viz.:

Mildred Davenport, Recital Hall, February 14.

MAYOR'S ABSENCE FROM CITY.

Notice was received from the Mayor of his absence from the city for the period beginning January 18 and ending January 23, 1941.
Placed on file.

COMMUNICATION FROM POLICE COMMISSIONER RE JUNIOR POLICE.

The following was received:

City of Boston,
Police Department, January 22, 1941.

Mr. Wilfred J. Doyle,
City Clerk, Boston.

My dear Mr. Doyle,—I wish to express to the honorable members of the City Council, through you, my most sincere appreciation of the action taken by them in adopting the resolution submitted by Councilors M. H. Sullivan and Goode with reference to the good work accomplished by the Boston Junior Police Corps.

Since the inauguration of the Junior Police Corps it has been possible to give hundreds of youngsters throughout the city a summer vacation amid wholesome surroundings and to provide a number of activities of interest to growing boys which, ordinarily, they would not have the opportunity to enjoy.

It has been my experience that a great deal of good can be accomplished along these lines, and, of course, I am very much gratified that the purposes for which the Corps was established have the approval and support of the Honorable City Council.

Very truly yours,
JOSEPH F. TIMILTY,
Police Commissioner.

Placed on file.

MINORS' LICENSES.

Applications for minors' licenses were received from seventy-eight newsboys and six bootblacks, Applications granted under usual conditions.

APPROVAL OF CONSTABLE'S BOND.

The constable's bond of Solomon Gorfinkle, having been duly approved by the City Treasurer, was received and approved.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following reports on petitions for driveway openings:

Philip N. Winkler (referred October 14, 1940), Sarah Yanopky (referred November 18, 1940), Kenneth F. Keyes, The Texas Company (referred November 18, 1940)—recommending that permits be granted.

Report accepted; permits granted under usual conditions.

ELECTION OF CITY CLERK.

Coun. ENGLERT offered the following:

Ordered, That the Council now proceed to the election of a City Clerk, to serve for the term of three years beginning with the first Monday in February, 1941, and until his successor is elected and qualified.

The order was passed.

Assistant City Clerk Hynes called the roll, each member responding as his name was called, all the members present (nineteen) voted for Wilfred J. Doyle, and he was elected to be City Clerk. (Applause.)

Chairman SHATTUCK—The Chair will state that Mr. Doyle wishes to extend his thanks to the Council for their very substantial expression of appreciation.

MAKING OF MARCH 17 A LEGAL HOLIDAY.

Coun. CAREY offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of House Bill No. 389, providing that Evacuation Day, March 17, be made a legal holiday in the County of Suffolk and that all public offices be closed on that day.

Passed under suspension of the rule.

REMOVAL OF SNOW FROM SIDEWALKS.

Coun. CAREY offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to instruct the captains in the various divisions to enforce the ordinances with reference to the removal of snow from sidewalks, particularly in front of vacant lots, throughout the city.

Coun. CAREY—Mr. President, I have in mind several lots of privately owned vacant land in Ward 10, and a similar situation no doubt exists throughout the city, where the owners of this private property neglect to clear the snow from the adjacent sidewalks. The failure to clear these sidewalks makes it very dangerous for those who, under the existing conditions, still use these walks, but there are many pedestrians who either will not, because of the dangerous conditions, or cannot use such sidewalk, and instead use the abutting highway, at the peril of their lives. There is absolutely no reason why the owners of these vacant lots should be granted any privilege not extended to other owners, and in view of the large amount of snow now on these sidewalks I request that this order be dispatched immediately to the Police Commissioner with the request that necessary action be taken at once by him and by the various division captains.

The order was passed under suspension of the rule.

REGISTRATION FOR SNOW WORKERS.

Coun. CHASE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for another day of registration for snow workers in order that those citizens of Boston who were not aware of the new system, or were unable to take advantage of it, may register.

Coun. CHASE—Mr. President, my reason for introducing this order is that it has been called to my attention by a number of citizens of Boston that they were not aware of this new system and that, therefore, they failed to register. As a matter of fact, several people have approached me and told me that they were not even in the city during the week of registration and that, therefore, they had no opportunity to take advantage of it.

One of the boys happened to be a member of the National Guard, who went down to Camp Huilen in Texas, where he was honorably discharged because of some physical imperfection; and I presume that there are many citizens of Boston who today would like to take advantage of this registration and to work on removal of snow, but who, for one reason or another, are not registered. I believe other members of the Council will agree with me that the Public Works Commissioner should hold one more day for registration it would be quite helpful to those not already registered.

Coun. GOODE—Mr. President, I think the order offered by the councilor from Ward 4 is a very worthy one. I think the recent snowstorm has demonstrated that the registration of snow-removal workers is to the advantage of all concerned. In my particular district, I feel that the foreman of the paving yard, Mr. Farren, and his assistant, Mr. Donnelly, should receive the commendation of this Body. As a whole, a very efficient job has been done in my district, except that, unfortunately, in one section, Mattapan square, the work was let out this year on contract for removal of snow. I don't know what system is used, but I understand that the contractors were notified in this case on Friday evening, to be prepared to remove the snow, and I know that the city yards in other sections did remove snow, but in the section supposed to be covered by the contractors, business was considerably hampered through failure to remove the snow. In fact, churchgoers in the immediate neighborhood were held up and delayed considerably in that part of the district. I feel that some penalty should be exacted from the contractor who failed in that respect, and if it is found that he lacks equipment or is unable to carry out the contract, the Public Works Commissioner should see that the removal of the snow is done by somebody else. Commissioner Hyland is to be congratulated on the efficiency of the public employees, who did a very commendable job, and it is unfortunate that there is not greater control over contractors who have fallen down on their snow-removal contracts.

Coun. RUSSO—Mr. President, I heartily agree with the order that has been presented by the councilor from Ward 4 (Coun. Chase). I heartily agree with his suggestion that the commissioner should be asked, through his Honor the Mayor, to consider the reopening of registration of snow-removal workers. In connection with this last snowstorm I think I am not exaggerating when I say that fifty individuals came to me, men who had not become registered and who therefore were unable to help on snow removal. I do feel that more than one day may be necessary, that one day will not be sufficient to give time to those who are anxious to work on snow removal and who wish to be registered. So I feel that the order should be amended to read "day or days."

The amendment was adopted, and the order as amended was passed under suspension of the rule.

HEROISM OF COUNCILOR JOHN C. WICKES.

Coun. GOODE, HURLEY and FISH offered the following:

Resolved, That the Boston City Council, in regular meeting assembled, desires to commend City Councilor John C. Wickes of Ward 17 for an outstanding act of heroism in which he rescued from drowning at Muddy river on March 7, 1940, two Roxbury boys, Henry and Elliot Gillard, aged eleven and nine years respectively. The Boston City Council congratulates Councilor Wickes on the award to him by the Massachusetts Humane Society of its medal, and also upon the outstanding distinction incumbent upon his receipt of the Carnegie Bronze Medal Award.

Resolved, That a copy of this resolution be presented to City Councilor John C. Wickes of Ward 17.

Coun. WICKES—Mr. President and fellow members of this Honorable Body, I wish to thank you all at the present time for this expression of congratulation, but I am sure that if any one of you had been confronted with the same situation, you would have acted in a manner that would have reflected credit on this Honorable Body.

The resolution was adopted by a unanimous rising vote.

SNOW DUMPING, WILLIAM CARTER PLAYGROUND.

Coun. D. F. SULLIVAN offered the following: Ordered, That his Honor the Mayor instruct the Commissioner of Public Works and the Park Commissioner to stop contractors from dumping snow in the William Carter Playground, Columbus avenue, Ward 9.

Coun. D. F. SULLIVAN—Mr. President, last year I introduced a similar order, requesting that there be no more snow dumped by contractors in the William Carter Playground. The dumping of snow not only stops the children from skating there during the season, but it also ruins the ballfield for the coming summer. We all know that the playground is in a deplorable condition as the result of tractors and trucks going over it when they are dumping snow. Within the past three weeks I introduced an order asking the Public Works Commissioner to instruct contractors not to dump snow on the William Carter Playground, but this morning a snow contractor started dumping snow there, and apparently no notice is being paid to the protest I have made as representing the citizens of the district. Twenty or twenty-five from that area have asked me to protest. I assured the people last year that there would be absolutely no more snow dumping on the William Carter Playground, and I hope the Mayor will use the power of his office to see to it that, no matter what the cost is, dumping shall be done in some other place, that there will be no more snow dumping on this playground.

The order was passed under suspension of the rule.

EXTENSION OF FIVE-CENT FARE LIMIT.

Coun. D. F. SULLIVAN and HURLEY offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to extend to the terminal entrance the present five-cent fare limit on all bus and car lines entering the Dudley street terminal.

Passed under suspension of the rule.

LEASE OF ELIZABETH PEABODY SCHOOL.

Coun. RUSSO offered the following:

Ordered, That the School Committee be, and hereby is, authorized to lease to the Navy Yard Chapter No. 17, Disabled American Veterans of the World War, the Elizabeth Peabody School on Poplar street, Ward 3, upon such terms and conditions as the said Committee may deem advisable.

Passed under suspension of the rule.

LARGER APARTMENTS IN HOUSING UNITS.

Coun. HURLEY offered the following:

Ordered, That the officials of the Boston Housing Authority be requested, through his Honor the Mayor, to consider changes in the plans for apartments in housing units to be erected in the Orchard Park and South End districts of Ward 8, —to make available to the residents of these districts apartments with a sufficient number of rooms to accommodate large families.

Passed under suspension of the rule.

LIGHTING CONDITIONS, SOUTH END.

Coun. HURLEY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of the street lighting conditions in the South End section of Ward 8, and arrange for additional lighting facilities.

Passed under suspension of the rule.

TRAFFIC CONDITIONS, HARRISON AVENUE AND DEDHAM STREET.

Coun. HURLEY offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the traffic conditions in the immediate vicinity of Harrison avenue and Dedham street, and to arrange for the installation of additional signs for the protection of children crossing at this intersection.

Passed under suspension of the rule.

INDORSEMENT OF HOUSE BILL 287.

Coun. COFFEY offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of House Bill 287, entitled, "An Act Creating a Port of Boston Reconstruction Commission and Defining Its Powers and Duties."

Passed under suspension of the rule.

INDORSEMENT OF SENATE BILL 173.

Coun. COFFEY offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of Senate Bill 173, entitled, "An Act Establishing in the Department of Public Safety a Division of Marine Safety, Pilotage and Salvage."

Passed under suspension of the rule.

USE OF VACANT FACTORIES FOR INSTRUCTION IN TRADES.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor request the W. P. A. or N. Y. A. authorities to make a survey of the vacant factories and shops in Readville, Hyde Park, Mattapan and other sections of Boston with a view to equipping this vacant space with the necessary machinery to instruct the youth of the city in trades necessary to national defense.

Coun. GOODE—Mr. President, I read with considerable interest in the Boston Post this morning that the National Youth Administration was sending 200 or 300 young men up to Eastport, Maine, for instruction in essential trades connected with the national defense. In my travels throughout the city I have found many places, especially in my own district, places in Readville, Hyde Park and Mattapan, reminiscent of the times when they were factory districts, which are now vacant and which could afford space that could be utilized for this work. I hope, therefore, that the National Youth Administration and the W. P. A. authorities will investigate the situation and see if such places could not be obtained and equipped with machinery, so that the young men of Boston who are anxious to learn trades will have the opportunity to be employed in that way in the national defense. In that way, not only those in the National Youth Administration, but those under the W. P. A.—men who perhaps might be beyond the age where they could be called upon for ordinary service — would be enabled to learn a trade and, when the emergency is over, would be fitted for work in different lines. I sincerely trust that the Body will see fit to pass the order.

The order was passed under suspension of the rule.

PIPE MAINS USED FOR INFLAMMABLE FLUIDS.

Coun. FISH offered the following:

Ordered, That the Corporation Counsel, through his Honor the Mayor, inform the City Council whether or not the contemplated laying of pipe mains under our public streets, lanes, or highways, for the purpose of wholesale distributing of gasoline, oils, and other inflammable fluids, must have the approval of both the Mayor and City Council of the City of Boston.

Passed under suspension of the rule.

MODERNIZING OF CERTAIN BRIDGES.

Coun. FISH offered the following:

Ordered, That in the opinion of the City Council sufficient funds be provided immediately to modernize the Northern Avenue and Summer Street Bridges across the Fort Point Channel.

Coun. FISH—Mr. President, I have a newspaper clipping here with the heading "Demands Bridges be Modernized." I submit this clipping in connection with the order I have offered.

(The clipping, from the Boston Post of January 15, 1941, is as follows:

"DEMANDS BRIDGES BE MODERNIZED.

"A demand that Boston's obsolete bridges be modernized was voiced yesterday by Frank S. Davis, manager of the Maritime Association, after he had received many complaints from shipping interests, in consequence of breakdowns at the Northern Avenue and Summer Street Drawbridges across Fort Point Channel Monday night, which caused a delay of twelve hours to vessels operating in that area. Repairs were finally effected yesterday. The steamer 'Corozal', whose departure was held up twelve hours, put to sea yesterday morning. Several tugs were caught between the bridges and had to remain during Monday night.")

Although this is a small article, it suggests a measure of real interest and importance to the City of Boston. Briefly, in our city we have to consider the demands of land and water business or commerce. It is necessary, in considering our business interests in Boston, particularly in times like these, to consider them both from a land and water point of view. We have already given a lot of attention to the problem, even though some of us may not have gone quite to the extent of favoring the \$19,000,000 proposed for a highway, most of which, I believe, is to relieve the banks of merchandise tied up with their bonds. Certainly something must be done with reference to our port business. We have a good port, the easiest to get into of any port on the coast. At one time it was of as much importance from a European point of view as the port of New York is today. We have a good Port Authority, composed of men who willingly give their time and energy. I believe our port business should be always on the upgrade, particularly when business, generally is on the upgrade. On the contrary, however, we have already lost one after another of our large shipping companies, and it looks as if we were going to lose more as the months progress. I don't think an expenditure of two million would be too much to modernize these bridges, which apparently are structurally defective, and if they go entirely out of commission it is going to cost us an immense volume of business. I think an expenditure to modernize these bridges, as suggested in my order, would be a wise expenditure, and I trust that the order will pass the Council.

The order was passed under suspension of the rule.

CHANGES IN WATER RATES.

Coun. FISH offered the following:

Ordered, That, acting under authority of section 22, chapter 27, of the Revised Ordinances of 1925, the Commissioner of Public Works, with the approval of the Mayor, affect the following changes in the Water Division:

1. A reduction of 25 per cent in the present water rates.
2. Reduce present \$10 minimum charge to \$7.50.
3. Those on minimum rates and who do not consume the number of feet allowed in that charge shall be credited for unused balance.

Ordered, That the Mayor consider the advisability of crediting on succeeding water bills any accumulated profits now on hand or which may be collected in the future for water consumption.

Coun. FISH—Mr. President, briefly, in these two orders I have not only suggested a reduction of 25 per cent in water rates, but I have also recommended that any surplus that there may be on hand, which has not been previously allocated be credited to people on their next water bill. After all, we are not in business to sell water at a profit. It is the duty of the City of Boston to supply water at cost, although I wish now to commend Mayor Tobin, who has in the past three years put this division of the Department

of Public Works on a better than paying basis. For three years we have shown a 25 per cent profit on water. I believe that if we maintain the same rate for the next year it is reasonable to assume that we are again going to receive the 25 per cent profit. I don't think we should be doing that, and I am merely bringing the matter to the attention of his Honor the Mayor, as I know that he in his fairness will give it due consideration.

The orders were referred to the Executive Committee.

ADDITIONAL MAN ON ONE-MAN CARS.

Coun. HURLEY and D. F. SULLIVAN offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to assign an additional man to act as conductor on all cars, now one-man operated, during the rush hours of the morning and evening.

Coun. HURLEY—Mr. President, last Tuesday I attended a meeting at the Roxbury Board of Trade, presided over by my colleague Dan Sullivan. It was called for the purpose of devising plans to relieve congestion in the Roxbury retail district. We had as a guest speaker there Mr. Philip Desmond, representing the City Traffic Department, and also a gentleman representing Mr. Dana of the Boston Elevated. One of the questions asked of the gentleman who appeared for the Elevated was asked by Judge Frankland W. Miles.—Why the Elevated did not during rush hours have cars manned by two men, a motorman and a conductor? The gentleman representing the Elevated said that that was put into effect in the interest of economy. There was also brought out the number of fatal accidents to children jumping on the backs of the cars and attempting to crawl in the windows, and then jumping off and getting in the path of automobiles, thereby being killed or maimed. We realize, of course, that economy is a big problem for a large corporation like the Boston Elevated, but there is also the problem of dealing with traffic congestion. I have at various meetings of the Council brought up questions concerning traffic congestion in Boston and have always been deeply interested in anything that would eliminate such congestion. From my own observation I have come to the conclusion that the two greatest things causing traffic congestion in Boston are cruising taxicabs that go around in busy hours, up and down and around our busy thoroughfares, cruising at four or five miles an hour, seeking fares. While they are doing that other means of transportation behind them are tied down to the same rate of speed, four or five miles an hour. That is one serious cause of traffic congestion. Another serious cause which I have continually observed comes from the one-man cars. I have observed them, for example, making a car stop while the man in charge is making change for thirty or forty people boarding the car. Where people don't have a ten-cent piece, the man has to make change. The car, which on one of these occasions, we will say, is at Southampton street, then proceeds to Northampton street, and there another large group from the City Hospital has to be dealt with, and the same procedure ensues, the man taking money from one individual and making change for another, while the car is kept at a standstill. While it remains at a standstill the traffic following the car is also at a standstill. The streets are narrow, and it is impossible to pass while one of these cars is taking on or letting off passengers. So it means that in the business hours all forms of traffic are at a standstill while such cars of the Boston Elevated are making these stops. I think in the interest of economy, not only of the Elevated but of the car-riders, the people of Boston, it would be well to consult with the trustees of the Elevated Railway and ask them, in the interest of the people of Boston and the interest of traffic efficiency, if this system cannot be done away with. After all, the people are paying the Elevated deficit of two and a half million dollars a year and, I believe, are entitled to very much-needed relief from this dangerous practice of the one-man cars in Boston during rush hours. I know that a lot of orders introduced in this Body deal with purely routine matters, but this seems to me extremely important, and I sincerely hope that the suggestion which was made at the meeting of the Roxbury Board of Trade last Tuesday will be given serious consideration, not only for the

relief of traffic congestion in Boston but to remove the threat to children's lives and limbs caused by the present mode of operation of one-man cars in Boston.

Coun. TAYLOR—Mr. President, while much that the councilor has said, particularly as to traffic congestion caused by the present operation of one-man street cars, is true, I have in mind another thing. It is true that Boston taxpayers pay the bill when there is a deficit, and we do have a deficit every year ranging from two million dollars upwards. I realize, of course, as we all do, that that is a great burden upon our citizens, and I realize, of course, that the present method of operating one-man cars under traffic conditions as they exist in our city brings about additional hardship. I think, however, that this matter can be reached in another way, without increasing the expense of the City of Boston in order to pay an additional amount to the stockholders of the Boston Elevated Railway. I have something different in mind that I think will relieve the situation and save money to the City of Boston. We have a law saying that motor vehicles cannot pass street cars on the left. There is some question, in actual operation, whether it is dangerous to public safety to pass street cars on the left, because in the city of Providence, which has received the safety traffic medal for many years, automobiles are allowed to pass street cars on the left. I would suggest, therefore, instead of putting this matter to vote immediately in the Body, that some consideration should be given to that question of allowing motor cars to pass street cars on the left, and I would suggest in that connection that this matter be referred to the Committee on Public Safety. I would make that motion.

Coun. HURLEY—Mr. President, I disagree with my colleague on the question of added expense. I say that there is another side to be considered—the delay to the people in getting to and from their destination, and the injury to business, resulting from the delay at present in one-man car operation. I say that one-man cars take a longer time to make trips than two-man cars, and that that delay more than makes up for the added expense of the additional man on the car. I am talking about service to the people of the City of Boston, and I am very much interested in giving that proper service and in removing this serious cause of traffic congestion. I am sure that this serious trouble at present can be stopped by having an additional man on the car, particularly in the busy hours of the day; and with two men on the car you will avoid the present trouble that comes from children climbing on the rear and trying to get into windows and then jumping down in front of automobile traffic.

The order was referred to the Committee on Public Safety.

ARC LIGHT, WARD 13.

Coun. HUTCHINSON offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light at the corner of Belfort and Auckland streets, Ward 13.

Passed under suspension of the rule.

EIGHTEEN-MONTH RULE FOR W. P. A. WORKERS.

Coun. HUTCHINSON offered the following:
Ordered, That his Honor the Mayor be requested to take up with the W. P. A. officials in Washington the matter of abolishing the so-called eighteen-month rule, which requires that W. P. A. workers be laid off for a period of thirty days following eighteen months of continuous employment.

Passed under suspension of the rule.

SURVEY OF CERTAIN CAR AND BUS LINES.

Coun. SCANNELL offered the following:
Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to make a survey of the service on the Broadway-North Station and the City Point-Dudley Street lines with a view to improving the service on these lines.

Coun. SCANNELL—Mr. President, this seems to be Boston Elevated day! I simply wish to say

that this concerns something very important to my district. The conditions over there are terrible. We have 45,000 people along the City Point line, in South Boston, who frequently have to wait thirty or forty minutes for a street car, coming from work. I hope, therefore, that something can be done, through his Honor the Mayor, taking this up with the trustees of the Elevated, so that the people in my ward will be able to get better service.

On motion of Coun. LINEHAN the order was amended by inserting after the words "Broadway-North Station and the City Point-Dudley Street" the words "and Bay View Bus," and as amended the order was passed under suspension of the rule.

TOBOGGAN CHUTE, BOSTON COMMON.

Coun. CHASE offered the following:
Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the construction of a toboggan chute on Soldiers Memorial Hill on Boston Common and also to improve the facilities for sled coasting.

Coun. CHASE—Mr. President, the children in the in-town wards of Boston do not have the facilities for sled coasting and other winter sports that the children in the outside sections of Boston have. The people in the in-town areas live in very congested districts, with the result that children using the streets for coasting are in constant jeopardy. As a matter of fact, many fathers and mothers forbid their children from enjoying that great sport in in-town Boston. Coasting in the in-town areas is a constant menace to traffic and a constant source of danger to the children themselves. I believe, therefore, that something of this kind should be done to avoid the present menace from automobile traffic. As a matter of fact, Boston Common nearly 200 years ago, in the Revolutionary period, was used as a coasting center by the children of Boston, and it is a matter of history, as told in our school books, that the schoolboys of Boston protested en masse to the British general in charge of the troops in occupation here against a regulation prohibiting the boys from coasting on the Common. Now, this is not a revolutionary period, and we have no traffic considerations in connection with the use of Soldiers Memorial Hill on the Common for coasting. I believe that the Park Commissioner can construct toboggan chutes so that the children in the downtown areas of Boston can use that hill for coasting and can enjoy that old-fashioned winter sport.

The order was passed under suspension of the rule.

RECESS.

On motion of Coun. CHASE the members voted at 3.22 p. m. to go into executive session. The members reassembled and were called to order by President GALVIN at 4.25 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) appropriating \$5,000 to be expended by City Clerk for Care and Preservation of Old Records and Historic Papers, said sum to be charged to Contingent Fund—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

2. Report on petition (referred today) of Mildred Davenport for children under fifteen years of age to appear at Recital Hall, February 14—recommending that leave be granted under usual conditions.

Report accepted; leave granted under usual conditions.

3. Report on resolution (referred January 13) approving proposed legislation to authorize the city to borrow outside debt limit for purpose of constructing a municipal stadium, said legislation to contain referendum to Mayor and Council—that same ought to pass.

The report was accepted and the question came on the passage of the resolution.

Coun. LINEHAN—Mr. President, I might say at the outset that I think today we have seen

something in executive session which I believe will be commented upon editorially by many of the newspapers in this city as an attempted waste of a million dollars of the taxpayers' money, because this particular resolution asks the Legislature to give the Mayor and City Council the right to borrow one million dollars above the debt limit to be spent on a municipal stadium. Before we pass on this, let me right here in the open refer to some figures from other municipal stadiums in cities that may well be compared with this city. I would refer, for instance, to the municipal stadium in the city of Cleveland. About three weeks ago I had a pamphlet showing what it cost the city of Cleveland just this last year to maintain the municipal stadium. It cost the taxpayers of Cleveland \$53,000 to make up the deficit that arose from maintaining that particular political white elephant. I call it a white elephant when it is run at a loss. There are some departments in this city which perhaps we can say should exist, even though they are run at a loss, due to their benefit to the health of the citizens of Boston. But in this particular case we have something that is not going to benefit the health of the people of Boston. It is not going to help build the body of one child in this city. Why do I say that? Because a municipal stadium is supposed to be run as a commercial enterprise at a profit, and from the very nature of things a stadium cannot be run at a profit. And not only can it not be run at a profit, but it does not meet any of the needs of the young people in our community. The fact that these stadiums cannot be run at a profit is shown by the experience in other parts of the country, in Cleveland and in other places. We know something about stadiums ourselves, at Columbus Park and elsewhere, and we know that no profit is to be expected from them and that they do not answer any of the needs of our young people in the way of recreation. They are simply show places, and if you look into the matter you will be surprised to find how many accommodations there are already to meet the needs of this city in that respect. A report was made on improvements to be built from the income of the George Robert White Fund, prepared for the City Planning Board and published in 1937, quite recently, through the Massachusetts Institute of Technology School of Architecture. In the conclusions and recommendations of that report, near the end, it says:

"Of the activities considered in Table I, there is but one for which a city stadium would fill a real need, the present and future considered,—football. While football would perhaps rank highest among the uses, a stadium would be used for this purpose but a dozen times a year."

And may I refer you to one of the finest stadiums in the country, the Harvard Stadium, in our nearby city of Cambridge, or, more properly in Brighton, in our own city. There has not been a single event there since 1931 when that stadium, which is supposed to accommodate 61,000, has really been filled to capacity. And speaking of football audiences, let us go back to the past year, when Boston College had perhaps the finest football team in its history, and when it, therefore, attracted unusual crowds. If my recollection serves me right, there was one game at Fenway Park, which seats 40,000, and I believe there was room for about 5,000 additional spectators. I remember another game, a game attracting very unusual interest, some years ago, at the Harvard Stadium, between Stanford University of the West Coast and nearby Dartmouth College, a game that should have attracted people from all over New England and from other parts of the country, and I believe there were not more than 22,000 who witnessed that famous intersectional game. I might also refer to the Boston College-Holy Cross game, where there were 20,000-odd spectators. And, of course, for any ordinary occasion the available stadiums at the present time are nowhere nearly filled. Where the local football teams do not run above the average, are what you might call minor teams, as has been the case almost every year, there are invariably plenty of unused seats. With Boston College's last football team, they could probably sell out Fenway Park, but that would not have been the case with the Boston College football teams of the last ten years, and in the case of the 1940 team, perhaps the best team in the country, at its Holy Cross game in Fenway Park, there were probably 4,000 extra available seats. Therefore, I stand here not favoring a stadium, but favoring some of the many

recreational opportunities that will help the children of Boston. I might refer in that connection to a gymnasium that we had for years in South Boston, and which was taken away from us with the understanding that it would be later replaced, and it never has been replaced. Gymnasiums and other recreational facilities will be of real value to our youngsters and our older people. We have had a good deal of discussion of things that can be done through the George Robert White Fund. There is from time to time money in that fund which many of us would like to get our hands on, to spend for the benefit of the children. That is the important thing. There are also other needs of our citizens that are much more important than a stadium. The gentleman from Ward 13 (Coun. Hutchinson) and other members of this Body want traffic lights in their sections. There are many such things appealing to the twenty-two members of this Council. We cannot get them, because the city is not in condition to furnish the money for traffic lights. We all know that they would cost half a million or more for different wards, and the city is not in a position to spend \$500,000 or \$1,000,000 on traffic lights at this time. The gentleman from Ward 12 (Coun. Taylor), the gentleman from Ward 14 (Coun. Gottlieb), the gentleman from Ward 13 (Coun. Hutchinson), the gentleman from Ward 6 (Coun. Scannell), the gentleman from Ward 7, myself, and I believe the gentleman from Ward 3 (Coun. Russo), adding also the gentleman from Ward 2 (Coun. Galvin), want increased health facilities in their districts, but they did not ask that the money be raised from the taxpayers. They asked to have it spent out of the White Fund, so that the taxpayers would not be compelled to pay the cost for different projects which people in the different districts well need. There are plenty of things, Mr. President, that come ahead of a municipal stadium. As I have already said, information came to me two weeks ago that the city of Cleveland spent last year \$53,000 to make up the deficit on its stadium. I think Cleveland is a pretty good city to compare with Boston, in climate, type of people, and everything else.

Coun. WARD—Mr. President, I would like to ask the gentleman if he feels that he can compare the sportsmanship of the City of Boston with that of Cleveland, after what happened in the baseball game out there a year ago?

Coun. LINEHAN—Well, Mr. President, I think the gentleman from Brighton is just drawing a red herring across the trail. We are not talking of the red-blooded sporting life of Boston as compared with that of Cleveland. What I am interested in is not the sport fans of Boston, but the children of Boston, who will have no use for that stadium that some gentlemen in this Council are trying to get. Now, I have in my hand what I consider a very good newspaper article. I am not going to mention the name of the gentleman who wrote it, although many of the members here know his name, and I think many here will agree with him. Of course, I realize that many newspaper men would favor a stadium, because it affords better writing material. There is not much writing material in youngsters going to South Boston or other places and simply indulging in their ordinary sports. But if we have a big game it draws a large crowd, and that gives the newspaper men something to write about. But, gentlemen, God knows we are going to have plenty of trouble from the taxpayers of Boston and the entire Commonwealth before the present war emergency is over. A short while ago members of Congress and others agreed to remove restrictions on the debt limit of the United States, so that they could raise the taxes to a considerably higher figure. But the burden of the present debt, added to what it is going to be, totaling sixty-five billion dollars or more, is something that the taxpayers of today and their children and grandchildren will have to meet in the future. The City of Boston was already in pretty bad condition until the present Mayor took the chair, and in the last few years he has reduced the debt by millions. Are we going to say to him, "You have done a wonderful job, but we want another million dollars for this stadium?" I say that this is simply another debt burden added to what the administration will have to carry and he should not be placed in the position of being accused of spending this million dollars for this purpose when it is not needed as other things sponsored by many members of the Council are needed. We need play areas, all are agreed; we need

grassed areas, so that those playing on our play areas will not be injured when they fall on the rough, stony ground. We need health units. If we can get the funds, those are things that should be constructed. We need gymnasiums. South Boston has had a gymnasium in the past, and needs one now. Twenty years ago we had a gymnasium, but the Mayor at that time took it away, and promised that we would get a new one. We have not, however, received it up to the present time. The members of the civic organization over there asked the Mayor the question before election, "Would you favor a gymnasium for our district?" But he very courageously, although it may not have been a smart thing politically, perhaps, at that time declined to make that promise. I sincerely trust, however, that we can get it from the White Fund, or perhaps through W. P. A. I don't ask it out of the taxpayers. Now, I started to read this article by this particular newspaper man. It will not take much time. I have fought for gymnasiums and other health and recreational centers since I have been in public life, and I certainly hope that we over there will be able to get a gymnasium, with the cooperation of the present members of the Body, through the White Fund, of which his Honor the Mayor and the President of this Body are trustees. But, coming to this article, which I would like to read for the benefit of members who favor a municipal stadium:

"I think it would be just as well if law were left out of the Municipal Stadium debate. Mr. White's will was so written that to all intents and purposes the city could use the money for just about anything it wanted to build or erect. I don't think the people favoring a stadium strengthen their argument by saying, 'The money can't be used for a gymnasium or for playgrounds,' any more than I think the people opposed to a stadium are getting anywhere by arguing that the money can't be used for that purpose. Leave the law out of this, and I'm still 'agin' the stadium for the very simple reason that I don't think we need it. Maybe I'm old fashioned, but I've been brought up to believe that building and buying things you don't need is extravagant, and that essentials come before luxuries."

And I assume by essentials he means such things as health units, playing areas, recreational centers, gymnasiums, clinics, traffic lights, and so forth.

"Until such time as Boston is a lot better fixed in more essential facilities, I don't think we ought to squander White Fund money on a luxury such as a stadium."

That is, the White Fund money simply represents the original investment, and the cost to the taxpayers later is for maintenance. The original investment will not cost the taxpayers a cent.

"One other broad point I'd like to make, and that is this: I don't think the sports and recreational facilities are to be reckoned by seating capacities and gate receipts. The athletes come first, and the athletes are the guys on the field, not the guys sitting in seats watching them. All you need for sports and recreation is a plot of ground, maybe a little grass and a fence here and there. The seats, the turnstiles and the box offices have nothing to do with sport. That comes under the head of promotion, money making and business."

And if it can be shown that a stadium is a money-making proposition, you can rest assured that it will be built through private funds. Certainly, it must be admitted that a stadium under private management can be more efficiently run than under municipal management. So if there is any prospect of making money out of a stadium, you can rest assured that private capital will pay for it.

"If we're going to spend the White Fund money for recreation — and there are plenty of other ways it can be spent — let's spend it on active participants—the kids, the athletes, the contestants—and not on the spectators, the grandstand managers and the second-guessers. I'd rather have ten football fields with no seats at all than one football field surrounded by 60,000 seats. Particularly since Boston already has plenty of seats—more of them empty than full."

Now, I will close, with this reminder. We have merely to look at the situation in the city of Baltimore and the city of Cleveland, and I think that the City of Boston resembles both of those municipalities. There was a large deficit on the stadiums in both of those cities in 1940. To make up that deficit in Cleveland cost the taxpayers at least \$53,000, the difference between maintenance and revenue. I say to the members of the Body,

protect the taxpayers of Boston. Don't pass this order, because I realize, having been a member of the Legislature, that if they feel that we, representing the City of Boston, want to spend this money in this way, they will be inclined to adopt the old home rule principle, and to say, "Let the city run itself." Well, up to the time of Mayor Tobin's administration it was run very poorly, but since his administration the expense has been cut down many millions of dollars. I certainly hope that the record the Mayor has made will not be spoiled by our taking action that may result in the expenditure of another million dollars by the city for something that is not needed.

Coun. TAYLOR—Mr. President, there is no question in my mind that the councilor from South Boston is absolutely sincere in what he has said, but I think he has lost sight of the issue before us. As I recall it, there is a resolution presented to us which requests that the Legislature give the City of Boston authority to expend a million dollars for this particular purpose outside the debt limit. The reason why that particular resolution is before the Council is that the rules of the State Senate and House of Representatives require the passage of such an order or resolution, signed by the Council and the Mayor, in order that the proposed bill may be given a hearing during this annual session. If it is not passed, we now having biennial sessions, the bill will not come before the Legislature for a period of two years. That is the reason why it is before us.

Coun. SHATTUCK—Mr. President, will the gentleman yield for a question?

Coun. TAYLOR—Yes, Mr. President.

Coun. SHATTUCK—I would like to ask whether the gentleman knows why that rule was passed by the Legislature?

Coun. TAYLOR—I must confess ignorance, Mr. President.

Coun. SHATTUCK—If he does not know, Mr. President, would he like me to tell him why it was passed?

Coun. TAYLOR—After I get through, I might say that the Republicans pass so many rules at the Legislature that it is hard for us to tell sometimes why they pass them.

Coun. SHATTUCK—Well, Mr. President, if the gentleman wishes I can explain.

Coun. TAYLOR—Since the Council must pass this resolution, Mr. President, in order that the matter may be given a hearing before the Legislature, I trust that the resolution will pass at this time. The councilor from South Boston has very eloquently and forcefully pleaded the cause of the children. There is no councilor in the Body, however, who is not just as much interested in looking out for the welfare and building up the physiques of children of the city as he is. I have the same feeling with regard to the children of my district, but, unfortunately, owing to lack of funds, they cannot secure the things they should have. I personally at the present time, if the Legislature gave us the authority asked for in this resolution before the Council today, with the information and facts I have before me, honestly believe that I probably would vote against a bill to spend the money. That is my honest opinion today. I don't know all the facts. We have not had the proper authorities before us to give us the facts. If I were in possession of all the facts, I might change my mind. I might make another suggestion to the Council. When this matter comes before the Legislature, it would be an easy matter for anybody who wishes to oppose this, to get some Representative or Senator—and it is not a hard thing to do—to put in an amendment of the particular bill, and in that amendment say that the City of Boston will have the authority to expend the million dollars for play areas in different sections of the city.

Coun. LINEHAN—Mr. President, will the gentleman yield?

Coun. TAYLOR—Yes, Mr. President, for a question.

Coun. LINEHAN—On that matter I would like to say just this—

Coun. TAYLOR—Mr. President, I thought the gentleman wished to ask me a question.

Coun. LINEHAN—There is going to be a question.

Coun. TAYLOR—Well, if the gentleman is going to make a speech, I would like first to finish my remarks.

Coun. LINEHAN—I am going to give you some information.

Coun. TAYLOR—Of course, I am always glad to receive information, but I repeat that such an amendment could be added in the Legislature, making the money available for play areas. We all desire play areas at the present time in our different districts, but we cannot get them, and the reason is very simple. There is no money. Under an amendment, the gentleman from South Boston might even get his gymnasium. But we are getting a little ahead of our time. The Legislature only, in any event, gives us the authority to act on such a measure, and the matter then has to come again before the City Council and his Honor the Mayor. The Mayor and City Council can then, at the proper time, after action is taken by the Legislature, decide whether a stadium is a thing that we wish. Personally, today I am against it. I don't know what my position will be when the proper time comes. I may be convinced that it is just the thing we need, that it will be a fine thing for the city. The member has made a statement in regard to the municipal stadium in Cleveland. What he says may or may not be so. In any event, the situation in Cleveland might not control. The question might be asked in regard to the Rose Bowl, in California. I dare say that they make money there on the shows they give. I might say that I happened to be in New Orleans recently and found the hotels jammed to capacity, it being almost impossible to get accommodations anywhere, and there is no question but what the city did a fine business. Sometimes a city may spend out some money, and if you simply look at it in that way there is a loss; but when you consider the money that, as a result of such an occasion, is put into the pocketbooks of the merchants and is spread among thousands of people in private employment, it is a different question. This might be a thing, that even if the city did spend out a certain amount, might bring thousands to our constituents. After all, a city is run for the benefit of the public, and not for profit of the city itself. That is not the intention in anything of this kind. And so I say, while directly there might seem to be a deficit to the city, in the end there might be a benefit to the business men and others, and that side of the question certainly has to be considered. We spend thousands and thousands to get conventions to come here. In the case of the Democratic Convention in the city of Chicago, I understand that the city spent \$100,000 or \$200,000. Why did the city spend that money? In order to bring people into the city and to give the merchants, hotelkeepers and others a chance to make some money. I think the councilor from South Boston is absolutely sincere, and on the facts as I have them today I might vote with him. But I don't think we should be influenced in our action in this Body by narrow considerations. I think we should be progressive. Other cities have made a success of these stadiums, and I think that we might do the same. At least, it is a matter that we should seriously consider.

Coun. WARD—Mr. President, I did not intend to speak on this matter, but the gentleman from South Boston has practically invited me to do so. I want to make it clear that I am not the father of this bill. I have had occasion to look somewhat into these matters as far as the George Robert White Fund is concerned, and the fact seems to be that the money from that fund must not be spent upon matters for which the city itself has responsibility and which it must take care of itself. There are certain things connected with the health and welfare of the city for which the city itself has responsibility, and which it must take care of. So money cannot be taken from the White Fund, as I understand it, for the erection of a playground. If it could be I would be the first member to try to avail myself of it, obtaining such areas for the children of my district. But the intent of the George Robert White Fund was not to spend money on programs that the city had a moral obligation to take care of itself. That, I believe, is stipulated in the George Robert White will.

Coun. CHASE—Will you yield for a question?

Coun. WARD—Yes.

Coun. CHASE—Do you happen to know the exact wording of the George Robert White will in that respect?

Coun. WARD—I would suggest that Mr. Doyle be asked to explain that. I could not do it. But the idea was, as I understand it, that the money was not to be expended on any project which the city itself had a moral obligation to take care of.

When I favored a stadium, I thought the erection of a municipal stadium for the City of Boston was not something within the obligation of the taxpayers to pay for, that it would have to come out of a fund similar to the funds provided under the George Robert White will. But, getting back to our powers here, we haven't any say as to the George Robert White fund expenditures, whether a million should be provided from that fund for this purpose or not, and we would have no more chance to get the million than Wendell Willkie has to declare war while he is in Europe. The Board of Trustees of the Fund is made up of five members, of whom our President is one, and his Honor the Mayor has a controlling voice. If any of us want a gymnasium, a municipal building or anything else, we can go to the Mayor and the other members of that Board with the possible backing of any civic organizations that may be interested in the welfare of the people in one thing or another. But we are powerless in this matter. We are as powerless, as I say, as Wendell Willkie would be to declare war tomorrow. Everybody knows that. Once we vote the budget appropriations, we can adjourn *sine die* until a year from now. We will then have no further say in the finances of the city. I would suggest, however, that we take a chance and invite some of the sporting editors connected with our papers—Burt Whitman, Dan Egan, Bill Cunningham, Jack Conway, and Vic Jones—and sit down with them here in City Hall, and then possibly bring the matter to the attention of the Mayor or the Legislature.

Coun. CAREY—Mr. President, do you suppose that those gentlemen can show us that this would be a paying proposition? What do they know in that respect more than we do?

Coun. WARD—I think they are much closer to the actual problem than we are. They certainly ought to know something more about it than we do.

Coun. CAREY—About spending the taxpayers' money?

Coun. WARD—We are not talking about spending the taxpayers' money.

Coun. CAREY—That is what this resolution would mean, if it is taken up at the Legislature under the resolution as offered.

Coun. WARD—I would answer the gentleman from Roxbury by saying that if the Legislature gives the City Council the permission to spend this million dollars for a municipal stadium we should have a gold plaque made of the result of that action and placed in front of City Hall. There is as much chance of our getting the million dollars for this purpose as there is of my being Secretary of the Navy tomorrow.

Coun. CAREY—Then, what is the sense of passing the resolution? I don't think we should do it. Why is it before us at all?

Coun. WARD—It is a silly, ridiculous resolution. I grant you that.

Coun. CAREY—Let us vote it down, if it is ridiculous, not have our time taken up with it. Why even debate it?

Coun. WARD—Well, I was invited to speak. The speaker from South Boston directing his remarks at me, and I thought he must be referring to me. Therefore I got up and answered him. I feel that certainly we will not get the money for this purpose. The order is ridiculous. I think the idea of constructing a municipal stadium with White Fund money is ridiculous. We should try to confine ourselves to the duties to which we are supposed to attend under the charter, which are very, very slim.

Coun. HURLEY—Mr. President, I disagree with the gentleman from Brighton (Coun. Ward) that this is a worthless resolution. I am very much in favor of the resolution asking the Legislature to enable us to pass an order providing a million dollars for a municipal stadium. I think also that we are laying too much stress on Boston College individual games. We all appreciate the fact that Boston College had the best football team in the country, and that would probably have something to do with filling the stadium at different times in the year. I am one of the small business men of Boston, and I think a municipal stadium would be a great thing for the business men and for the City of Boston. I agree with Bill Cunningham, Dan Egan and others connected with sports that this would be a good thing to advertise Boston throughout the country and in doing so and attracting people to Boston you would be doing a fine thing for the

business men of Boston. It is not alone a question of football. We have climate here, going from extremely hot to extremely cold, and advantage can be taken of that fact to have not only summer but winter sports. This is not entirely a matter of football or baseball, but also of attracting conventions here and having not only summer but winter sports on a large scale. I am quite sure that if this were put on referendum to the people of Boston, they would vote in favor of a municipal stadium by a large majority. Of course, we should have play areas, too. We are all in favor of play areas for the children. But these play areas should be paid for out of taxes. They do not bring people to the city. There are too many things that are driving people out of Boston today, conditions over which we have had no control up to the present time, but I surely think a stadium such as is proposed would be a splendid thing for Boston. It could be used in connection, as I say, with winter and summer sports, and also conventions and large enterprises which we wish to attract, bringing in people from all over the country. I had the pleasure of being at New Orleans at the Sugar Bowl game, and the people there were convinced that if it were not for the stadium business would not have been as good as it was. The crowds that came there during the game were larger than even the Mardi Gras crowd. It is not only Boston College crowds we would look for, but there would be an inducement to encourage many things that we cannot have in Boston today. We are told that the baseball park will answer the purpose, but it would not accommodate crowds such as we might have for football and other events. Not only that, but a baseball park is not laid out for football games or for other purposes, such as you could use a stadium for. Baseball parks are not laid out for other enterprises than baseball games. I hope, therefore, that this Council will go on record as asking the Legislature for the privilege of borrowing a million dollars for this purpose, and I feel quite sure that if it is passed and accepted by the City of Boston, we will have no deficit but that the stadium will be the means of bringing millions and millions in revenue to the city.

Coun. SHATTUCK—Mr. President, I was a member of the Legislature when the rule was adopted under which special legislation affecting a city or town cannot be considered by the Legislature unless the Mayor and City Council of the city and the selectmen of the town, whichever the governing body is, ask for it. The reason for that was that the Legislature was being flooded with bills from private interests asking that the city or town be given the right to borrow for this, that or the other purpose, outside its debt limit, and many of the things asked for were things that the inhabitants of the cities and towns in question did not want to do. The time of the Legislature was taken up, and the docket was cluttered with bills that would not get to first base. But they all had to be given a hearing, and time was wasted. So the Legislature passed the rule, saying that such bills would not be considered unless the city or town really wanted them, as shown by the vote of the Mayor and the City Council, or of the Board of Selectmen. The idea was to put an end to bills that were not really wanted, but were asked for with the idea that they could be killed afterwards. It is better, in such cases, that they should be killed in the first place. If there is any doubt about a matter of this kind—and the gentleman from Ward 12 (Coun. Taylor) has himself suggested that he is in doubt upon this matter, until he gets further information—it is better not to request it in the first place. In that way we shall be fair and honest with ourselves. Let us first consider whether we really want this or not, and we should also consider whether a million dollars could not be better spent for other purposes—traffic lights, play areas, many things in which the people of our city are vitally interested. There are so many things we want, so many things that would be desirable, so many things that would be for the benefit of all the people, without price, that it seems to me ridiculous to spend the money of all the people for things that nobody can use unless they have the price.

Coun. FISH—Mr. President, after listening to those for and against I am somewhat puzzled myself. I would be inclined today to vote for the resolution, although I will not say how I might vote if we were given the right by the Legislature to act under it. Of course, in the meantime I would get more information. However, this

might mislead the Legislature. Although I hold no brief for them, I would suggest that before we pass upon it we get fuller information. After all, this is the first day we have discussed it, and I think we should get more information so that we can vote intelligently. For that reason, I would ask that it be placed on the table for two weeks.

The motion to assign for two weeks was declared lost. Coun. FISH doubted the vote and asked for the yeas and nays.

The motion to assign for two weeks was carried, yeas 10, nays 7:

Yeas—Coun. Englert, Fish, Galvin, Goole, Hurley, Hutchinson, Lyons, Scannell, Taylor, Ward—10.

Nays—Coun. Carey, Chase, Coffey, Linehan, Russo, Shattuck, D. E. Sullivan—7.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

Report on ordinance (referred December 9, 1940) concerning restrictions on park frontages—that same ought to pass.

Report accepted; ordinance passed.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of January.

Report accepted; said order passed.

PENSION TO WIDOW OF W. EVERETT GRADY.

Coun. FISH offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation authorizing payment of a pension to the widow of W. Everett Grady, a former employee of Suffolk County, provided that such legislation includes a referendum to the Mayor and the City Council.

Passed under suspension of the rule.

LEASE TO JOHN F. MAHONEY ROXBURY POST.

Coun. HURLEY offered the following:

Ordered, That the Fire Commissioner be authorized to lease such portion as he may deem advisable of the unused quarters of Engine 12 on Dudley street to the John F. Mahoney Roxbury Post, No. 457, V. F. W., for a nominal sum for a term not exceeding five years.

Coun. HURLEY—Mr. President, the passage of this order will be very much in the interest of the John F. Mahoney Roxbury Post 457, Veterans of Foreign Wars. They are at the present time located in a school building on Winthrop street in Roxbury. The building is old, small, and inadequate to take care of the needs of the Post. At the present time this building of Engine 12 on Dudley street is being vacated by Engine Company 12, which is being consolidated with another engine company. A part of this old building of Engine 12 is being used at present for painting fire apparatus, but the latter part of this month or the first of next month the engine house is to be vacated for the new building, and the apparatus painting activity is also to be moved to another building. That will leave vacant room that could well be used by the John F. Mahoney Roxbury Post of the Veterans of Foreign Wars, and I sincerely trust that such use may be made of a part of this present Engine 12 building.

The order was passed under suspension of the rule.

STREET IMPROVEMENTS, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Public Works Commissioner, through his Honor the Mayor, be requested to reconstruct Blake street, Ward 18, under the W. P. A. plan of construction.

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Ruskindale road, Chester street, Sunnyside street and Prescott street, Ward 18, under the W. P. A. plan of construction.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on both sides of Austin street, Ward 18, with a black bituminous mixture, under the W. P. A. plan of construction.

Severally passed under suspension of the rule.

BUS SERVICE, HYDE PARK.

Coun. GOODE offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a bus service in the Corriganville and Fairmount sections of Hyde Park at a nominal fare with transfer privilege.

Coun. GOODE—Mr. President, the Corriganville and Fairmount sections of Hyde Park are probably two of the largest sections in the district,

and they are the farthest removed from the center of Boston. At the present time residents in one of the sections very close to the Milton line find that they are deprived of transportation to the nearest car line. It is a matter of two miles walk to Mattapan square from my present residence, for instance, and we feel that the Boston Elevated should establish the required bus service.

The order was passed under suspension of the rule.

INVITATIONS RE MUNICIPAL STADIUM PROJECT.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the sports writers of all Boston newspapers be invited to the executive session of the next meeting of the City Council to present their views relative to the erection of a municipal stadium in Boston, and that the Clerk of Committees be instructed to forward invitations to all Boston newspaper editors, columnists, radio sports commentators and sports writers for that purpose.

Coun. CHASE—Mr. President, I would move to amend the order by including an invitation also to the Massachusetts Federation of Taxpayers and to the Boston Taxpayers League.

President GALVIN—The order will be referred to the Executive Committee.

Adjourned at 5.25 p. m., on motion of Coun. ENGLERT, to meet on Monday, February 3, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, February 3, 1941.

Regular meeting of City Council in the Council Chamber, City Hall, at two p. m., Senior Member SHATTUCK presiding in the temporary absence of President Galvin. Absent, Coun. Gottlieb and Kelly.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn under the law, Coun. TAYLOR presiding at the box in the absence of the Mayor, as follows:

One hundred one traverse jurors, Superior Criminal Court, to appear March 3, 1941:

Girolto Baldini, Ward 1; Frederick Peterson, Ward 1; Philip V. Renzi, Ward 1; Joseph E. Salerno, Ward 1; Arthur Severino, Ward 1; Louis Tulipani, Ward 1; Stanley J. Mullett, Ward 2; Anthony Fortunato, Ward 3; Thomas J. Hughes, Ward 3; Ralph Maxwell, Ward 3; Herbert Pearl, Ward 3; Oliver Stevens, Ward 3; George W. Armstrong, Ward 4; Edward E. McCoy, Ward 4; Siegfried Cohen, Ward 5; Charles Rothman, Ward 5; Louis Weitzman, Ward 5; Stephen J. King, Ward 6; Edward Spellman, Ward 6; Albert R. Hutchins, Ward 7; Patrick C. McCall, Ward 7; Walter D. McLean, Ward 7; Stephen F. Moroney, Ward 7; William L. Quigley, Ward 7; George F. Rae, Ward 7; George A. Carter, Ward 8; Frank W. Deasy, Ward 8; Thomas J. Gordon, Ward 8; Albert W. Graham, Ward 8; Edward Rental, Ward 8; John F. Rowan, Ward 8; George W. Tilley, Ward 8; William M. Shaw, Ward 9; Robert G. Ellis, Ward 10; John S. Golden, Ward 10; John B. Lyons, Jr., Ward 10; Francis McKiernan, Ward 10; Frank A. Sopp, Ward 10; Harry Stein, Ward 10; William F. D. Wilson, Ward 10; Frank E. Bagley, Ward 11; Joseph F. Becker, Ward 11; James H. Leonard, Ward 11; Francis McCabe, Ward 11; Laughlin MacDonald, Ward 11; Bernard M. Abramson, Ward 12; John F. Foye, Ward 12; Clarence M. Hagen, Ward 12; Raymond F. Burke, Ward 13; Harry J. Doyle, Ward 13; Fred C. McLeod, Ward 13; Herbert Mann, Ward 14; Gerard V. Murray, Ward 14; Francis J. Myles, Ward 14; Samuel Rinkofsky, Ward 14; William Swartz, Ward 14; Thomas A. Cooper, Jr., Ward 15; William P. Farrar, Ward 15; Joseph H. Felton, Jr., Ward 15; Joseph Finard, Ward 15; John Garello, Ward 15; Edward J. Higgins, Ward 15; Edward J. McMorrow, Ward 15; Richard J. Dykeman, Ward 16; Theodore F. Hammill, Ward 16; John M. Kennedy, Ward 16; Francis T. Noonan, Ward 16; Joseph G. Thompson, Ward 16; William J. Tibert, Ward 16; Alton E. Ware, Ward 16; Michael J. White, Ward 16; Frederick Aronson, Ward 17; James T. Burke, Ward 17; Peter Conroy, Ward 17; W. Russell Crump, Ward 17; Edward S. Donlan, Ward 17; Arthur B. Hart, Ward 17; Robert Mitchell, Ward 17; Henry A. Riel, Ward 17; Patrick F. Tierney, Ward 17; William Wilson, Ward 17; Charles R. Finley, Ward 18; Ralph A. Tenney, Ward 18; Edward P. White, Ward 18; Samuel Williams, Ward 18; John J. Crowley, Ward 19; Carl H. Engstrom, Ward 19; Joseph H. Greene, Ward 19; Charles W. White, Ward 19; Chester C. Zeigler, Ward 19; Frank J. Halahan, Ward 20; Leo T. Heffernan, Ward 20; James H. Howard, Ward 20; Arthur J. Jolly, Ward 20; Gilbert H. Greenwood, Ward 21; John J. Connors, Ward 22; John J. Driscoll, Ward 22; George A. Dussault, Ward 22; Roland D. Flynn, Ward 22; Thomas P. Garvey, Ward 22; John T. Stephenson, Ward 22.

One hundred eight traverse jurors, Superior Civil Court, January sitting, to appear March 3, 1941:

1. William Hanlon, Ward 1; Basil Leone, Ward 1; Charles D. McPhee, Ward 1; John N. Barstow, Ward 2; John J. Boyle, Ward 2; Charles H. Castor, Ward 2; Stephen J. Doherty, Ward 2; Albert O. Hughes, Ward 2; Pasquale A. Caso, Ward 3; Eugene Cataldo, Ward 3; Harold W. Strickland, Ward 3; William Dickinson, Ward 4; William R. Ellis, Ward 4; Robert W. Harkins, Ward 4; Harold McLean, Ward 4; Paul R. Murphy, Ward 4; Bradford L. Howe, Ward 5; Theodore D. Marquis, Ward 5; Ernest Morris, Ward 5; Clarence H. Shanks, Ward 5; Emmons J. Whitcomb, Ward 5; Daniel J. Calnan, Ward 6; Charles F. Higgins, Ward 6; John E. Wilcox, Ward 6; Joseph W. Flaherty, Ward 7; David D. Johnston, Ward 7; Harold J. Leonard, Ward 7; Thomas F. Hughes, Ward 8; Joseph F. Meldon, Ward 8; John S. Varner, Ward 8; Thomas F. Clarke, Ward 9; Frank W. Foley, Ward 9; Edward Ford, Ward 9; William Greene, Ward 9; John Winslow Hampston, Ward 10; Homer E. Hicks, Ward 10; John Hoffman, Ward 10; Herbert A. McDonald, Ward 10; Thomas J. McManus, Ward 10; Perley C. Graves, Ward 11; Eugene M. Murray, Ward 11; Edwin Ernst Pulster, Ward 11; Fergus Riley, Ward 11; John J. Welch, Ward 11; Harry D. Barr, Ward 12; Morris S. Cohen, Ward 12; Peter T. Mahoney, Ward 12; Walter S. Donahue, Ward 13; Arthur J. Duggan, Ward 13; Thomas E. Smith, Ward 13; Robert L. Bernson, Ward 14; Louis Wolf Freedman, Ward 14; Sidney Goldstein, Ward 14; Michael J. Carolan, Ward 15; Joseph J. Donovan, Ward 15; Stephen A. Frazier, Ward 15; Harry O. Horne, Ward 15; James J. Nabstedt, Ward 15; Thomas Tobin, Ward 15; Thomas F. Bresnahan, Ward 16; William A. Dempsey, Ward 16; Neil A. F. Doherty, Ward 16; John M. Fisher, Ward 16; Edward P. Gilmartin, Ward 16; Herbert C. Gray, Ward 16; Timothy W. Howard, Jr., Ward 16; James McPartland, Ward 16; George F. Paradise, Ward 16; Gustav V. Rurdberg, Ward 16; Thomas J. Daly, Ward 17; George R. Davison, Ward 17; Richard J. Hodges, Ward 17; Edward J. McKenna, Ward 17; George F. Miller, Ward 17; George S. Parsloe, Ward 17; Charles D. Reed, Ward 17; George F. Steptoe, Ward 17; Benjamin T. Tarbox, Ward 17; William F. Connors, Ward 18; Owen F. Finn, Ward 18; Edward E. Leech, Ward 18; John C. Manley, Ward 18; Bernard J. Powers, Ward 18; Leo A. Reardon, Ward 18; Richard F. Conroy, Ward 19; Arthur S. Giddings, Ward 19; F. Gardner Hopkins, Ward 19; Timothy J. Madden, Ward 19; William E. Dacey, Ward 20; George V. Genter, Ward 20; Frederick F. Harling, Ward 20; Thomas F. Manning, Ward 20; Harold H. Martin, Ward 20; Richard G. Noonan, Ward 20; Arthur E. Oswald, Ward 20; Sewall R. Payson, Ward 20; Gerald Buckley, Ward 21; Karl E. Engstrom, Ward 21; Isadore Foss, Ward 21; Joseph S. Goss, Ward 21; Thomas F. Murray, Ward 21; Arthur A. Pearlstein, Ward 21; John S. Woodward, Ward 21; Cornelius J. Buckley, Ward 22; Nicholas C. Diamond, Ward 22; A. Joseph Kelleher, Ward 22; Hugh McLaughlin, Ward 22; Michael J. Walsh, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Constable, for term of one year, beginning with first day of May, 1940, with authority to serve civil process upon filing of necessary bond: James F. Mahoney, 10 Catawba street, Ward 12.

Weigher of Coal: Alexander Peers, 63 Cedar road, Belmont, Mass.

Severally laid over a week under the law.

TOBOGGAN SLIDE, BOSTON COMMON.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of January 27, 1941, concerning the construction of a toboggan chute on Soldiers' Memorial Hill on Boston Common and the improving of the facilities for sled coasting.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, January 30, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of January 29 with inclosure, order of the City Council in regard to a toboggan chute and coasting facilities on Boston Common.

Please be informed that the toboggan chute has been up for the past three weeks and is being used considerably. Our men have been so busy clearing away snow that it has been impossible to attend to the chute the way we would like to. Also, there is a W. P. A. project at the base of the hill which causes an opening that cannot be filled in at the present time.

It is very inadvisable to allow coasting on the walks. Every time we have allowed it there has been an accident and in one case, a death.

The chutes will be cared for immediately, so the children can enjoy them.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

ARC LIGHT, WARD 13.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of December 30, 1940, concerning the arranging for the installation of an arc light in front of 34 Sudan street, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston and County of Suffolk,
January 15, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Installation of an Arc Light in Front of 34 Sudan Street, Ward 13.

I return herewith order in City Council that the Commissioner of Public Works arrange for the installation of an arc light in front of 34 Sudan street, Ward 13.

This is a residential section and is lighted by gas lamps and compares very favorably with similar areas all over the City.

I regret to advise you that I can see no immediate necessity for the installation of an arc light at this location.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

NAMING OF STREETS FOR WORLD WAR VETERANS.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Boston Housing Authority relative to your order of Janu-

ary 6, 1941, concerning the naming one street or way in the new Mission Hill housing area in honor of Martin Huban, late veteran of the World War; and to name one street or way in the same housing area in honor of Henry F. Horadan, also a late veteran of the World War.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority,
January 14, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This will acknowledge receipt of your communication of January 9, 1941, concerning the City Council order of January 6, 1941:

"That the Boston Housing Authority be requested, through his Honor the Mayor, to name one street or way in the new Mission Hill housing area in honor of Martin Huban, late veteran of the World War; and to name one street or way in the same housing area in honor of Henry F. Horadan, also a late veteran of the World War."

Be assured that this Authority will give every consideration to the two requests contained in the order.

Respectfully,
JOHN A. BREEN, Chairman.

Placed on file.

SURVEY OF STREETS, HYDE PARK.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of December 16, 1940, concerning the conducting a survey of the Corriganville section of Hyde Park with a view to reconstructing all the streets in the above named section of Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston and County of Suffolk,
January 15, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.
Subject: Streets in the Corriganville Section of Hyde Park.

I return herewith order in City Council that the Commissioner of Public Works conduct a survey of the Corriganville section of Hyde Park with a view to reconstructing all the streets in the above named section of Ward 18.

Please be advised that a survey of this section has been made and the reconstruction of the public streets therein will be given consideration for submission for approval on a W. P. A. project.

However, there are a number of private ways in this area which will have to be accepted by the Board of Street Commissioners, 401 City Hall Annex, Boston, before any work can be done in these streets by the Highway Division of the Public Works Department.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SURVEY OF STREET LIGHTING, BEACON STREET.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of January 6, 1941, concerning the making of a survey of street

lighting conditions along Beacon street, from number 2500 to Cleveland Circle, with a view to installing whatever arc lights may be necessary in this area.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston and County of Suffolk,
January 11, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.
Subject: Lighting Conditions on Beacon Street.

I return herewith order in City Council that the Commissioner of Public Works make a survey of street lighting conditions along Beacon street, from 2500 to Cleveland Circle, with a view to installing whatever arc lights may be necessary in this area.

At the present time the Highway Division of the Public Works Department has the reconstruction of this street under consideration and, when this work is under way, the matter of the lighting of this street will be considered at that time.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CHANGING NAME OF BLUE HILL AVENUE.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Board of Street Commissioners relative to your order of June 24, 1940, concerning the changing of the name of Blue Hill avenue to Louis D. Brandeis Boulevard.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Street Laying-Out Department.
February 3, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Your Honor,—I am returning herewith the order of the City Council passed June 24, 1940, requesting action by this Board on changing the name of Blue Hill avenue to Louis D. Brandeis Boulevard. This request has been given careful consideration.

The Board of Street Commissioners does not look with favor on any proposition to change the name of Blue Hill avenue.

A copy of a communication from William J. Sullivan, Chief Engineer of this department, in regard to the matter, is attached hereto.

Very truly yours,
JOHN A. DONOGHUE, Chairman.

City of Boston,
Street Laying-Out Department,
January 29, 1941.

Mr. John A. Donoghue, Chairman, Board of Street Commissioners.

Dear Sir,—I return herewith communication from Councilor Gottlieb *et al.*, relative to changing the name of Blue Hill avenue to Louis D. Brandeis Boulevard. Personally, I do not believe in changing the name of any public street, unless it is absolutely necessary. Blue Hill avenue is a very old street, that section of it from Warren street to the Milton line was opened and constructed by the Brush Hill Turnpike Corporation in 1805 and called Brush Hill Turnpike. Their franchise was relinquished by proprietors of the corporation in October, 1856.

It was named by the city authorities Blue Hill avenue, October 25, 1870, as the way leading to the Blue Hills and has retained that name since; aside from that, however, the Board of Street Commissioners has always

thought it best not to name streets after men still living, unless they happened to be clergymen, and then very seldom.

As an admirer of Louis D. Brandeis, I suggest that he be honored, in what I consider a far more suitable way, and can think of no better way than having his name carved in stone over the entrance to some public school. The character of streets change, what is considered a desirable location today, the next generation may frown on, but a public school, although it may be located in a run-down neighborhood, still remains a monument to the man it is named for and adds character to the neighborhood. I understand there have been but two schools named after men while they were still living, one after Thomas N. Hart and one after Patrick A. Collins, and this was done as a token of deep respect.

Why not name a third after Louis D. Brandeis, while he is still with us?

Some years ago, I signed a petition to have the school on Wellington Hill named in honor of Solomon Levenberg, because I knew him as a boy, a good hard-working boy and had watched him climb to fame. I can well understand the feeling of pride, which the family he left behind must experience when they gaze on that schoolhouse and realize it is a lasting monument to their father.

Very truly yours,
WILLIAM J. SULLIVAN, Chief Engineer.

Placed on file.

MOSQUITO CONTROL APPROPRIATION.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I have received notice from the secretary of the State Reclamation Board that under the provisions of section 4 of chapter 112 of the Acts of 1931, the Board has fixed the amount of money to be raised and appropriated by Boston for the maintenance of mosquito control works during 1941 at \$250.

To meet this certification, I submit herewith an order providing for the appropriation of the required sum from the Contingent Fund, and respectfully recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of two hundred and fifty dollars (\$250) be, and hereby is, appropriated for the purpose of maintaining, during the year 1941, the mosquito control works as estimated and certified to by the State Reclamation Board, in accordance with the provisions of chapter 112, Acts of 1931, said sum to be charged to the Contingent Fund, when made.

Referred to Executive Committee.

REPAIRS TO SARATOGA STREET BRIDGE.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I am in receipt of a communication from the Commissioner of Public Works in which he calls attention to the necessity for repairs to the Saratoga Street Bridge, East Boston. This bridge crosses the right of way of the property of the Boston, Revere Beach and Lynn Railroad, now defunct.

In order that this bridge may be repaired to insure the safety and security of the public and in order that those repairs may be made by the proper authority and the cost thereof rightly assessed, it is necessary for the City of Boston to apply to the Department of Public Utilities for a hearing relative to this subject matter.

I am therefore submitting herewith an order providing that the Corporation Counsel of the City of Boston apply for such hearing and I respectfully recommend adoption of the order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 15, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—The so-called Saratoga Street Bridge, East Boston, that crosses the right-of-way of the property of the Boston, Revere Beach and Lynn Railroad Company near the intersection of Bennington street, is owned entirely by the now defunct above-referenced Railroad Company, with the exception of the wearing surface, which is owned and maintained by this department.

The structure, however, is in such a condition at the present time as to necessitate the making of repairs to it. The department has no responsibility in the matter, however, and, in view of this, I took it up with the Corporation Counsel, for the purpose of determining just how we should proceed in order to have the necessary repairs made, thereby putting the bridge in a safe condition for the passage of motor vehicles.

The same condition obtains with reference to the Everett Street Bridge, East Boston, which also crosses the right-of-way of the Narrow Gauge Railroad, and is owned entirely by that company.

At the time that I discussed the above-referenced matters with the Corporation Counsel, I also talked with him about the so-called Broadway Bridge, which crosses the tracks of the Boston and Albany Railroad near the intersection of Albany street, City Proper. This latter-referenced bridge is in such a condition as to necessitate extensive repair work or the reconstruction of the entire structure.

I have been informed by the Corporation Counsel that, in substance, it will be necessary for the City of Boston to apply to the Department of Public Utilities for a hearing relative to these matters, in order that that body might determine, in the case of the Saratoga and the Everett Street Bridges, the responsibility for repairing the structures, and, in the case of the Broadway Bridge, the apportionment of the cost of repairing or reconstructing the existing structure. Orders have been prepared by the Corporation Counsel, for the approval of the City Council, with reference to these matters.

I respectfully recommend, therefore, that the inclosed orders be transmitted to the City Council, for the approval of that Body, as it will be necessary for the Corporation Counsel to secure such an approval before instituting proceedings with the Department of Public Utilities.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, In the opinion of this Council it is necessary for the security and convenience of the public that:

Saratoga Street Bridge carrying Saratoga street, a public way, over and crossing the railroad of the Boston, Revere Beach & Lynn Railroad Company (title to said railroad property being at present time in Charles A. Collins *et al.*, trustees of First Narrow Gauge Trust), be repaired; now, therefore, it is hereby

Ordered, That the Corporation Counsel of the City of Boston be instructed to apply to the Department of Public Utilities of the Commonwealth of Massachusetts for said department to take action in regard to such repairs in said Saratoga Street Bridge, under the provisions of chapter one hundred and fifty-nine and chapter one hundred and sixty of the General Laws, as most recently amended, and under any other appropriate statutory provisions.

Whereas, In the opinion of this Council it is necessary for the security and convenience of the public that:

Everett Street Bridge carrying Everett street, a public way, over and crossing the railroad of the Boston, Revere Beach & Lynn Railroad Company (title to said railroad property being at present time in Charles A. Collins *et al.*, trustees of First Narrow Gauge Trust), be repaired; now, therefore, it is hereby

Ordered, That the Corporation Counsel of the City of Boston be instructed to apply to the Department of Public Utilities of the Commonwealth of Massachusetts for said department to take action in regard to such repairs in said Everett Street Bridge, under the provisions of chapter one hundred and fifty-nine and chapter one hundred and sixty of the General Laws, as most recently amended, and under any other appropriate statutory provisions.

Referred to Executive Committee.

WIDENING OF PARSONS STREET, BRIGHTON.

The following was received:

City of Boston,

Office of the Mayor, February 3, 1941.

To the City Council.

Gentlemen,—I am in receipt of a communication from the Board of Street Commissioners which informs me of the contemplated widening of Parsons street, Brighton. This improvement will necessitate alterations and structural changes in the railroad bridge on said street.

Under the General Laws of the Commonwealth it is necessary that before such structural changes may be made in the bridge a hearing be held by the Department of Public Utilities of the Commonwealth.

I am, therefore, inclosing herewith an order providing for the Corporation Counsel of Boston to seek such a hearing as required by law.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Street Laying-Out Department,
January 22, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Your Honor,—The Board of Street Commissioners has under consideration a proposed widening of Parsons street, Brighton district, between Electric avenue and a point north of the tracks of the Boston & Albany Railroad. This improvement will necessitate the alteration and a structural change in the railroad bridge on said street. Under chapters 159 and 160 of the General Laws as most recently amended, it will be necessary for the City Council to pass an order instructing the Corporation Counsel to apply to the Department of Public Utilities of the Commonwealth for said department to take action on said alteration and structural change.

The board respectfully asks that the City Council be requested, through your Honor, to pass the inclosed order.

Respectfully,
JOHN A. DONOGHUE, Chairman.

Whereas, The Board of Street Commissioners of the City of Boston intend to make a public improvement through the passage of an order of said board providing for the laying out, widening and construction of Parsons street, Brighton, as a public highway, between Electric avenue and a point north of the railroad tracks of the Boston & Albany Railroad Company; and

Whereas, Said railroad tracks cross said Parsons street, a public highway in the City of Boston, by means of an overhead bridge; and

Whereas, It is necessary in the making of the public improvement as aforesaid that the

said railroad bridge be altered and a structural change made thereto; now, therefore, it is hereby

Ordered, That the Corporation Counsel of the City of Boston be instructed to apply to the Department of Public Utilities of the Commonwealth of Massachusetts for said department to take action on such alteration and structural change in said railroad bridge, under the provisions of chapter one hundred and fifty-nine and chapter one hundred and sixty of the General Laws as most recently amended.

Referred to Executive Committee.

SALE OF HOUSING PROJECT TO FEDERAL WORKS AGENCY.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the Honorable the City Council.
Gentlemen,—I transmit herewith copy of letter from John A. Breen, chairman of the Boston Housing Authority, relating to the agreement to sell Project Mass. 2-2 to the Federal Works Agency, the development of a new low-rent housing project in South Boston, and the entering into an agreement between the City and the Federal Works Agency, providing for the acceptance by the city of the sum of 15 per cent of shelter rent collected in lieu of taxes for the furnishing of the usual public services.

I also transmit herewith two orders, (1) amending the existing Cooperation Agreement between the City and the Authority; and (2) authorizing the acceptance, in lieu of taxes, of 15 per cent of the shelter rent collected from persons engaged in national defense activities, so long as Project Mass. 2-2 is owned by the Federal Government.

I recommend the prompt consideration and adoption by you of the accompanying orders.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority,
February 3, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—This Authority has completed negotiations with the United States Housing Authority whereby Project No. Mass. 2-2 located in South Boston and bounded substantially by East Eighth street, Old Harbor street, Old Colony avenue and Dorchester street, will be sold to the Federal Works Agency to provide dwellings for persons engaged in national defense activities, and whereby a new project, also located in South Boston and bounded substantially by B street, West Seventh street, C street, Baxter street, D street and West Broadway, will be developed as a low-rent housing project with the assistance of the United States Housing Authority.

Because the rents to be paid by defense workers will be higher than those paid by families who would be living in Project Mass. 2-2 if it were operated as a low-rent housing project, the Federal Works Agency is agreeable to paying an amount equal to 15 per cent of the shelter rent collected as payments in lieu of taxes, as distinguished from 43 per cent of the shelter rent collected payable to the city in connection with low-rent housing projects.

In view of the foregoing, I recommend that your Honor submit to the City Council for prompt passage orders, (1) excluding Project Mass. 2-2 from the provisions of the existing Cooperation Agreement between the City and the Authority, so long as this project is not owned by this Authority; and (2) authorizing the acceptance of the foregoing sum of 15 per cent of the shelter rent collected in connection with the use of such project to provide dwellings for persons

engaged in national defense activities, as payment for the usual municipal services rendered by the city.

No amendment will be needed to the Cooperation Agreement to permit the development of the new proposed South Boston project.

Respectfully,
JOHN A. BREEN, Chairman.

Ordered, That the Mayor be, and he hereby is, authorized, for and in behalf of the city, to enter into an agreement with the administrator of the Federal Works Agency of the United States of America that so long as the housing development situated in the South Boston district of the city and bounded substantially by East Eighth street, Old Harbor street, Old Colony avenue and Dorchester street, and known as Development No. Mass. 2-2, is owned by the United States of America and used to provide dwellings for persons engaged in national defense activities, the city will accept annual payments in lieu of taxes in an amount equal to 15 per cent of the shelter rent collected for such dwellings during the year for which said payments in lieu of taxes are made, and that said development and the tenants thereof will be furnished all the usual public services such as education, police and fire protection, garbage and trash removal, street maintenance, repair and lighting, public recreational and health facilities, general governmental facilities and other services and facilities of the same character as those customarily furnished without charge to other dwellings and inhabitants of the city.

Ordered, That the Mayor be, and he hereby is, authorized, for and in behalf of the city, to execute and deliver the following amendment to the Cooperation Agreement between the City and the Boston Housing Authority, dated as of October 25, 1938, and amended as of December 11, 1939, in the following form:

Amendment to the Cooperation Agreement, as Amended, Between the City of Boston, Massachusetts, and the Boston Housing Authority.

The Cooperation Agreement between the City of Boston, Massachusetts, and the Boston Housing Authority, dated as of October 25, 1938, and amended by Amendment to the Cooperation Agreement, dated as of December 11, 1939, is hereby further amended by striking out the period at the end of the first sentence of sub-paragraph (d) of paragraph 1 thereof, and inserting in place thereof the following:

“; provided that neither the term ‘Projects’ nor the term ‘Project’, as used in this Agreement, shall include the housing development situated in the South Boston District of the City and bounded substantially by East Eighth Street, Old Harbor Street, Old Colony Avenue and Dorchester Street, and known as Development No. Mass. 2-2, or any part or parts thereof, so long as legal or equitable title to said development, or said part or parts thereof, is not vested in the Authority”

so that said first sentence of sub-paragraph (d) of paragraph 1 of said Cooperation Agreement, as so amended, shall read as follows:

“(d) The term ‘Projects’ as used in this Agreement shall mean any low-rent housing projects having an aggregate development cost of not in excess of Fifty Million Dollars (\$50,000,000) now or hereafter undertaken within the City by the Authority with respect to which a contract or contracts for Federal Annual Contributions have been made, or will be made with the United States Housing Authority; provided that neither the term ‘Projects’ nor the term ‘Project’, as used in this Agreement, shall include the housing development situated in the South Boston District of the City and

bounded substantially by East Eighth Street, Old Harbor Street, Old Colony Avenue and Dorchester Street, and known as Development No. Mass. 2-2, or any part or parts thereof, so long as legal or equitable title to said development, or said part or parts thereof, is not vested in the Authority."

Referred to Executive Committee.

PURCHASE OF LAND FROM PARK DEPARTMENT.

The following was received:

City of Boston,
Office of the Mayor, February 3, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Corporation Counsel in which it is stated that the Boston Housing Authority is desirous of purchasing a parcel of land comprising about 3,500 square feet, now the property of the Park Department. This land is located at Columbia road, Old Colony avenue and Prehle street at the site of the new traffic circle. It is the remains of a larger parcel of land once used by the Park Department as a District Yard of that department. It is no longer needed for park purposes. The Housing Authority has offered to purchase the land for the sum of \$3,500 and will be used by that Authority in the further development and beautification of the South Boston Housing Project.

I am in accord with the sale of this property to the Housing Authority, as it is no longer needed for park purposes, and I recommend adoption of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, January 29, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—I am in receipt of the following departmental communication from William P. Long, Chairman, Board of Park Commissioners, dated January 27, 1941, relative to the sale to the Boston Housing Authority of Park Department property situated at the corner of Prehle Street and Columbia road, South Boston.

"The land located at the corner of Prehle street and Columbia road, South Boston, formerly used by this department as our South Boston district yard, is no longer needed for public purposes. As the Boston Housing Authority desires to acquire same for the new South Boston housing development, this department offers no objection."

I am informed by a memorandum addressed to this office under date of June 21, 1940, from Lewis H. Weinstein, General Counsel, Boston Housing Authority, that:

"Mr. John A. Breen, Chairman of the Authority, has advised me that the sum of \$3,500 as purchase price is agreeable to the Authority, to the Commissioners of the Park Department, and to the Mayor."

An examination conducted by this office discloses that:

1. This parcel of land contains approximately 3,452 square feet of land and is the remainder of a parcel of land containing approximately 25,000 square feet of land acquired for park purposes through eminent domain proceedings in 1897.

2. The major portion of this parcel of land was utilized in the laying out and construction of the roadway and circle of the traffic circle at Columbia road, Old Colony avenue and Prehle street, Boston.

3. The assessed valuation of this parcel is 3,452 square feet at 50 cents, \$1,726.

I inclose herewith an order to be introduced in, together with a letter of transmittal to, the City Council, if the same meet with your Honor's approval, authorizing the sale

and conveyance of the said parcel of land to the Boston Housing Authority for the sum of \$3,500.

Very truly yours,
ROBERT CUTLER,
Corporation Counsel.

Whereas, The City of Boston is the owner of a certain parcel of land situated on the northerly side of Columbia road, on the easterly side of Old Colony avenue, northerly of the traffic circle at Columbia road, Old Colony avenue and Prehle street and is adjacent to land of the Boston Housing Authority. The said parcel of land, hereinafter described was acquired for public park purposes by an eminent domain taking dated June 9, 1897, recorded with Suffolk Deeds, Book 2449, page 418; and

Whereas, The said parcel of land is no longer needed for public park purposes; and

Whereas, The Boston Housing Authority is desirous of acquiring the said parcel of land for the development of its South Boston housing project; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell at private sale at a minimum price of three thousand five hundred (3,500) dollars, to the Boston Housing Authority the above mentioned and hereinafter described parcel of land and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston. The said parcel of land is bounded and described as follows:

Northeasterly by land of the Boston Housing Authority, two hundred eighteen and 40-100 (218.40) feet; southerly by land of the City of Boston, by two measurements, twenty-one and 30-100 (21.30) feet on a curve of fourteen and 7-100 (14.07) feet radius and one hundred nineteen and 66-100 (119.66) feet on a curve of one hundred fifty-five (155) feet radius; southwest by other land of the City of Boston, ninety-nine and 71-100 (99.71) feet on a curve of sixty-two and 16-100 (62.16) feet radius, containing three thousand four hundred fifty-two (3,452) square feet of land, more or less. All of said measurements are shown on a plan marked "City of Boston, Park Department, Plan of Columbia Road, Near Prehle Street, South Boston, Scale 1 Inch Equals 30 Feet, John J. Murphy, Engineer, July 16, 1940," on file in the office of the Park Department of the City of Boston.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Lucia Barelli, for compensation for injuries caused by defect in Municipal Building, Hyde Park.

Bessie Garcia, for compensation for injuries caused by an alleged defect at 254 North street.

Samuel P. Chiplovitz, for compensation for damage to car by city truck

Flora Colston, for compensation for damage to property at 14 and 16 Huibert street, caused by a broken water main.

Mrs. J. Compton, for compensation for injuries caused by an alleged defect at 44 Winter street.

Viola and Edward Cutler, for compensation for damage to property and loss of business at 711-717 Morton street, caused by defective water main.

Thomas F. Enwright, for compensation for damage to car by city truck.

John J. Halligan, for compensation for injuries caused by an alleged defect at 12 South Russell street.

Gabriel Ialonardo, for compensation for damage to property at 24 Henschman street, caused by broken water main.

Sarah K. Kinkade, for compensation for damage to car by wagon of Park Department.

Helen L. Leary, for compensation for collapse of water boiler at 69 St. Andrew road.

Philip Stein, for compensation for injuries caused by an alleged defect in L Street Bath House.

Committee on Licenses.

Petition of Oakdale Community Garage Bus Line for license to operate motor vehicles from Dedham and Boston line on Spring street, over Spring street to and over Centre street, to and over Columbus avenue, to and over Stuart street, to and over Broadway, to Park square, at the B. & W. bus terminal.

APPOINTMENT OF WILLIAM F. HIGGINS.

Notice was received of the appointment by the Mayor of William F. Higgins, 43 Glen road, Jamaica Plain, to Board of Street Commissioners for term ending January 5, 1944.

Placed on file.

USE OF GERMANTOWN SCHOOL IN WEST ROXBURY.

A communication was received from the School Committee requesting the Council to authorize the School Committee to lease to Silver Star, Chapter 3, Disabled American Veterans of World War, the Germantown school, West Roxbury.

Placed on file.

RECESS.

Chairman SHATTUCK, at 3.44 p. m., declared a recess subject to the call of the Chair. The members reassembled and were called to order by Chairman SHATTUCK at 4.53 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) *re* repairs to Saratoga Street Bridge—that same ought to pass.

Report accepted; said order passed.

2. Report on order (referred January 13) relative to taking of Airport at East Boston by State—recommending passage of accompanying new draft, viz.:

Whereas, The Governor of the Commonwealth of Massachusetts in his Inaugural Address of 1941 recommended that the Commonwealth take over the East Boston Airport; therefore be it

Resolved, That the City Council of Boston, in meeting assembled, hereby opposes the transfer of the East Boston Airport to the Commonwealth unless the City of Boston is reimbursed at a fair and reasonable price.

Report accepted; order passed.

3. Report on message of Mayor and order (referred today) appropriating \$250 for maintenance of mosquito control works during 1941—that same ought to pass.

Report accepted; order passed, yeas 17, nays 0.

4. Report of message of the Mayor and order (referred today) authorizing Mayor to sell at private sale at minimum price of \$3,500 to Boston Housing Authority land on the northerly side of Columbia road, easterly side of Old Colony avenue—that same ought to pass.

Report accepted; order given its first reading and passage, yeas 17, nays 0.

5. Report on message of Mayor and order (referred today) *re* hearing on proposed widening of Parsons street, Brighton—that same ought to pass.

Report accepted; said order passed.

CONFIRMATION OF EXECUTIVE COMMITTEE APPOINTMENT.

Chairman SHATTUCK called up No. 2 on the calendar, under unfinished business, viz.:

2. Action on appointment submitted by the Mayor, January 27, 1941, of Patrick J. Baldwin, to be a Weigher of Goods.

The question came on confirmation, and the Chair directed the Clerk to call the roll.

The appointment was confirmed; yeas 17, nays 0.

CONFIRMATION OF BRADBURY F. CUSHING.

Chairman SHATTUCK called up, under unfinished business, No. 3 on the calendar, viz.:

3. Ordered, That the appointment of his Honor the Mayor of Bradbury F. Cushing to be a member of the Boston Housing Authority for the term expiring January 8, 1946, be, and hereby is, confirmed and approved.

The order was passed, and the appointment of Mr. Cushing was confirmed by roll call, yeas 16, nays—Coun. Shattuck—1.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition of Boston Elevated Railway Company (referred December 2, 1940) for license to operate motor vehicles from junction of River street and Fairmount avenue over Fairmount avenue, Highland street, Pond street, Williams avenue, Summit street, Washington street, Chittick road, State Highway and Fairmount avenue to River street—that license be granted.

Report accepted; license granted on the usual conditions.

COURTESY BY DEPARTMENT SUBORDINATES.

Coun. WICKES offered the following:

Ordered, That his Honor the Mayor be requested to issue a notice to all department heads of the City of Boston advising them to insist that their subordinates extend every courtesy and consideration to people requiring information or aid from a city department.

Coun. WICKES—Mr. President, and gentlemen of the Council, I have been receiving lately a great many complaints from various people who have found it necessary to go to some of the departments in City Hall, as well as some outside the City Hall, and who have claimed that they were not treated with courtesy and consideration. I realize, of course, that we cannot believe everything we are told, and that there is only one way to obtain information about such things, and that is to find out for yourself, to get the evidence first-hand. I had a young lady and gentleman call on me about a week ago, who needed fuel oil and food. I had no money to give these young people to buy food, as I had done many times from my own salary, so I wrote a note and told them to take it down to the Hancock street welfare office in Dorchester and see if they could not be taken care of. I knew that they needed this aid, and so I wrote a note for the young lady to take down to the Hancock street, Dorchester, welfare office, saying that I hoped that they would cut the red tape, that this help was very much needed. I knew that they needed whatever help they could get. Well, they took the note down there and Miss Haley—everybody in Dorchester knows of her meanness—looked at the note and said, "It makes no dif-

ference whether a note comes from this City Councilor or any City Councilor. We don't pay any attention to them." So this report came to me on Monday. I had already received several similar complaints, and when the young lady called on me I said that I would see if I could get some satisfaction. So I decided to take matters into my own hands and get some first-hand information as to how needy Dorchester persons really are handled at the Hancock street office. Therefore, I told the couple to meet me at the welfare office the next morning at 10.30, and I dressed so that they would not recognize me. I put on old clothes, a coat that was torn at the back, put on an old hat, and didn't shave for two days, left my shirt open at the neck, and put on an old tie that I found in the cellar. I went into the welfare office and got into line behind this couple who were trying to get food and fuel. There were a lot of people there. I stood in line with everybody else for two hours, and nobody paid any particular attention to me. What I saw and heard confirmed the complaints that I had received previous to my going there. I certainly heard and saw enough. One of the young women there would come out and say to a poor, old man or woman, "Stop leaning against the wall; stand up straight. Stop talking,—where do you think you are?" They would tell us to stop talking, to be quiet, and to get away from the wall. Well, I did it, like everybody else; took it and said nothing. But I had my ears open in every direction. I heard one of the women there ask a woman with two little children, "Why weren't you home when you were called on the other day by an investigator?" The woman protested that she had not known that the investigator was to call at her home, that there were times when she had to go out, and she did not expect a call from the investigator. Well, she was told that she was expected to be home when the investigator called. The woman asked, "Am I expected to be there every morning and afternoon waiting for such a person to call, without knowing when she is coming?" "Yes, if you want aid, you will have to be in your home when they call and visit you." Well, I heard a lot of similar things. Finally, the time came for my young friend to go in and see Miss Haley. I had known this young woman for a number of years. So when the door opened and the girl walked in, I walked in along with her, turning a little to one side so that I would not be recognized, and keeping my head down. "Well," the attendant said, "Who are you?" I said, "Well, I am just McCarthy from down Freeport street, and I know this young woman." Well, she turned around and looked at me closely and said, "Aren't you a Councilor?" Then I said, "Yes, I am Councilor Wickes, and I know this young couple, and I am interested in them," that I had come along to find out how the thing stood. At first I listened politely and meekly to this woman employee, until she evidently misunderstood my attitude and became very forcible in her talk. Finally, I had to sit on her, and, needless to say, she pulled in her horns. I told her what the public had a right to expect of people in her position and other employees, that the home owners of this city were paying taxes and had a right to expect decent treatment when they applied to any public agency, that they had a right to at least expect courtesy of city employees; that I was there to protect those people and that I was going to continue to do so. I later had quite a long talk with Miss Kelly, a supervisor, and I thought she was a very nice, charming woman. I don't think she had been aware of the complaints that had been made. I also knew, of course, that if I had gone in the first place to Mr. O'Hare he would perhaps have taken care of it. He might have done so. But I thought the best thing to do was to do what I did, to go myself and see what the facts actually were, and I did so. I have always believed in investigation at first-hand. I certainly hope, Mr. President, that this order will pass.

The order was passed under suspension of the rule.

INCIDENT AT CITY HOSPITAL.

Coun. WICKES offered the following:

Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to conduct a thorough investigation of the circumstances which necessitated the removal of a patient in Surgical 6, on Sunday evening, February 2, 1941, into a private room, as a result of the hostile and threatening attitude of one Doctor Webster toward said patient, on Thursday, January 30, 1941.

Coun. WICKES—Mr. President, I will read this one, so as to make sure that the facts are correct.

I took a constituent from Ward 17 to the Boston City Hospital on Wednesday, January 29, 1941. This patient was suffering from a physical ailment and was sent to the hospital by his family physician. He arose that morning at seven o'clock. I took him to the hospital at 9.15 a. m. The proper papers were filled out, etc., and a bed was promised him. We waited until two o'clock. All this time, the patient had to stand because of the condition at the base of his spine. Finally, we were told to go to Surgical 6 where a bed had been prepared for him. When we reached Surgical 6, the nurse was about to assign the patient to bed No. 5 when another nurse reminded her that Dr. Andrew Webster was saving that bed for someone else. The nurse told me that he would have to take a cot in the middle of the floor. Gentlemen, those cots are very low, with a thin mattress and with absolutely no privacy. I informed the nurse I had given up a whole day waiting for a bed for the patient. I told the nurse that I would not put a dog in one of those cots. Doctor Webster was contacted and informed that we were in the ward. In a few minutes he came down. He entered and looked us both over, and said to the patient, "Well?" And at the same time ignored me. I reminded him in a gentlemanly way who I was and that I would not permit the patient to be placed in a low, narrow cot. He replied, "That is what the patient is going to get, and like." I differed with him. He informed me that I could take the patient to another service. I told him that was O. K. with me, and I inquired what the procedure was in such a case. He sarcastically sneered at me and said, "Anyway, it is after visiting hours, and you haven't any right in this hospital, you or any City Councilor, and now, you and the patient can get out!" I looked at him, and finally said, "Doctor, do you realize what you are saying? This patient's condition. You know that he has been standing since he arose at seven o'clock this morning. I insist upon this patient being taken care of." I asked him, what he meant by another service? He replied, "I mean you can take him to another hospital." I then said, "Doctor haven't you any heart, or are you a horse doctor?" "Perhaps I am, but I told you," the Doctor replied, "You cheap politician, get out of this institution." I immediately went to Doctor Manary's office. He was out. I spoke to Mrs. Knowles. She made arrangements for the patient to go back to that same service, Surgical 6. To my surprise, I discovered that there were two vacant beds in Surgical 6. Perhaps Doctor Webster was saving the two beds for his friends. On Tuesday morning, Doctor Webster went to the bedside of the patient and said, "Do you know I am a horse doctor? And do you know that I am going to operate on you? And before I do, are you going to apologize to me for the remarks of the councilor?" The patient replied, "It is none of my business, and the councilor is able to speak for himself." "Well," the doctor said, "I am going to operate on you whether you apologize or not." The patient informed me that evening that when the Doctor spoke to him that way, he was frightened and became very nervous. Every time the Doctor went by his bed, he gave the patient a sneering look. On Sunday afternoon, I was at the hospital visiting patients. I went to Surgical

6. Doctor Webster was there. He said, "Councilor, you haven't any right in this hospital without a pass. You City Councilors are no different from anyone else, and now get out of here and stay out!" I informed him, that as a City Councilor, it was my duty to visit patients who are in this hospital from my district—I informed him that I intended to perform that duty at any and all times, specially because of the fact that, far from disturbing the patients my efforts could be of invaluable aid to them. I told him that I was surprised at his lack of professional ethics. He said, "Never mind that! I have taken enough from you cheap politicians!" I left the ward and went directly to Doctor Manary's home. He was not there. I left word, with those in charge at the hospital, for Doctor Manary to call me at my home when he returned to the hospital. Upon receiving his call, I told Doctor Manary the whole story. I told Doctor Manary that the patient was afraid the Doctor might do him harm. I would not permit, and will not permit an injustice to any patient at the Boston City Hospital. However, I had to pay the money out of my own pocket in order to engage a private room for the patient. The patient's condition was such that, he was in absolute fear of this Doctor. He begged me to have him transferred. The only alternative was a private room and a change of doctors. Now, gentlemen, a doctor who would say to a patient what Doctor Webster said just before operating, is not fit, in my estimation, to take care of a horse! Doctor Manary told me that Doctor Webster is new at the hospital, and he, Doctor Webster, would, of course, like to change many things there. Doctor Manary admitted, in the presence of two witnesses, that I was right in this matter, and he advised me to take the matter to the Board of Trustees. Considering a recent statement of the Board of Trustees in which they said that the welfare of the patient is of primary importance, I trust that they will take immediate and decisive action in this case.

Coun. CAREY—Mr. President, in view of what the councilor has said as to what occurred in his presence, upon this and his preceding order, it seems to me that there is a great deal of merit in both orders, and that this is a matter we should take seriously. I, and I think, other members of the Council, have had similar cases brought to our attention, showing the way in which unfortunates, who through no fault of their own have to apply for assistance to some of our departments, are at times treated by employees. The second order brings to my mind an experience that came under my notice in the hospital a short time ago, where a patient, known to me, in critical condition and suffering from asthma—and any of us who have been afflicted with asthma know how serious it can be. In this particular case a lady, a patient there, thought she was going to die, could not get her breath. I was trying to the best of my ability to get some assistance for her, but although there was a bed available at the moment where this patient could lie down, the doctor would not allow it, because he said it was being held for somebody else. He would not trouble himself in the matter at all. I afterwards talked the matter over with Doctor Manary, and he intended to take it up. But I certainly think that the attitude of some of the doctors in cases of this kind is intolerable, and I, for one, get sick and tired through stories I hear, whether they concern the hospital, welfare or any other department. Certainly, citizens of Boston have a right to demand proper courtesy and consideration. Matters of this sort should be brought to public attention, as they occur from time to time, and should be brought to the attention of this Body. Let us not kid ourselves into the idea that everything will go along all right, anyway. When matters of this sort arise, something should be done, and I sincerely trust that some action will be taken on the councilor's order.

The order was passed under suspension of the rule.

INCREASE OF TRADE SCHOOL FACILITIES.

Coun. HUTCHINSON offered the following:

Ordered, That the Boston School Committee be congratulated for their action in planning to increase the facilities of trade schools to accommodate boys who desire to learn trades in order to qualify for employment on the National defense program.

Passed under suspension of the rule.

OPPOSITION TO OIL FARM, MILE ROAD, DORCHESTER.

Coun. HUTCHINSON offered the following:

Ordered, That his Honor the Mayor be requested to deny the application for an oil farm on the Mile road, Dorchester, and to take up with the Boston Housing Authority the matter of taking this land for a new housing project.

Passed under suspension of the rule.

ENDORSEMENT OF HOUSE BILL 221.

Coun. TAYLOR offered the following:

Resolved, That the City Council of Boston favors the enactment of House Bill 221 authorizing the state to pay employees who have been called for selective service duties the difference between their salaries and the amount paid them by the Federal Government.

Passed under suspension of the rule.

CHANGED LOCATION OF POLLING BOOTH.

Coun. TAYLOR offered the following:

Ordered, That the Board of Election Commissioners be requested, through his Honor the Mayor, to change the location of the voting booth in Precinct 8, Ward 12, to a more centrally located point in said precinct.

Passed under suspension of the rule.

HEARING RE PROVIDING OF FUNERAL AND BURIAL SERVICES.

Coun. CHASE offered the following:

Ordered, That the full board of the Boston Overseers of Public Welfare be notified by the Clerk of Committee to appear at a hearing to be conducted by the City Council Committee on Public Welfare at 10.30 a. m., Friday, February 7, 1941, on the matter of providing decent funeral and burial services in accordance with chapter 465 of the Acts of 1938.

Coun. CHASE—Mr. President, a few weeks ago I introduced an order requesting the trustees of the Public Welfare to comply with chapter 465 of the Acts of 1938, an act of the Legislature which made it mandatory for all welfare boards throughout Massachusetts to pay \$100 for the burial of the poor, indigent persons. It is my opinion, Mr. President, that the Board of Overseers of Public Welfare have deliberately violated this law, inasmuch as they have adopted a practice of paying only \$20 per burial for the poor and indigent of Boston. I understand that this violation of law has taken place for two consecutive years. It is not merely an overlooking of the law, but a violation of it. There is no family in the City of Boston that would wish to have its nearest of kin buried in the way that the poor and helpless welfare recipients of aid in Boston are buried through the Overseers of Public Welfare. There is not a family in Boston that would not pay out the utmost of its means or go to the extreme, even of mortgaging their homes, to provide a decent Christian burial for their nearest of kin.

There is not a family of Boston that would not provide proper funeral services in the church or a wake at their home and proper Christian burial for its dear ones, and I say that the cold-blooded procedure of the Overseers of Public Welfare should be reprimanded by this Body next Friday, or that we should at least find the reason why they have continually violated the law. There seems to be some controversy on the matter. As I understand it, the Overseers of the Poor say that "Chase is wrong; we do not pay \$20 for burial. We spent \$22 for burial for welfare recipients." Well, whether it is \$22 or \$32, the fact remains that the law calls for the expenditure of \$100 per burial by the cities and towns of Massachusetts in such cases, and it was certainly the intention of the Massachusetts Legislature in passing that act that the poor should be given decent burial services. I don't believe that this was a mere oversight, but I feel that there has been a cold-blooded, deliberate violation of the act, and I think this is a matter that demands careful investigation.

Coun. CAREY—I cannot feel, Mr. President, that Mr. O'Hare is involved in this matter, because, from our experience with him, we all know that we cannot say too good things about him. He is honest, humane and sympathetic. I certainly hope, however, that the councilor's order will be recognized and that we shall have the full board here on Friday, so that the whole thing may be gone into and we can find out who is responsible for this situation.

Coun. FISH—Mr. President, I believe that there should be an amendment to the order, as we have one or two funeral directors available here, and we might call upon them to see just what services can be afforded for the amount of money that is spent.

Chairman SHATTUCK—The Chair would say that the committee can ask anybody they see fit to appear before them.

The order was passed under suspension of the rule.

CLEARING OF CROSSWALKS.

Coun. D. F. SULLIVAN and ENGLERT offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to appoint a sufficient number of men to clear the crosswalks throughout the City of Boston.

Passed under suspension of the rule.

HALF FARE FOR CERTAIN JUNIOR ORGANIZATIONS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to permit all junior organizations such as the Boy Scouts, Junior Police, etc., to have the privilege of half fares while performing officially assigned duties under adequate supervision.

Passed under suspension of the rule.

MEDICAL EXAMINATIONS FOR HOSPITAL EMPLOYEES.

Coun. D. F. SULLIVAN and W. F. HURLEY offered the following:

Ordered, That the trustees of the Boston City Hospital be requested, through his Honor the Mayor, to arrange for medical examinations for all permanent and temporary employees of the Boston City Hospital and the Mattapan Sanatorium.

Coun. SULLIVAN—Mr. President, my attention was brought to an incident which occurred recently at the City Hospital when

one of the wards was quarantined. A recent employee, who worked at this ward only a short time, was transferred to the South Department with a case of scarlet fever. At this time it is not for me to say whether the employee was a carrier, or contracted the disease in the performance of his duty. I am, however, raising the question as to why this employee never received a physical examination before being employed. I was very much surprised to find that in our hospital kitchens, the permanent or temporary employees do not have to undergo medical examinations or periodic inspections. I believe that some years ago there was a rule that all hospital employees had to undergo medical examinations but for some reasons this practice has been abandoned in recent years. I believe that it should be revived for the protection of the patients as well as the employees. May I further add, Mr. President, that an employee in the performance of his duty who contracts any disease that would put him out of work for the rest of his life cannot come under the compensation act, due to a ruling made a month ago by the Supreme Court. I was informed today that there are several bills in the State House that will cover the case of these particular employees who contract various diseases in the performance of their duty, providing compensation for a period of time. I know that the employees of the hospital want something of the sort very much, not only for their own protection, but for the protection of the patients. It is safe to say that such employees should receive a medical examination, and I trust that the order will be passed and that the trustees will carry it out.

The order was passed under suspension of the rule.

OPPOSITION TO FURTHER SALE OF HOUSING PROJECTS.

Coun. LINEHAN offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to refrain from selling any more housing projects to the Federal Government for any purpose other than to house families in the low-income group.

Coun. LINEHAN—Mr. President, I have been given to understand that the Boston Housing Authority has sold a housing project in my district to the United States Government for the purpose of housing so-called defense workers. I want to point out at this time that the basic idea in these housing projects, at the time when they were inaugurated, as I have understood it, is that they should be used for the lower income people, and not for workers engaged in defense projects, as those people receive in this district, as I have heard, very high wages, and there are plenty of housing accommodations belonging to private citizens in the community which are available to them and for which they are well able to pay. In my opinion there are plenty of private housing facilities available for the defense workers in and about Boston, and those workers are amply able to pay for such facilities. If I am correct in my interpretation of the housing act, and I believe I am, it was passed by Congress for the one purpose of housing families in the low income group, those who at the time were living under inadequate housing conditions. The idea back of the projects, to house the low-income group, is a highly commendable one, and I say that that object should be carried out. But, that having been the object of Congress in passing the act, I feel strongly that that specific object should be carried out; and it certainly is not just to now turn around and build projects of this kind for people who are well able to hire homes in this city that have been built and are owned by private individuals for investment purposes. I hope this is the last time that such an attempt will be made, and that there will not be another at-

tempt to house people outside of the low-income group. I trust that the Boston Housing Authority will see fit to carry out the mandates of Congress and to furnish homes under these projects for families within the lower income group.

Coun. FISH—Mr. President, I think it is hardly fair for a member of this Body to try to put the other members on record as against what may be the government's wishes in a matter of this sort. The Councilor from South Boston says he hopes there will be no more of these projects sold to the Federal Government, other than to house families in the low-income group. But I don't think it is right for him to try to place the other twenty-one members on record as against what may be the wish of the Federal Government in a matter of this kind.

Coun. LINEHAN—Mr. President, will the gentleman yield for a question?

Coun. FISH—Mr. President, the gentleman may speak in just a moment, after I have finished. I wish to say simply this. I do not believe we should be placed on record for the future as unwilling to cooperate in any government emergency that may exist in connection with national defense.

Coun. LINEHAN—Mr. President, I am sorry to hear these words from the gentleman from Dorchester, who thinks I am trying to place him on the spot. If I recollect correctly, it was only today that on an order before us in executive session he was trying to place certain members here on the spot. I do not wish by this order to put anybody on the spot. I am merely saying that Congress specifically passed an act for the construction of housing projects, the purpose being to house people in the lower-income group, and I think the taxpayers of the city will be very much disappointed if they see these projects or others in the future used for other purposes, to house people who are not in the lower-income group, and who are well able to rent private housing facilities in this city. Mr. President, I trust that this order may be passed, under suspension of the rule, and I would ordinarily ask for a roll call, but may I ask, on a roll call vote, if those who are called upon have to vote?

Chairman SHATTUCK—The Clerk will call the roll.

Coun. LINEHAN—Mr. President, what was the decision of the Chair on that?

Chairman SHATTUCK—The Chair will say that if a member does not want to vote on a roll call he need not vote.

Coun. LINEHAN—Well, Mr. Chairman, I will ask for a rising vote, not for a roll call.

The rule was suspended and the order was passed by a rising vote, 9 to 2.

OPPOSITION TO W. P. A. LAY-OFF.

Coun. RUSSO offered the following:

Ordered, That his Honor the Mayor be requested to prevail upon the members of the Congress of the United States to accomplish the purpose that the provisions of law requiring that all W. P. A. employees be automatically laid off after eighteen consecutive months of service be abrogated.

Coun. RUSSO—Mr. President, I have had considerable experience in the year's time I have had the honor of serving in this Council from my ward—and I believe the same experience has been had by all the members of the Body—with the workings of W. P. A. I realize that at the time when the W. P. A. came into existence, it was for the sole purpose of giving employment to any individual who was out of work and who was physically and mentally able to work. We all realize that since then times have changed. In my opinion, the W. P. A. has come to a point where most people believe it is more of a welfare than an employment agency, and that is due to the workings of the red tape, so called, rule by which those who have been on W. P. A. for eighteen consecutive months are

automatically laid off for thirty days. But, Mr. President, don't you and I know that it then takes perhaps two, three or four months, even if you are then successful, to get an individual back into the W. P. A. work. Therefore, I say that instead of putting an individual at the end of eighteen months out of work for thirty days and compelling him to apply again if he continues to need the work, as we all agree that in most cases he does, it would be much better to keep him on rather than compelling him to resort to the local welfare agencies in order to receive aid. Even there we have some red tape to go through, and it often takes three or four weeks or more before people may receive aid. So I would suggest that his Honor the Mayor take this matter up, if possible, with members of Congress, with the object of getting through legislation under which these W. P. A. employees will not be automatically laid off after eighteen consecutive months of service, but that instead of laying them off there will be sufficient time to decide whether or not an individual is eligible to continue with the work he is doing. Such action will not only help the individual who needs the work in order to support his family, but at the same time it means a probable reduction in the calls for local assistance to these poor unfortunates, who, through no fault of their own, are placed in this position. I earnestly trust that his Honor the Mayor will do his utmost to see that this may be accomplished. I hope that the order will pass.

The order was passed.

PROPERTY DAMAGE CAUSED BY "LOOPERS."

Coun. GALVIN offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation authorizing the city to reimburse persons suffering property damage caused by "loopers," so called; provided that such legislation includes a referendum to the Mayor and City Council.

Coun. GALVIN—Mr. President, this is another bill that is up in the House of Representatives under Rule 9B of the House. By adopting this order the House can take under advisement legislation to provide reimbursement for private owners who have suffered property damage to their homes through the loopers, so called, in Charlestown in the past two or three years. It is the belief of some people in Charlestown that something should be done in the way of reimbursement for damage caused by loopers to various properties, and they feel that action looking to that end should be taken.

The order was passed under suspension of the rule.

LEASE OF GERMANTOWN SCHOOL.

Coun. LYONS offered the following:

Ordered, That the School Committee be hereby authorized to lease to the Silver Star, Chapter 3, Disabled American Veterans of the World War, the Germantown school, upon such terms and conditions as the said committee shall deem advisable.

Passed under suspension of the rule.

USE OF VICTORY ROAD WHARF FOR GARBAGE DISPOSAL.

Coun. FISH offered the following:

Ordered, That upon completion of the now existing garbage disposal contract, the Commissioner of Public Works discontinue the use of the wharf, located on Victory road, Dorchester, presently used as a station for the unloading into scows of garbage and other refuse.

Passed under suspension of the rule.

PRIVILEGES IN CONNECTION WITH
OPERATION OF FIRE ALARM SYSTEM.

Coun. FISH offered the following:
Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to appear before the License Committee of the City Council for the purpose of ascertaining whether or not certain privileges now granted

by him in connection with the operation of the fire alarm system should be either discontinued or subject to a fee.

Passed under suspension of the rule.

Adjourned, on motion of Coun. FISH, at 5.51 p. m., to meet on Monday, February 10, 1911, at two p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, February 10, 1941.

Regular meeting of the City Council in the Council Chamber, at 2 p. m., President GALVIN in the chair. Absent, Coun. Gottlieb, Kelly and Langan.

The meeting was opened with the salute to the Flag.

SOUTH BOSTON ELEVATED SERVICE.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of January 27, 1941, concerning the making of a survey of the service on the Broadway-North Station and the City Point-Dudley Street and Bay View lines with a view to improving the service on these lines.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway.
February 6, 1941.

Mr. William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your letter of January 29 with order of the City Council, I would say that a survey has been made of all of the South Boston lines, and counts taken on week days, Saturdays and Sundays show the service to be adequate to meet the riding requirements.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SIDEWALKS, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of January 27, 1941, concerning the construction of sidewalks on both sides of Austin street, Ward 18, with a black bituminous mixture, under the W. P. A. plan of construction.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on both sides of Austin street, Ward 18, with a black hituminous mixture, under the W. P. A. plan of construction."

I shall make the necessary arrangements to have the above-referenced work done with the aid of the Works Projects Administration during the current year.

Respectfully yours,
GEORGE M. HYLAND,
Commissioner of Public Works.

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 27, 1941, con-

cerning the reconstruction of Blake street, Ward 18, under the W. P. A. plan of construction.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That the Public Works Commissioner, through his Honor the Mayor, be requested to reconstruct Blake street, Ward 18, under the W. P. A. plan of construction."

I shall make the necessary arrangements to have the above-referenced street reconstructed, with the aid of the Works Projects Administration, during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.
Severally placed on file.

ADDITIONAL DAY FOR SNOW WORKERS' REGISTRATION.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of January 27, 1941, concerning the arranging for another day or days of registration for snow workers, in order that those citizens of Boston who were not aware of the new system or were unable to take advantage of it may register.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for another day or days of registration for snow workers, in order that those citizens of Boston who were not aware of the new system or were unable to take advantage of it may register."

At the present time there are approximately 8,700 persons registered for emergency snow removal work. Of this number about 1,800 worked during and subsequent to the recent snow storm. Under the circumstances, therefore, there is no necessity at the present time of having additional persons register.

It is my opinion, also, that it is too late in the current winter season to allow persons to register for snow removal work, and, in view of this, I do not feel that it would be advisable to comply with the provisions of the above-referenced order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.
Placed on file.

EXTENSION OF FIVE-CENT FARE LIMIT.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of January 27, 1941, concerning the extending to the terminal entrance the present five-cent fare limit on all bus and car lines entering the Dudley Street Terminal.

Respectfully,
MAURICE J. TOBIN, Mayor.

BOSTON ELEVATED RAILWAY

February 4, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Consideration has been given by the Trustees to request of the Boston City Council received with your letter of January 29, for extension to the terminal entrance of the five-cent local fare limit on all car and bus lines operating to the Dudley Street Terminal.

The local fare rides over the entire system were readjusted for the purpose of securing additional revenue and reducing the deficit, and it would not be consistent with the present policy as to length of local fare rides to comply with the request of the Council.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal, Paul J. Hohmann, 66 Sudan street, Dorchester; Anthony Hohmann, 32 Dorset street, Dorehester.

Weigher of Goods: William B. Powers, 12 Rochdale street, Roxbury.

Severally laid over a week under the law.

LIGHTING CONDITIONS, SOUTH END.

The following was received:

City of Boston,

Office of the Mayor, February 8, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 27, 1941, concerning the making of a survey of the street lighting conditions in the South End section of Ward 8, and arrange for additional lighting facilities.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of the street lighting conditions in the South End section of Ward 8, and arrange for additional lighting facilities."

It is my intention to make immediate arrangements to comply with the provisions of the above-referenced order, insofar as that part referring to the survey is concerned.

Subsequent to the completion of the survey, I shall determine the advisability and necessity of providing for additional lighting facilities.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ARC LIGHT, WARD 13.

The following was received:

City of Boston,

Office of the Mayor, February 7, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 27, 1941, concerning the installation of an arc light at the corner of Belfort and Auckland streets, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light at the corner of Belfort and Auckland streets, Ward 13."

I shall have the above-referenced matter investigated and shall comply with the provisions of the order if the results of the investigation show that it is necessary to do so.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

MODERNIZING OF FORT POINT CHANNEL BRIDGES.

The following was received:

City of Boston,

Office of the Mayor, February 7, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 27, 1941, concerning the provision of sufficient funds to modernize the Northern Avenue and Summer Street Bridges across the Fort Point Channel.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 27, 1941:

"Ordered, That, in the opinion of the City Council, sufficient funds should be provided immediately to modernize the Northern Avenue and Summer Street Bridges across the Fort Point Channel."

It is my opinion that there is no necessity of providing any substantial amounts at this time to make improvements to the above-referenced bridges, as both bridges are in good condition.

I wish to call to your attention at this time that approximately \$24,000 was expended last year for repairing the Summer Street Bridge.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

HOUSING UNITS, WARD 8.

The following was received:

City of Boston,

Office of the Mayor, February 7, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Boston Housing Authority relative to your order of January 27, 1941, concerning the changes in the plans for apartments in housing units to be erected in the Orchard park and South End districts of Ward 8.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority,
February 4, 1941.

Mr. William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This will acknowledge receipt of your communication of January 29, 1941, concerning the City Council order of January 27, 1941:

"That the officials of the Boston Housing Authority be requested, through his Honor the Mayor, to consider changes in the plans for apartments in housing units to be erected in the Orchard park and South End districts of Ward 8, to make available to the residents of these districts, apartments with a sufficient number of rooms to accommodate large families."

You are advised that before any determination is made as to the size of dwelling units to be constructed in a housing project, a thorough study is made of all available material that would indicate the sizes of families to be served by the project. Such a study was made of the families to be served by the project proposed in the Orchard park area of Roxbury, and the distribution of the dwelling-unit sizes in the plan was based on that information.

The Authority is endeavoring to serve the larger families, and in so doing, it is worthy to note that the projects of this Authority have a greater proportion of four and five bedroom dwelling units than those of any other authority in the nation.

Respectfully,
JOHN A. BREEN, Chairman.

Placed on file.

REMOVAL OF SNOW ON SIDEWALKS.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of January 27, 1941, concerning the ordinance dealing with snow on sidewalks.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Police Department, February 5, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your communication of January 29, inclosing City Council order dated January 27, 1941, regarding the enforcement of the ordinance dealing with snow on sidewalks particularly in front of vacant lots, I am enclosing herewith for your information copy of Superintendent's order, in quadruplicate, dated February 4, 1941, regarding this subject.

Very truly yours,
JOSEPH F. TIMILTY,
Police Commissioner.

City of Boston,
February 4, 1941.

To All Divisions.
Subject: Removal of Snow and Ice from Sidewalks.

Captain,—I am directed by the Police Commissioner to again bring to the attention of division commanders, section 44 of chapter 39, Revised Ordinances of the City of Boston, concerning the removal of snow and ice from sidewalks:

Section 44.

"No owner or tenant of an estate abutting on a sidewalk shall place or suffer to remain for more than three hours between sunrise and sunset, any snow upon such sidewalk, or any ice upon such sidewalk unless such ice is made even and covered with sand, sawdust, or ashes to prevent slipping; nor shall any person place any ice or snow in a street, outside of the sidewalk, unless the same is made even at the time of placing."

Your attention is also directed to Superintendent's order dated February 20, 1939, relative to operators of filling stations and parking areas removing snow from their premises and placing the same on the street area.

Division commanders shall give this matter their immediate attention and all officers shall be instructed to enforce the City Ordinance with reference to the removal of snow and ice from sidewalks, particularly in front of vacant lots, throughout the city.

EDWARD W. FALLON,
Superintendent of Police.

Placed on file.

OPERATION OF FIRE ALARM SYSTEM.

The following was received:

City of Boston,
Office of the Mayor, February 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Fire Commissioner relative to your order of February 3, 1941, concerning the appearance of the Fire Commissioner before the License Committee of the Boston City Council for the purpose of ascertaining whether or not certain privileges now granted by him in connection with the operation of the fire alarm system should be either discontinued or subject to a fee.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Fire Department, February 7, 1941.
Mr. William T. Doyle,

Chief Clerk, Mayor's Office,
Dear Mr. Doyle,—I have received notice of the City Council order of February 3, 1941, concerning appearance before the License Committee of the City Council for the purpose of ascertaining whether or not certain privileges now granted by the Fire Commissioner in connection with the operation of the Fire Alarm system should be either discontinued or subject to a fee.

I will be pleased to appear before the License Committee at their convenience and answer any questions regarding this order.

Sincerely yours,
WILLIAM ARTHUR REILLY,
Fire Commissioner.

Placed on file.

LEGISLATIVE HEARINGS CONCERNING CITY.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from David M. Owens, Legislative Agent for the City of Boston, relative to your order of January 6, concerning the notification to the members of the Boston City Council of the existence of any bill or bills pending before the Legislature which pertain to the Council, now or at any time in the future and the date of the hearing of said bill or bills.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston and County of Suffolk.
January 27, 1941.
To William T. Doyle, Chief Clerk, Mayor's office.
From David M. Owens, Legislative Agent, Law Department.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 6, 1941:

"Ordered, That the Legislative Agent for the City of Boston be requested, through his Honor the Mayor, to notify the members of the City Council of the existence of any bill of bills pending before the Legislature which pertain to the Council, now or at any time in the future, and the date of the hearing of said bill or bills."

I shall be pleased to cooperate with the members of the City Council, and shall keep them informed of all legislation pertaining to the Council and the dates assigned for committee hearings on such legislation.

Respectfully yours,
DAVID M. OWENS,
Legislative Agent.

Placed on file.

WHARF ON VICTORY ROAD,
DORCHESTER.

The following was received:

City of Boston,
Office of the Mayor, February 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 3, 1941, concerning the discontinuance of the use of the wharf located on Victory road, Dorchester, presently used as a station for the unloading, into scows, of garbage and other refuse.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 6, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 3, 1941:

"Ordered, That upon completion of the now existing garbage disposal contract, the Commissioner of Public Works, discontinue the use of the wharf located on Victory road, Dorchester,

presently used as a station for the unloading, into scows, of garbage and other refuse."

The present ten-year disposal contract does not expire until July 1, 1942. Before giving consideration to complying with the provisions of the above-referenced order, it will be necessary to decide on the method of disposition of garbage and refuse materials that the city will adopt at the termination of the present contract. At the present time a committee is being organized to make a study of the disposal problem.

In view of the circumstances, therefore, I am precluded at this writing from taking any action with reference to the above order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CLEARING OF CROSSWALKS.

The following was received:

City of Boston,
Office of the Mayor, February 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 3, concerning the appointment of a sufficient number of men to clear the crosswalks throughout the City of Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
February 6, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 3, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to appoint a sufficient number of men to clear the crosswalks throughout the City of Boston."

The clearing of snow from all crosswalks within what might be considered a reasonable time after the termination of a particular storm is a problem that it is almost impossible to solve without the city's assuming an enormous expense that would be prohibitive. Subsequent to the last snowstorm, the department used some of its regular employees on main highways and at busy pedestrian intersections for the purpose of clearing the walks and making them reasonably safe and satisfactory for pedestrian passage.

I agree that there is much room for improvement in connection with this type of snow work, and it is my intention, therefore, immediately at the termination of any snowstorms hereafter, to have a special detail of workers assigned to each district paving yard for the purpose of clearing away the snow at the most important crosswalks.

I feel confident that a marked improvement will be noted in connection with the clearing of snow from crosswalks hereafter.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

John J. Carey, for reimbursement for accident while in performance of duty as chauffeur of Public Works Department, Sanitary Division.

Mrs. Marion R. Coughlin, for compensation for damage to car by city car.

Walter Deagle, for compensation for damage to car caused by alleged unlighted tool house opposite 30 Port Norfolk street.

John R. Desmond, claim for refund on dog license.

Economy Grocery Stores Corporation for compensation for damage to property at 608 Washington street, Brighton, caused by backing up of sewer.

Phidias Eliades, for compensation for personal injuries caused by fall on icy sidewalk bordering lot adjoining Boston Trade School, Roxbury.

Francis W. Gagnon, for compensation for damage to car by city truck.

Mitchell J. Halle, for compensation for damage to car by snow plow.

Norwood E. Kellenherger, for compensation for damage to truck by city truck.

John Macella, for compensation for damage to truck by city truck.

Margaret McGrath, for compensation for personal injuries due to icy surface on Logan square, Hyde Park.

John D. Murphy, for reimbursement of execution issued against him.

John D. Murphy, for reimbursement of execution issued against him.

William B. Ring, Jr., for compensation for damage to car by city truck.

Charles R. Robinson, for damage to car caused by ice from roof of Faneuil Hall.

Committee on Licenses.

Petition of New England Transportation Company for license to operate motor vehicles from Park square via Columbus avenue to Egleston square; thence via Washington street to the Boston-Dedham line.

Executive.

Petition of Hazel Boone, for children under fifteen years of age to appear at places of public amusement, at Lee Auditorium Hall, February 20.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works together with orders assessing half cost of constructing sidewalks on owners of estates bordering thereon, viz.:

West Milton street, Ward 18, half cost, \$3,152.60.

The order was passed under suspension of the rule.

BORROWING FOR CENTRAL TRAFFIC ARTERY.

Coun. GALVIN offered the following:

Resolved, that the City Council of Boston hereby approves the enactment of legislation to authorize the city to borrow outside the debt limit a sum not exceeding nineteen million four hundred thousand dollars for the purpose of financing the laying out and constructing of a central traffic artery and other related thoroughfare improvements, substantially as set forth in the proposed bill attached to the petition filed in January, 1941, in the General Court by Henry J. Nichols of Boston and others.

Referred to Executive Committee.

DELIVERY OF OIL BY WELFARE DEPARTMENT.

Coun. CAREY offered the following:

Ordered, That the Overseers of Public Welfare and Superintendent of Supplies be requested, through his Honor the Mayor, when making preparations for the year 1942, for the delivery of oil to recipients of Dependent Aid, Aid to Dependent Children, and Old Age Assistance, to discontinue the practice of arranging for this distribution by contract and instead to permit these recipients to purchase this oil from their local dealers.

Coun. CAREY—Mr. President, I sincerely hope that this order will receive the consideration and favorable action that I believe it is entitled to. I fully realize, of course, that to discontinue the present practice of handling this oil distribution by contract, and instead to permit these recipients to purchase from their local dealers, would be more expensive, but I don't feel that it is fair to penalize these recipients, as is the case under the present system. Complaints constantly keep coming in because of the hardship wrought on these recipients through the delay in delivery. There is nothing worse in this life than being cold and hungry. The over-all allowances being granted these recipients already permits but a bare existence, and when, while awaiting the delivery of oil, they are forced to buy an emergency supply from their local dealer, such purchase means that they must then deny themselves of necessary food or clothing. This is

false economy on the part of the city, that certainly works to the inhuman disadvantage of the recipient whom, after all, we are supposed to protect. In this connection, let me say that I have received the following letter from one of my constituents:

"February 7, 1941.

My dear Mr. Carey,—I am writing to you to see if there is not some way in which you can give us people on welfare a chance to right a very poor and mean condition.

We have been receiving a check for fuel each month and find that when we send it to the—company we wait until they get good and ready to deliver. Last month I gave mine to my own oil man and he gave me oil each day as needed and took very good care of me, and when the check amount runs out he saw that I was taken care of until the next check. This month my check is stamped—and my oil man tells me that as much as he would like to supply me as before he cannot touch the check.

Also the—company want me to get an oil drum so that I can take it in large amounts. Oil drum and stand would cost \$3.75, or five cans for twenty-five gallons would cost \$3.45, which amount I do not think any person on relief can afford.

Now, these conditions are just a case of monopoly by a big concern who do not care a hoot about us folks on relief once they get that check."

I think that letter speaks for itself. Time and time again I have had complaints from these poor unfortunates, unfortunates through no fault of their own, who through the cold winter months must wait until the contractor gets ready or has a chance to make such deliveries. As I stated earlier, it seems to me, while it might be a little more expensive to permit the distribution of oil by local dealers in the neighborhood, it would ensure prompter delivery in many cases. I believe that this is a matter which, in the interest of humanity, should receive serious consideration. If such action is taken, during this next year oil will be more promptly delivered in many cases by dealers in the locality.

Coun. COFFEY—Mr. President, I think the company that the gentleman refers to is the Boston Ice Company. I attempted awhile ago in my district to have local dealers given an opportunity to come in and get the contract for delivery of fuel oil in their neighborhood, because of information I received that the Boston Ice Company was not making deliveries as promptly as it should. If that is true—and I have no reason to doubt it in many parts of this city—local dealers should be permitted to supply the people in their districts. I would like to have this referred to the Executive Committee, and have some of the oil company representatives come in and tell us how they are carrying on their work under these supply contracts.

The order was referred to the Committee on Public Welfare.

TEST OF OPEN-AIR PARKING PERMITS.

Coun. SHATTUCK offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to bring up to date the analysis of open-air parking space permits as originally given in the Proceedings of the City Council for Monday, December 19, 1938, as printed in the *City Record* of January 7, 1939, pages 17-19.

Coun. SHATTUCK—Mr. President, this is simply an order requesting the Street Commissioners to bring up to date the report on open-air parking spaces made about two years ago and published in the *City Record*. Since that date many buildings have been demolished, and the land has been opened up for parking spaces. We don't know the extent to which that has been carried on, nor do we have any complete report on parking spaces now available. The passage of this order will give us that information.

The order was passed under suspension of the rule.

RESURFACING OF WEST FIRST STREET.

Coun. SCANNELL offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement West First street

from Farragut road to D street, and to install granolithic sidewalks thereon.

Passed under suspension of the rule.

REINSTATEMENT OF MARY KENEALLY.

Coun. SCANNELL and LINEHAN offered the following:

Resolved, That the City Council of the City of Boston hereby favors the enactment of legislation for the reinstatement to the office of Clerk of the Civil Court for Civil Business of Suffolk County, of Mary Keneally, provided that such legislation contains a referendum to the Mayor and the City Council.

Coun. SHATTUCK—Mr. President, I would like to ask the circumstances of this proposed reinstatement, whether it has anything to do with the removal of the former clerk, and why he wants the lady reinstated.

Coun. SCANNELL—Mr. President, this is a case of a woman retired from the office of the Clerk of the Superior Civil Court under the régime of John Patrick Connolly. It was a forced retirement, and I believe it is now properly up to the Mayor and the City Council to pass this resolution, as it has to go to the Legislature for enactment.

The resolution was passed under suspension of the rule.

REINSTATEMENT OF KATHERINE I. LALLY.

Coun. WICKES offered the following:

Resolved, that the City Council of the City of Boston hereby favors the enactment of legislation for the reinstatement to the office of Clerk of the Civil Court for Civil Business of Suffolk County, of Katherine I. Lally, provided that such legislation contains a referendum to the Mayor and the City Council.

Passed under suspension of the rule.

TRANSFER OF HOSPITAL PATIENTS IN ELEVATORS.

Coun. WICKES offered the following:

Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to notify those concerned that the practice must be discontinued of permitting passengers to occupy the same elevator with those who are ill and being transferred from one floor to another in wheel chairs and on litters, etc.

Coun. WICKES—Mr. President, I simply wish to call the existing conditions at the hospital to the attention of this Honorable Body. In my visits to the hospital, covering a long period of time, I have frequently had occasion to use the elevators, and I have observed what has taken place. I have witnessed on many occasions how the elevators have been used, when patients were being moved in the elevators from one part of the hospital to another. In addition to the patients there will frequently be five, six or seven passengers, sometimes boys and girls, sometimes old men and women, who are in the elevators at the same time when the patients are being moved. Only last week I witnessed a very very old lady, who was very sick with flu, and there were seven passengers in the elevator, of whom I was one, with the old lady. That poor woman was somebody's mother, and whoever brought her to the hospital, of course, had to leave her in the accident ward and then go about his business while they took care of her. Well, they took care of her all right. There was an old lady in the elevator, with all those passengers, and some of the passengers didn't look any too healthy, and one who was none too clean was standing over that poor old patient, breathing into her face, while she was lying there in a litter or stretcher. She tried to cover up her face, because she was so embarrassed and, I suppose, afraid of disease. I have talked with many people at the hospital about matters of this kind, and I hope they will be taken care of. On my two visits to the hospital yesterday, I witnessed the same thing. I think it is about time that the Council stood up on its feet and let the trustees and the hospital officials understand that we amount to something. We should cooperate with one another, and see to it

that conditions at the hospital are such as not only the doctors would like to have them, but that the hospital is run in the way that the citizens feel that it should be run. I admit that we are not doctors. We have enough lawyers here, however, to take the matter to court, if necessary, and stop this sort of thing. I think it is about time that we should interest ourselves. We should be as much interested in mothers, brothers, sisters or fathers of other people as we would be in the case of our own family, and should do everything possible to see that they are taken care of properly. When patients are brought there with the blood flowing from their veins, they should be immediately looked after, given first aid, even before any memorandum is made concerning them. When there is something the matter with them, they should be immediately taken care of. Of course, we all know very well that one doctor will not talk about another, and I know that a nurse will not talk about another, but I have been to the hospital hundreds of times and witnessed things of this sort that should be corrected, and I think it is an outrage that something is not done about it. While at times we do not like to put our objections on the ground that we are members of the City Council, there are occasions arise when it is incumbent upon us, as representatives of the people, to stand up for those who are not being properly treated and put those people in their place. We are elected by the citizens to see that their wishes in municipal matters are carried out, and when I see the need for it, they are not going to tell me that it is none of my business, but I am going to insist on people who are brought to the hospital immediately getting first aid, medical attention, without any delay or red tape.

Coun. HURLEY—Mr. President, I think that order should be referred to the Committee on Hospitals. I realize that the councilor is conscientious in the ground he takes, but I think we are having too much airing of the City Hospital in this way, and it does not do the hospital any good. I had a case brought to my attention only last week, of a woman who was not a welfare case but who was nearly a welfare case, who came to my home and asked me about the possibility of cashing in an insurance policy in order to receive medical attention. I suggested the Boston City Hospital, and she immediately made the remark that she had heard detrimental things about the hospital. That girl should have been treated at the Boston City Hospital, but her mother was fearful about the hospital on account of the talk that has been going on about it. I don't think this sort of talk is helping the people of my district, people who are in the main poor people and who should, in cases where they need hospital care, go to the City Hospital instead of to private hospitals. I think this is a matter that should be referred to the Committee on Hospitals. We all know about the difficulties that arise in running institutions, difficulties that at times cannot be avoided. Naturally, there will be complaints about any institution, but when such complaints are brought to the attention of our hospital trustees, they can be corrected. I don't believe in airing these things in this way, citing incidents that can be easily enlarged upon when they are made public and can seriously injure the hospital, getting people into the frame of mind that they do not want to go there. I think we all feel that the hospital is well run, that it is a fine hospital, although there may be from time to time, as in all institutions, some little things come up that can be easily corrected. But I had this case brought to my attention where people in my district were prejudiced against the hospital, people who should receive medical attention from our hospital. That is the place for them, and they will be well cared for there. As a matter of fact, people in my district and other parts of Boston, who require medical attention, can be as well or better cared for in our City Hospital than in a private hospital or under private medical care, which they may seek because of these things that are brought to their attention. I trust, therefore, that this matter will be referred to the Committee on Hospitals.

The order was referred to the Committee on Hospitals.

Coun. WICKES—Mr. Chairman, I ask unanimous consent to make a statement.

President GALVIN—If there is no objection, the gentleman may proceed.

Coun. WICKES, Mr. President, with all due respect for my friend the councilor from Ward 8,

I beg to differ with him. I am firmly convinced, as I have said today and as I have said before, that unless we and every citizen of Boston who is interested calls attention to these things which take place at the City Hospital as it is being run, nothing will ever be done about them. I have many times gone to the people in charge there and been promised that matters would be taken care of, and then nothing has been done. I know, as well as other members here, that when you call up the City Hospital in regard to a patient in whom you are interested, asking how the patient is getting along, the answer will be, "Very well," and perhaps the patient will die that afternoon. You know that sometimes you will go to the hospital and be insulted, and I think it is about time that the citizens of Boston, paying taxes to run the hospital, should be treated with courtesy, as they would be in a private institution. Let me tell you about something that happened to me, to show you that I know what I am talking about. As you know, I received the Carnegie medal for saving some boys from drowning, and let me tell you what happened. This happened to me—it is not hearsay. When another fellow and myself carried those boys to the City Hospital, we were all soaking wet, and one of the boys was unconscious. We met about seven people there, who just stood around, looked and stared. Nobody said, "Can we help you, or do something for you?" No. We had just gone there with the two boys from the scene of the accident. I did not announce myself as the City Councilor from Ward 17, Dorchester, because I did not wish to use any authority, simply going there as any citizen might go. Well, we ourselves carried the two boys to the place where they were to be taken care of, and when we reached that place, going along nearly a quarter of a mile, we found at least eight or nine men and women standing around. Not one of them offered to help us. Nobody said, "What is the trouble? What can we do?" They just stood around. Well, I went ahead and placed one of the boys on a bed, and we were both pretty tired and weak. Finally, as nobody seemed to wake up and show any interest, I said, "I am a member of the City Council, and I want some help in this matter." Then they all ran, and I got some help. But God help the poor man or woman who goes to the Boston City Hospital without any influence, and needs first aid attention. Needless to say, I would not have got any aid if I had not announced the fact that I was a City Councilor. I had not mentioned it before, thinking the mere fact that help was needed there would be enough. I simply say these things so as to show you that I know what I am talking about and it is about time that attention was paid to people who go there and do not show any evidence of authority. What I have stated is the result of my own experience.

VACANCIES IN LENOX STREET HOUSING PROJECT.

Coun. D. F. SULLIVAN offered the following:
Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to take immediate steps to fill the vacant apartments now existing in the new Lenox street housing project.

Passed under suspension of the rule.

PLAQUE IN MEMORY OF VETERANS, UNION SQUARE.

Coun. WARD and M. H. SULLIVAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to permit the erection of a bronze plaque on the large circle at Union square, commemorating the memory of the veterans who died in the World War.

Passed under suspension of the rule.

RE-EMPLOYMENT PLAN FOR DRAFTEES

Coun. GOODE offered the following:
Resolved, That the Boston City Council does hereby recommend a Defense Re-Employment Plan for all young men called to duty under the National Selective Training and Service Act in

the City of Boston, so that these draftees may re-establish themselves in the community and be assured that their jobs will be waiting and that they will receive preference when their tour of active service expires and they have been honorably discharged.

Coun. GOODE—Mr. President, I am offering this resolution because of the conditions that will be later facing the young men who are now called to duty under the National Selective Training and Service Act. I believe that his Honor the Mayor, as well as the Chamber of Commerce, have pledged themselves to such a program. It is my intention to have a copy of this sent to Congressman John McCormack and to our other representatives in the United States Senate and Congress, in view of what we can all foresee may happen to those young men after they have been honorably discharged from the United States Army. Certainly, we don't wish to have those young men included in the so-called "lost generation." Many of them are graduates of high schools and have entered employment, and after the year is over they may be unemployed for three or four years. Certainly, they should be given a chance to get steady employment, at least of such a character as many of them have been having up to the present time. We should seriously consider their future. I sincerely trust, therefore, that the resolution will be passed.

The resolution was passed under suspension of the rule.

CONDUCT OF OFFENSIVE TRADES WITHOUT LICENSE.

Coun. FISH offered the following:

Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to appear before the Committee on Licenses, to inform the Council whether or not certain concerns are conducting offensive trades without a license.

Passed under suspension of the rule.

DISTRIBUTION OF MILK TO NEEDY.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Welfare be requested, through his Honor the Mayor, to find some method of seeing that recipients of free milk have deliveries of milk made to their homes when it is ascertained that said recipients are incapacitated to the extent of being unable to call themselves personally, or through a representative, for the milk.

Coun. WICKES—Mr. President, it has come to my attention frequently of late and particularly in the last week, that we have a great many aged people receiving surplus milk, but many of whom, because of their illness and physical disability, are unable to go to the milk station and secure the milk. Some of these people have no young persons in their homes, or older persons who could go after the milk. I would suggest that through W. P. A. or Welfare, through some method, people who are unemployed might do this work of securing the milk from the station and taking it to those who are ill and physically disabled. I trust that the order will pass.

The order was passed under suspension of the rule.

INCREASE OF WELFARE AID.

Coun. RUSSO offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to grant welfare aid in the amount of \$5.00 per week to single men, or women, now the recipients of \$4 per week.

Coun. RUSSO—Mr. President, what has prompted me to put this order in has been my personal experience as a member of the City Council in my district. I have been spoken to many times by residents receiving welfare, single men and women, who were receiving only \$4.00 a week, and in order to survive they have asked me if it would not be possible to increase that aid by one dollar a week, due to the fact, as we can all realize, that a single man or woman receiving that \$4.00 a week cannot properly live, particularly when you consider that they have to pay as rent approximately \$2.00 or \$2.25 per week. That leaves them

the very small amount of about thirty cents a day for their food, to say nothing of any clothing that they may require, a pair of shoes or something of the sort. Thirty cents a day means for such a poor individual coffee and doughnuts in the morning, coffee and doughnuts at noon, and coffee and doughnuts at night. I realize the efforts that are being made to have the city continue on a pay-as-you-go basis, but I cannot help feeling that these poor individuals, who perhaps have no one else to go to, no friends or relatives, can barely live on \$4.00 a week. Therefore, I ask that this order be passed, and that an effort be made to get an increase to \$5.00 a week. There may, of course, be some certain cases where such people do receive \$5.00 a week, but there are very many more cases where they are receiving only \$4.00. I trust, therefore, that this order will pass.

Coun. COFFEY—Mr. President, this is one of the most worthy orders, I believe, that was ever introduced into the Boston City Council. I have had probably several hundred single men and women come to me in the past year and say that they should have at least a dollar a week more so that they could exist. The fact is that many of these people, who have nobody else upon whom they can call for help, are in a very bad way. I trust that the order will pass, and I hope his Honor the Mayor will take some action to see that these people get \$5.00 a week.

Coun. HURLEY—Mr. President, I would like to have that order amended so as to take care of married couples with dependents.

President GALVIN—That should be the subject of a separate order.

The order was passed under suspension of the rule.

TABLET IN MEMORY OF PATRICK T. CAMPBELL.

Coun. COFFEY offered the following:

Ordered, That the Trustees of the Boston Public Library be requested, through his Honor the Mayor, to erect a suitable tablet on the Jeffries Point Branch Library in East Boston in honor of the late Patrick T. Campbell, Superintendent of Boston Public Schools.

Passed under suspension of the rule.

BUS LINE TO EAST BOSTON HIGH SCHOOL.

Coun. COFFEY offered the following:

Ordered, That the Trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a bus line from Orient Heights and Jeffries Point in East Boston to the East Boston High School and return, with a five-cent fare.

Passed under suspension of the rule.

REPLACING OF EAST BOSTON TREES.

Coun. COFFEY offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to replace all trees on the streets of East Boston which were blown down by the hurricane of September, 1938.

Passed under suspension of the rule.

INSURANCE POLICIES OF OLD AGE ASSISTANCE RECIPIENTS.

Coun. CHASE offered the following:

Ordered, That the Legislative agent for the City of Boston be requested, through his Honor the Mayor, to record the Boston City Council as being in favor of the passage of the petition for legislation which will enable recipients of old age assistance to retain their insurance policies even though they were contracted for within five years from the date of making application for old age assistance.

Coun. CHASE—Mr. President, I understand that there is now a petition before the Legislature which seeks to amend the present law so as to enable old age recipients to retain insurance policies, even though taken out within five years from the date of application for old age assistance.

I know that every man in the Council feels that the present law is a very harsh one and should be remedied. Only last week I had occasion to hear from a constituent of mine who made application for old age assistance about six weeks ago, and was given assistance by the City of Boston, but was told by the party in charge that he would have to cancel or cash his insurance policy, because the present law would not allow him to retain it and have old age assistance simultaneously. This person about two weeks later was sent to the Boston City Hospital with a grave illness and his wife wanted to continue the old age assistance, but, on account of the illness would probably be called upon to pay expenses which she was financially unable to pay. But the life insurance policy of \$300 would be sufficient to pay those expenses, the problem, however, being that if the old age assistance was to be obtained, the insurance policy would have to be dropped. You can readily appreciate what would happen if this person was to die. The poor old lady felt that, in view of the circumstances in the case it would not be well for her to drop the insurance on the life of her husband, and I understand that she dropped the old age assistance in order to retain the life insurance policy. I am sure that every member of the Council is very much in favor of having old age recipients retain their insurance policies, and I am sure that his Honor the Mayor will favor having his legislative agent go to the Legislature and favor the passage of a petition for legislation which will enable recipients of old age assistance to retain their insurance policies, even if contracted for within five years of the date of making application for old age assistance.

The order was passed under suspension of the rule.

SURVEY OF STREET LIGHTING SYSTEM.

Coun. HURLEY and FISH offered the following:

Ordered, That the President of the City Council be requested to appoint a committee of five members of the Council to make a survey of the cost and maintenance of the street lighting system in the City of Boston, and to instruct this committee to make a report to the Council as to the advisability of the maintenance of the street lighting system in Boston being placed under the jurisdiction of the Public Works Department.

Coun. HURLEY—Mr. President, about this time every year, just prior to hearings on the budget, we have a number of taxpayers' leagues and organizations asking that some scrubwoman's wages be reduced or that some city laborer be laid off, in the interest of economy. I think that these same gentlemen, if they were to devote the same time and energy that they are giving to such matters, were to go after propositions such as I have indicated in this order, might really accomplish something. I am convinced that the amount paid for our street lighting is excessive, and that perhaps \$100,000 a year can be saved on the arc lights of the City of Boston alone. I believe the cost of maintenance and electricity for each light amounts to \$75.50 a year, and I think 60 per cent of the cost is charged up to maintenance. When you figure that cost over a period of ten years, you can see that there might be a saving of a million or perhaps a million and a half. There is no question that the cost of maintenance of the lighting companies is greatly diminished as the years go along. For instance, take the poles alone. There are hundreds of pole locations in Boston where poles have been standing twenty-five or thirty years, with practically no cost for the poles. Also, I understand, there has been a considerable decrease in the other costs that go into lighting over the years. There is, therefore, no question whatever in my mind that over the years the City of Boston has spent far more than it should for the lighting of our streets. You see, there is no competition. The city buys electricity from the Edison without any competition. Surely there must be some way in which the city could set up a lighting division in the Department of Public Works, supplying electricity, also putting more people at work and saving a great deal of money to the city. In the old days of arc lighting in Boston, there was a lot spent for labor, maintenance, installing, changing the lamps perhaps two or three times a week; but under the present system a thousand-watt lamp, or such a lamp as we have here in this chamber, all that sort

of thing has been done away with, in the progress of the past fifteen or twenty years. Take the lights they have now. Look at those up there in this chamber. The light is turned on and it goes on until it burns out. There is practically very little replacement required. Nobody has to change the light bulbs in this chamber. It is clear, therefore, that there would be a considerable saving in the course of ten or twenty years with the improvement in the bulbs and labor cost and that would mean a considerable reduction in the cost to the City of Boston. Our welfare and other expenses are increasing all the time, and I believe that we should look for these ways to save on the costs of the city. I feel that a large and unnecessary amount is paid to the utility companies. I trust that this committee, if appointed, will act promptly, faithfully, and honestly, in making this survey, and I believe such a survey will result in the saving of a very substantial amount to the city.

The order was passed, and President GALVIN appointed as such committee Councilors Hurley, Taylor, Ward, Fish and Scannell.

STUDY OF TAX TITLE PROPERTY.

Coun. WICKES offered the following:

Ordered, That his Honor the Mayor be requested to consider the advisability of appointing a committee, one or more of whom shall be selected from the Boston City Council, to make a study of unused and tax title property with a view to converting the same into free parking spaces for those doing business in Boston.

Coun. WICKES—Mr. President and members of the Council, this order is presented with the knowledge in mind that an emergency condition can only be adequately handled by emergency methods. Business is the life blood of Boston. The streets of Boston are the arteries through which that blood flows. The various congestions resulting from stoppages in vital centers of the system has already threatened the life of business in this city. We should take every step in this emergency to prevent this economic anemia from becoming pernicious. Quincy's business has increased greatly because free parking spaces are offering a cordial invitation to the outsider to come into Quincy and do business and, incidentally, leave their wealth with the merchants of the city who, in turn are well able to pay their taxes and thus left without an excuse for asking for large abatements.

Coun. TAYLOR—Mr. President, while we all recognize the fact that the order introduced by the councilor is a very good one, as attempting to deal with traffic conditions, for which something must be done, I do not think that the order at the present time is feasible, due to the fact that there is now pending before the Legislature a bill providing for parking on off-streets. That bill at least seems to offer something in the way of a solution of this problem, and therefore I don't think we should proceed hastily on this matter without having in mind other proposed action dealing with the same subject. It may be that the proposed bill in the Legislature to provide parking spaces on off-streets may be the answer. It is a gigantic proposition, something that cannot be acted upon hastily. It is a matter that must be given thorough study by people of sufficient engineering ability to cope with the proposition. That bill is before the Legislature now, and I don't think this order would be a good substitute for the bill. In view of that fact, I think this order should lie on the table or be referred to some committee, until we see what action is taken by the Legislature on that particular bill. If that bill fails of passage, I think Councilor Wickes' order might then be a good one, to provide space for the people who come here to do business.

Coun. WICKES—Mr. President, with due respect to Councilor Taylor, I still believe that if a city of the size of Quincy has become progressive and is making a great success out of its parking plan, it would be well for us to at least try it. It might well be that on such a committee there should be a representative of the Chamber of Commerce, with others who are conversant with parking and business problems. Certainly, the business of Quincy has been greatly increased through free parking. You can readily see how that would be. People at Fields Corner, for example, might readily decide to go to Quincy

to do their shopping. They would have to go but a short distance, and they would there obtain free parking and stores selling their goods on just about the same basis. You can go, for instance, to the Gilchrist store in Quincy and find the same prices that you would find in Boston. If you go to a big shopping place there, you will find the prices and equipment equal to the best we can afford, and being enabled to park free of charge would be a very important financial consideration. Therefore, I see no reason why such an order as I have offered should be held up. I can see no conflict with any such bill as has been referred to in the Legislature. All I do in this order, anyway, is to request his Honor the Mayor to consider the advisability of appointing a committee, one or more of whom shall be selected from the Boston City Council, to make a study of unused and tax-title property with a view to converting the same into free parking spaces for those doing business in Boston. It is simply a request of the Mayor, and I certainly think it will do no harm to pass the order and get Mayor Tobin's opinion upon it. I trust that it will pass.

Coun. LINEHAN—Mr. President, having been a member of the Legislature and knowing how the Republican members up there act in matters concerning the City of Boston, I think by taking such action as is proposed here, it is going to hurt our interests in the matter of legislation this year. We will have before the Legislature, if this should be acted upon favorably, two bills dealing with this traffic situation in Boston, this one and the one that Councillor Taylor refers to. This order proposes traffic areas constructed by the city, in a way that might be considered adverse to out of town areas. I say that when we go up there and talk about doing something for the benefit of the stores of our city, as against those in neighboring towns, through traffic areas and parking areas, we are going to get adverse votes on Beacon Hill. When you talk about getting into Boston, business that is perhaps taken from other places, from other parts of the state, you are inviting adverse action by the Legislature. I hope, therefore, that this matter will be laid on the table.

Coun. WICKES—I am, of course, interested in Boston and frankly so. I hope Boston will become the third largest city in the country instead of the eighth, ninth or tenth, and the only way in which Boston can attain rank of third is by making it a business city. We have to have business, and we have our harbor, which is a part of our business, and which is an important means of bringing business into the city.

Coun. LINEHAN—Does the gentleman realize that in order to get these things through we must have the assistance of other members of the Legislature? It will be simply a matter of waiting a few months, anyway, to see whether action such as is suggested is taken by the Legislature, and if such action is not taken, then something of this nature can be proposed. But I believe we should wait until we see what action is taken upon the other bill.

Coun. WICKES—Mr. President, I am not asking here that this matter go to the Legislature. I am simply asking that his Honor the Mayor be requested to consider the advisability of appointing a committee, one or more of whom shall be selected from the Boston City Council, to make a study of unused and tax-title property with a view to converting the same into free parking spaces for those doing business in Boston. It will simply give Mayor Tobin an opportunity to answer "yes" or "no." If he says "no," the matter will not go to the Legislature. I still hope that the order will pass.

Coun. M. H. SULLIVAN—Mr. President, I move that all remarks with regard to this matter be expunged from the minutes.

The motion was lost.

Coun. FISH—Mr. President, I shall be very brief. I believe this is an unnecessary order. The Mayor has already appointed a Traffic Commission that is to study this entire matter, and it promises to be a very effective one, including the Planning Board and others acquainted with this subject. I am sure that they will fully take into consideration this matter of tax-title property that may be converted into parking spaces. I believe, therefore, that the matter should be referred to the Executive Committee.

The order was referred to the Executive Committee.

Coun. SCANNELL—Mr. President, I ask unanimous consent to make a statement.

President GALVIN—If there is no objection, the gentleman may proceed.

Coun. SCANNELL—Mr. President, several months ago, with Councillor Lyons, I presented to this Body an order which, if carried out, I think will remedy parking conditions in the City of Boston, and I have not received an answer from the Traffic Commission. But the Boston Elevated Railway thought enough of that order, when they read it over, to recommend it in connection with relieving parking congestion in their report of last year; also the Chamber of Commerce thought it was a very good idea. But I have not heard anything from the Traffic Commission about it. I will read the order:

"Ordered, That his Honor the Mayor be requested, in conjunction with this Traffic Commission, to consider the advisability of establishing municipal parking spaces in the suburbs of the city adjacent to the rapid transit system of the Boston Elevated Railway Company."

Coun. TAYLOR—Mr. President, will the gentleman yield for a question?

Coun. SCANNELL—Not at this time, Mr. President. Upon that order I said:

"Mr. President, we all know that our traffic situation in Boston has become very serious, and I am merely presenting this order asking the Mayor with the Traffic Commission to consider the advisability of establishing municipal parking spaces in the suburbs of the city adjacent to the rapid transit system of the Elevated, with the handling of that serious situation in view. The idea is simply to do something which will help relieve traffic conditions in Boston. My idea in connection with these proposed municipal parking places is that we have vacant land here and about the outskirts of Boston, land that in many cases is used simply for dumps, and that it might be possible to provide parking spaces, charging a nominal amount for each parker, say 25 cents. The matter can then be taken up with the Boston Elevated Railway, so that it will give to the customer at that parking space a street railway ticket to and from the parking space, say for 14 cents, which would leave 11 cents to maintain the parking space. That would help traffic conditions in Boston and would also help to reduce the deficit of the Boston Elevated, besides helping people to get in and out of town conveniently. I think the suggestion is a good one, and I hope the Council will pass the order, and that in the very near future we will have a report upon it from the Mayor and the Traffic Commissioner. I believe in this way the traffic situation in Boston might be solved."

I think this is one of the finest orders that has been presented in this Body to relieve the traffic problem in this city.

SURVEY OF REFUGEE CHILDREN IN BOSTON.

Coun. GOODE offered the following:

Ordered, That the Boston School Committee consider making a survey in the City of Boston to determine how many refugee children are now residing in this city with a view to providing for their education.

Coun. GOODE—Mr. President, I understand that the Department of Welfare is about to petition the Attorney General for an opinion as to what constitutes a legal residence of a child here in Boston. I have attempted to ascertain from the School Committee how long a child had to be a resident of Boston before he or she could be admitted to the Boston schools, and I had understood that where there was a legal residence the child would be admitted immediately. However, nobody can tell me the status of a refugee child admitted by the immigration officials to this city and his status as a school child. So I believe it would be well for the School Committee to make a survey in Boston, to determine how many refugee children are now residing in this city, with a view to providing for their education. If something is not done, they are apt to become delinquents, and they will be greatly handicapped if they become public charges. It seems to me, therefore, that there should be an immediate solution of the matter.

The order was passed under suspension of the rule.

RECESS

By direction of President GALVIN the Council took a recess at 3.35 p. m., subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 5.43 p. m.

CONFIRMATION OF EXECUTIVE APPOINTMENT.

President GALVIN called up, under unfinished business, Nos. 2 and 3 on the calendar, viz.:

2. Action on appointment submitted by the Mayor February 3, 1941, of Alexander Peers, to be a Weigher of Coal.

3. Action on appointment submitted by the Mayor February 3, 1941, of James F. Mahoney, to be a Constable, with authority to serve civil process upon filing bonds.

The question came on confirmation, Committee, Coun. Goode and Scannell. Whole number of ballots 17, yeas 17, and the appointments were confirmed.

REPORT OF COMMITTEE ON PUBLIC LANDS.

Coun. RUSSO, for the Committee on Public Lands, submitted the following:

Report on message of Mayor and order (referred December 2, 1940) re sale of land on Saratoga street to R. A. Phinney—that same ought to pass.

Report accepted, and the order was given its first reading and passage, yeas 18, nays 0.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Patrick F. Logan (referred January 27) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred seventeen dollars (\$217) be allowed and paid to Patrick F. Logan in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; order passed.

2. Report on petition of Patrick F. Logan (referred January 27) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending the passage of accompanying order, viz.:

Ordered, That the sum of two hundred sixty-seven dollars (\$267) be allowed and paid to Patrick F. Logan in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

3. Report on petition of George Francoeur (referred January 27) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor cycle belonging to Police Department—recommending the passage of accompanying order, viz.:

Ordered, That the sum of seventy-five dollars (\$75) be allowed and paid to George Francoeur in reimbursement for amount of execution issued against him on account of his acts as operator of a motorcycle belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; order passed.

EXECUTIVE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on resolution (referred today) approving enactment of legislation to authorize city to borrow outside debt limit a sum not exceed-

ing \$19,400 for purpose of financing and constructing central traffic artery and other related thoroughfare improvements—that same ought to pass.

The report was accepted, and the question came on the passage of the order.

On motion of Coun. FISII, it was assigned to the next meeting.

APPROVAL OF GENERAL PULASKI MEMORIAL DAY RESOLUTION.

Coun. LINEHAN offered the following:

Resolved, That the City Council of Boston hereby memorializes and petitions the Congress of the United States to pass, and the President of the United States to approve, if passed, the General Pulaski Memorial Day Resolution now pending in the United States Congress, and be it further

Resolved, That certified copies of this resolution be sent forthwith to the President of the United States, the Vice-President of the United States, the Speaker of the House of Representatives of the United States, and each of the United States Senators and Representatives from Massachusetts. Passed under suspension of the rule.

APPROVAL OF LEGISLATION FOR HIGHWAY IMPROVEMENT.

Coun. LINEHAN offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of legislation providing for the laying out and reconstruction of certain highways in the City of Boston, for the purpose of improving traffic conditions and eliminating curves and other related matters, provided that such legislation includes a referendum to the Mayor and City Council.

Referred to Executive Committee.

REPLY TO ORDER RE MUNICIPAL PARKING SPACES.

Coun. SCANNELL offered the following:

Ordered, That the Traffic Survey Commission be requested, through his Honor the Mayor, to immediately forward a reply relative to the order introduced by Councilors Scannell and Lyons on October 21, 1940, relative to municipal parking spaces.

Passed under suspension of the rule.

EXTENSION OF HUNTINGTON AVENUE SUBWAY.

Coun. CAREY offered the following:

Ordered, That his Honor the Mayor, be requested to confer with the proper W. P. A. officials in Washington on the matter of extending the Huntington avenue subway to Hyde square, Jamaica Plain, via Roxbury Crossing, through the use of W. P. A. funds.

Coun. CAREY—Mr. President, the hour is late, and I simply wish to say a few words upon this order. It is similar to the one that I put in two years ago. I think it is generally agreed that the advantages to the city of such an extension would be numerous, and I think the present time is a good time to consider the matter. There is an immense amount of traffic through the section, and in the old days one of the transfer points was in the Roxbury district. Now, with the subway work that has been carried through in this city, it seems to me it is a good time to extend the subway through Roxbury and further to Jamaica Plain. The time has come when such a proposition must be seriously considered, and I trust that the Mayor will look into the matter and see what action can be taken at this time.

The order was passed under suspension of the rule.

RESURFACING OF WARD 13 STREETS

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor,

to resurface the following streets in Ward 13, as W. P. A. projects: Brook avenue and Ingleside street.

Passed under suspension of the rule.

—————

SURVEY OF AREA FOR TRAFFIC
IMPROVEMENT.

Coun. CHASE offered the following:

Ordered, That the Traffic Commissioner and other experts be requested, through his Honor the Mayor, to arrange to conduct a survey over the area considered in the traffic improvement bill for the Boston City Council.

Coun. CHASE—Mr. President, as I said the other day, at the Parker House, I think it is only fair and proper that such a survey should be made, and that all the information possible should be available in connection with this traffic question, which is so important to the City of Boston and the taxpayers of Massachusetts. I feel that the City Council of Boston should be given the

opportunity to go over these streets considered in connection with this traffic bill and that they should be provided with expert advice on the matter. The matter has been dealt with in the newspapers. As a matter of fact, the newspapers treated it editorially some three weeks before it came before the City Council. I have received some enlightenment from three or four pages, together with the map of the area where the traffic highway is proposed. But I believe we should get much more explicit information on the matter by having a personal survey throughout the streets considered in it. I trust, therefore, that the proponents of the bill will consider my request a reasonable one and arrange some time this week, perhaps, for the City Council to be given this opportunity.

The order was referred to the Executive Committee.

—————

Adjourned at 5.57 p. m., on motion of Coun. LYONS, to meet on Monday, February 17, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, February 17, 1941.

Regular meeting of the City Council in the Council Chamber, at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly and Langan.
The meeting was opened with the salute to the Flag.

ABSENTEE VOTING.

The following was received:

City of Boston,
Office of the Mayor, February 15, 1941.
To the City Council.

Gentlemen,—Persons absent from their home cities or towns on the day of a State Election were given the right to vote by the Legislature in 1919 by means of absentee ballots, so called, under certain restrictions and by complying with certain formalities.

By later legislation this privilege was extended to the voters in city or town elections in the cities or towns which accepted the provisions of Section 103A of chapter 54 of the General Laws.

This section has not been accepted by the City of Boston. It is probable that a substantial number of Boston voters may be absent from the city at election time in the service of the United States and they should not be under the disadvantage of losing their votes in addition to the other sacrifices they are called upon to make.

Accordingly, I submit herewith an order for the acceptance of the section of the law referred to and recommend its immediate adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That section 103-A of chapter 54 of the General Laws, relating to absentee voting in city elections, be and hereby is accepted.

Referred to Executive Committee.

ORDINANCE RE NOISE NUISANCE.

The following was received:

City of Boston,
Office of the Mayor, February 14, 1941.
To the City Council.

Gentlemen,—On December 27, 1940 I vetoed an ordinance passed by your Honorable Body dealing with unnecessary noises, for the reasons that in the form adopted it was open to certain legal objections, and in some respects was not enforceable.

I stated in the accompanying message that I was in entire sympathy with the movement to reduce the noise nuisance, and accordingly, in order that the matter might not be lost sight of, I submit herewith for your consideration a form of ordinance on the subject, which was prepared at my request by the Law Department.

The subject of noise suppression is of great importance and the form of ordinance submitted will establish a foundation for such definite action as the council may deem necessary to take.

Respectfully,
MAURICE J. TOBIN, Mayor.

Prohibition of Noise Ordinance.

Be it enacted etc.

Section 1. Sections 91 and 92 of chapter 39 of the Revised Ordinances of 1925, as amended, and chapter 4 of the Ordinances of 1931 are hereby repealed.

Section 2. Chapter 39 of the Revised Ordinances of 1925, as amended, is hereby amended by inserting therein the following sections, to be known as sections 91 and 92:

Section 91.

(a) Subject to the provisions of this section, the creation of any unreasonably loud, disturbing and unnecessary noise in the city is prohibited. Noise of such character, intensity and duration as to be detrimental to the life or health of any individual is prohibited.

(b) The following acts are declared to be loud, disturbing and unnecessary noises in violation of this section, but said enumeration shall not be deemed to be exclusive, namely:

1. The sounding of any horn or signal device on any automobile, motorcycle, bus, street car or other vehicle while not in motion, except as a danger signal; the sounding of any horn or signal device on any such vehicle while in motion, except as a danger signal after or as brakes are being applied and deceleration of the vehicle is intended; and the sounding of any such horn or signal device for an unnecessary and unreasonable period of time; provided that any such noise shall be plainly audible at a distance of one hundred feet.

2. The playing of any radio, phonograph, or any musical instrument or other instrument intended or utilized so as to reproduce sound, in such a manner or with such volume as to annoy or disturb the quiet, comfort or repose of persons in any dwelling, hotel or other type of residence; provided that any such noise shall be plainly audible at a distance of fifty feet and provided that nothing herein contained shall be construed to prohibit playing by a band or orchestra in a hall, building, or in the open air.

3. The keeping of any animal or bird which by biting or by causing frequent or long continued noise shall disturb the quiet, comfort or repose of any person in the vicinity.

4. The use of any automobile, motorcycle, street car or other vehicle so out of repair or so loaded or in such manner as to create loud and unnecessary grating, grinding, rattling or other noise; provided that any such noise shall be plainly audible at a distance of one hundred feet.

5. The blowing of any steam whistle attached to any stationary boiler, except to give notice of the time to begin or to stop work or as an alarm or danger signal.

6. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motor vehicle, motor boat or outboard motor engine, except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.

7. The erection, demolition, alteration, or repair of any building, and excavation in regard thereto, except between the hours of seven a. m. and six p. m. on week days or except, in the interest of public safety or welfare, upon the issuance of and pursuant to a permit from the Building Commissioner, which permit may be renewed for one or more periods of not exceeding one week each.

8. The creation of any excessive noise on any street adjacent to any school, institution of learning, or court while the same is in session, or adjacent to any hospital or church, which unreasonably interferes with the conduct of the foregoing; provided that any such noise shall be plainly audible at a distance of twenty-five feet and provided that a conspicuous warning sign, using appropriate words, has been displayed in such street indicating that the same is a school, hospital, church or court street.

9. The creation of a loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers.

Section 92.

The operation of any vehicle equipped permanently or temporarily for the purpose of reproducing or magnifying musical or other sounds or the human voice, which vehicle is commonly called a sound wagon, by any person owning or having the care, custody or control of any such vehicle is hereby prohibited; provided, however, that it shall not be unlawful for a person speaking at a duly authorized meeting from a vehicle not in motion to use a microphone or other sound magnifying device.

Referred to Committee on Ordinances.

REPAIRS TO BROADWAY BRIDGE.

The following was received:

City of Boston,
Office of the Mayor, February 17, 1941.
To the City Council.

Gentlemen,—I am in receipt of a communication from the Commissioner of Public Works in which

he calls attention to the necessity for repairs to the Broadway Bridge. This bridge crosses the tracks of the Boston & Albany Railroad near the intersection of Albany street, City Proper.

In order that this bridge may be repaired to insure the safety and security of the public and in order that those repairs may be made by the proper authority and the cost thereof rightly assessed, it is necessary for the City of Boston to apply to the Department of Public Utilities for a hearing relative to this subject matter.

I am, therefore, submitting herewith an order providing that the Corporation Council of the City of Boston apply for such hearing and I respectfully recommend adopting of the order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department, January 15, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—The so called Saratoga Street Bridge, East Boston, that crosses the right-of-way of the property of the Boston, Revere Beach & Lynn Railroad Company near the intersection of Bennington street, is owned entirely by the now defunct above-referenced railroad company, with the exception of the wearing surface, which is owned and maintained by this department.

The structure, however, is in such a condition at the present time as to necessitate the making of repairs to it. The department has no responsibility in the matter, however, and, in view of this, I took it up with the Corporation Counsel, for the purpose of determining just how we should proceed in order to have the necessary repairs made, thereby putting the bridge in a safe condition for the passage of motor vehicles.

The same condition obtains with reference to the Everett Street Bridge, East Boston, which also crosses the right-of-way of the Narrow Gauge Railroad, and is owned entirely by that company.

At the time that I discussed the above-referenced matters with the Corporation Counsel, I also talked with him about the so-called Broadway Bridge, which crosses the tracks of the Boston & Albany Railroad near the intersection of Albany street, City Proper. This latter-referenced bridge is in such a condition as to necessitate extensive repair work or the reconstruction of the entire structure.

I have been informed by the Corporation Counsel that, in substance, it will be necessary for the City of Boston to apply to the Department of Public Utilities for a hearing relative to these matters, in order that that body might determine, in the case of the Saratoga and the Everett street bridges, the responsibility for repairing the structures, and, in the case of the Broadway Bridge, the apportionment of the cost of repairing or reconstructing the existing structure. Orders have been prepared by the Corporation Counsel, for the approval of the City Council, with reference to these matters.

I respectfully recommend, therefore, that the inclosed orders be transmitted to the City Council, for the approval of that Body, as it will be necessary for the Corporation Council to secure such an approval before instituting proceedings with the Department of Public Utilities.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, In the opinion of this Council it is necessary for the security and convenience of the public that Broadway Bridge carrying Broadway, a public way, over and crossing the railroad of the Boston & Albany Railroad Company and the railroad of the New York, New Haven & Hartford Railroad Company, be altered and structural changes and repairs be made thereto; now, therefore, it is hereby

Ordered, That the Corporation Council of the City of Boston be instructed to apply to the Department of Public Utilities of the Commonwealth of Massachusetts for said department to take action in regard to such alterations, structural changes and repairs in said Broadway Bridge, under the provisions of chapter one hundred and fifty-nine and chapter one hundred and sixty of the General Laws, as most recently amended, and under any other appropriate statutory provisions.

Referred to Executive Committee.

TRAFFIC CONDITIONS HARRISON AVENUE AND DEDHAM STREET.

The following was received:

City of Boston,
Office of the Mayor, February 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Traffic Commissioner relative to your order of January 27, 1941, concerning a survey of the traffic conditions in the immediate vicinity of Harrison avenue and Dedham street, and to arrange for the installation of additional signs for the protection of children crossing at this intersection.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, February 12, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This will acknowledge receipt of Council Order dated January 27, 1941, which reads as follows:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the traffic conditions in the immediate vicinity of Harrison avenue and Dedham street, and to arrange for the installation of additional signs for the protection of children crossing at this intersection.

It is expected that upon completion of the new fire station at Harrison avenue and Malden street, traffic signals will be installed.

These signals are to have a special pedestrian push-button feature, which we expect will be used a great deal by school children crossing at the intersection. We hope that children will cross at Malden street rather than at Dedham street when these signals are completed.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner

Placed on file.

HALF FARE FOR JUNIOR POLICE, ETC.

The following was received:

City of Boston,
Office of the Mayor, February 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the trustees of the Boston Elevated Railway relative to your order of February 3, 1941, concerning the permission of all junior organizations such as Boy Scouts, Junior Police, etc. having the privilege of half fare while performing official assigned duties under adequate supervision.

Respectfully,
MAURICE J. TOBIN, Mayor

Boston Elevated Railway,
February 12, 1941.

Mr. William T. Doyle,
Chief Clerk, Office of the Mayor,

Dear Sir,—The trustees considered at their meeting on Monday the request of the City Council received with your letter of February 5 that all junior organizations such as the Boy Scouts, Junior Police, etc., have the privilege of half fares while performing official assigned duties under adequate supervision, but do not feel that they can consistently grant the request.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:

Joseph P. McGovern, 472 Quincy street, Ward 15, constable for term of one year, beginning with first day of May, 1940, without power to serve civil process and to serve without bond, vice Paul McCarthy, resigned.

Laid over a week under the law.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Ellen E. Barron, for compensation for injuries caused by an alleged defect at Bennington and Moore streets.

Joseph L. Connell, for compensation for injuries caused by an alleged defect in Talbot avenue.

Michael DelloRusso, for compensation for damage to car by city car.

Sadie Ernest, for compensation for damage to property at 30 Wentworth terrace, caused by water leaking from Roberts Playground.

Joseph V. Hanbury, Jr., to be reimbursed as result of accident which occurred while in performance of duty.

Joseph V. Hanbury, Jr., to be reimbursed as result of accident which occurred while in performance of duty.

Charles H. Hatch, to be reimbursed as result of accident which occurred while in performance of duty.

Janet Heyman, for compensation for injuries caused by broken water main.

A. Holowenko, for compensation for damage to property at 19-21 Rawson street, caused by ash truck.

Thomas R. McPherson, for compensation for damage to car by city team.

Frank Moccio, for compensation for injuries and damage to property by city truck.

Naney Moccio, for compensation for injuries caused by city truck.

Peter Moccio, for compensation for injuries caused by city truck.

James E. O'Reilly, for compensation for accident which occurred on December 26, 1939.

Muriel A. Packer, for compensation for damage to car caused by an alleged defect in Gallivan Boulevard.

Mary Perkins, for compensation for damage to coat caused by an alleged defect at Washington and State streets.

Lester B. Radlo, for compensation for damage to car by fire engine.

Frank Sacco, for compensation for damage to car caused by an alleged defect at Bremen and Bennington streets.

Executive.

Petition of Mary A. Barry to be paid an annuity on account of death of her husband, John J. Barry, member of the Fire Department.

Petition of Teresa F. Zopi to be paid an annuity on account of death of her husband, George F. Zopi, member of the Fire Department.

Petition of Loretta Pimental to be paid an annuity on account of death of her husband, Manuel Pimental, member of Police Department.

RESIGNATION OF CONSTABLE.

Notice was received from Robert E. Donlan of his resignation as constable because of his appointment as patrolman of Police Department.

Placed on file.

BUDGET HEARINGS.

Coun. GOTTLIEB—Mr. President, the hearings on the 1941 budget recently submitted by his Honor the Mayor will commence this coming Wednesday, at 10.30 a. m. The Clerk of Committees has been instructed to notify the members of the Body to that effect.

CONFIRMATION OF EXECUTIVE APPOINTMENT.

President GALVIN called up, under unfinished business, Nos. 2 and 3 on the calendar, viz.:

2. Action on appointment submitted by the Mayor February 10, 1941, of William B. Powers, to be a Weigher of Goods.

3. Action on appointments submitted by the Mayor February 10, 1941, of Paul J. Hohmann and Anthony Hohmann, to be Weighers of Coal.

The question came on confirmation. Committee, Coun. Wickes and Russo. Whole number of ballots 13, yeas 13, and the appointments were confirmed.

PLEBESCITE ON TRAFFIC ARTERY.

Coun. COFFEY offered the following:

Ordered, That his Honor the Mayor be requested to order a plebescite on the \$19,000,000 super highway, for the purpose of determining whether the citizens are in favor of this expenditure of money.

Coun. COFFEY—Mr. President, a short time ago his Honor the Mayor called the members of the City Council together for a meeting in regard to the expenditure of some \$19,400,000 of what he terms the state's money. At any time when we hear of an outright grant of any such sum to the City of Boston by the state, I have always taken it with a grain of salt and have been very suspicious. At the conference the Mayor asked the members if they had any objection to the \$19,400,000 being expended to relieve, as he said, traffic conditions in Boston, and asked us to please take it up with him personally and not on the floor of the City Council. I also took that with a grain of salt, I might say. There has been a program, I think, presented to each member of the City Council, embodying a report written up by some gentleman of whom I never heard. This gentleman, named Whitten, claims that this is a very necessary project, and that it is going to relieve the traffic situation in the City of Boston and that it is going to take some six years for completion. If it is going to take six years, I don't see any necessary hurry for the members pushing the order through for the Legislature to act upon. I have considered the matter over the week end and have written a few notes, and I say now that I don't think the project is necessary. Last week we had the Police Commissioner come before us and be told us that as a result of the tagging drive, traffic in the City of Boston had been greatly facilitated. That is one reason why I don't think we need this proposed act at the present time. The Police and Traffic Commissioners also said that 65 per cent of the traffic in the congested area of Boston comes from outside the city. Therefore, I still don't think we should go ahead and spend \$19,400,000 for the benefit of those who come from outside the city. Another thing, as far as the good faith of the state is concerned,—at the very moment when we are being told that this money is to be given to the city we have the authorities at the State House objecting to the state taking over the operation and maintenance of the Sumner Tunnel, which is certainly used much more by people outside of the city than by those inside. It does not seem fair or right that the state should object to taking over that tunnel, and at the same time claim to be offering Boston a gift of this \$19,400,000, when, as we all know, 65 to 70 per cent of the traffic that goes through the Sumner Tunnel does not originate in the City of Boston. I have been listening for the past year to members of the body objecting to the spending of money out of the White Fund, that is not going to cost the city anything, and probably the argument that will be used here today is that the city does not have to spend anything on this \$19,000,000 super highway. Well, I don't know. There is always something in these things that does not appear on the surface. I have been listening here during the past year to members champing on the bit and making statements to the effect that certain things were more necessary than a stadium,—for example, health units, dental clinics, gymnasiums, playgrounds, play areas, traffic lights, and so on, and I have been doing a little beefing myself, because I would like to get for East Boston an open relief station, which we thought at one time we were going to get. I am opposed to this \$19,400,000 highway for several reasons. The first is this. It says here in this report, giving a summary of the report of the Committee on Projects Relating to Traffic Arteries, and referring to the Central Artery, that "the central artery embraces land takings." Then it goes on and shows that there are to be land-takings on State street, that "the main bottle neck of the city is at State street." And there is no doubt in my mind that the bankers are going to benefit largely from those land-takings. It will be a repetition of what we had on the old Exchange street widening, and I don't want to be involved, and to have thrown up to me in years to come any such thing here as happened in regard to the Exchange street widening. It certainly looks like a deal made for the bankers of Boston. As I have said, it states here that

"The main bottleneck of the city is at State street, where the long blocks from Atlantic avenue

to Commercial street obstruct north and south-bound traffic," and the report goes on:

"Providing six new lanes of traffic across State street at this point, together with an elevated motorway, was a fundamental element to the Whitten report as it is on this proposed six-year program."

There again is something that is going to be very nice for some of the bankers who were finding a tough time in the depression to get rid of their property, but if they now get rid of it under a plan of this kind they are going to obtain a very nice profit. The report goes on to say:

"An elevated motorway from Albany street to the tunnel and beyond is desirable at the earliest possible moment."

Of course, it is desirable! They only intend to spend the first year \$100,000, but it does not tell us in this report where the land-takings are to be, so that we can find just where the real estate sharks are to come in, and they don't tell us whether properties along the line have been foreclosed by some of the bankers in the past year or two, and don't tell us whether any of the real estate sharks have bought up any of the property the last year or two. Another part:

"Starting at the traffic circle at the Charles street end of the dam, Leverett street and Merrimac street are widened to form a surface thoroughfare from the dam to Haymarket square. At about 1,000 feet from Charles street in the vicinity of Cotting street, the inclines to the Elevated roadway start, continuing along Merrimac street and across the center of the circle at Haymarket square to a double set of ramps on Cross street, between Haymarket square and Hanover street, Cross street necessarily being widened in this section to accommodate these ramps. These ramps at Haymarket square afford service to and from the Elevated structure for traffic in the North Station section and for Charlestown traffic."

Of course, that is very nice, but I would be willing to make a wager that the bankers of Boston own some of the property along there.

"At the entrance of the tunnel a circularization of traffic is accomplished by the widening of North Center street and Richmond street, between Hanover street and North street."

Well, we know what happened over there a few years ago in connection with property near the entrance of the tunnel on the Boston side, and I hope nothing of that sort will be repeated.

"From Clinton street the Central Artery is continued along Mercantile street and across State street, with a double set of ramps between State and India streets, and from India street to Atlantic avenue and Broad street."

We are back again where the bankers own this property. Then, out in the Blue Hills section, they are going to have a radial, the Blue Hills radial, of which the report says:

"A necessary adjunct of the Central Artery is the Blue Hills radial, which extends Blue Hill avenue as a 120-foot wide express thoroughfare from Seaver street to Albany street, near Massachusetts avenue."

Then the report speaks of Dover street. There is going to be quite a bit of land-taking there. The report says:

"Dover street from Tremont street to Albany street is an important lead from Berkeley street to the Dover Street Bridge and South Boston. With the Central Artery completed it will acquire an additional usefulness as a means of detouring from the South End and Back Bay to the Central Artery. The plan involves a widening along or near to Dover street, with a possible underpass under Shawmut avenue, Washington street and Harrison avenue."

So you can see the possibilities there, so far as the bankers are concerned, and a very large proportion of these properties are under bank mortgage.

Then, over in Charlestown, we have Rutherford avenue.

"It is proposed to widen Rutherford avenue to a width of not over 125 feet, with a small circular traffic connection at the Prison Point Bridge."

Then, at Dorchester avenue, we have another widening.

"Dorchester avenue, between Broadway and Old Colony avenue, is obstructed by the unused entrance to the Subway and is inadequate to take the combined traffic of both Dorchester avenue and Old Colony avenue. It is proposed to remove the entrance to the Subway, which is no longer needed, to widen the avenue to a total width of

120 feet. In addition, the corner of McCallen street where outbound travel turns into Dorchester avenue, will be eased with a small angle taking at the corner. Similarly, the angle at Dover street will be eased to facilitate traffic at that point."

Then there is the Embankment Road extension and, if I am not mistaken, the bankers own a lot of property there. The report says:

"One of the most difficult traffic points is at the corner of Beacon street and Embankment road, where the sharpness of the corner makes traffic turns difficult and causes substantial backing up of traffic during traffic peaks. It is proposed to extend a double driveway adequate to take two lanes of vehicles in each direction from Embankment road parallel to Back street, between it and the main broad granolithic walk, connecting with Berkeley street and Clarendon street. This will mean both driveways as far as Berkeley street and one driveway from Berkeley street to Clarendon street. Berkeley street between Beacon street and Back street will be widened, but no widening appears necessary at Clarendon street."

It seems that the banks don't own property at Clarendon street. Then there is the American Legion Highway extension, and no doubt there will be land-takings there. My argument today calls mainly for money to be spent, if it is to be spent, for the necessary things in Boston. Nearly every councilor here has been on his feet the entire year requesting and demanding certain things for his district. The entire delegation of five from Dorchester have introduced orders for health units and other public improvements in their sections. While some members wanted a stadium, the arguments of most of the members have been in favor of play areas and health units, dental clinics and other things that are more needed than a stadium. Of course, we all know the red herring that is drawn across the trail when the state, we are told, offers us \$19,400,000. We all know that that money will have to be paid back, the same as everything we get from the state. And if we are to obtain money for anything, certainly there are many things we need more than this traffic artery, which, as I say, will be largely in the interest of the bankers. Therefore, I am going to ask that the Mayor take action looking to a plebiscite on this matter, to see whether or not the people of Boston really want this. The Mayor held a plebiscite on the question of whether the people of Boston wanted a dog track. We all know that racketeers in the City of Boston are behind this, as they were behind the horses and dogs. So I trust that the Mayor will at least consider a plebiscite on this matter. I know that the members here, regardless of how they may vote, are really opposed to this \$19,400,000 expenditure for this purpose. How they will vote is, of course, another matter.

The order was referred to the Executive Committee.

CENTRAL TRAFFIC ARTERY.

Coun. TAYLOR called up assignment, No. 5 on the calendar, viz.:

5. Resolved, That the City Council of Boston hereby approves the enactment of legislation to authorize the city to borrow outside the debt limit a sum not exceeding nineteen million four hundred thousand dollars for the purpose of financing the laying out and constructing of a central traffic artery and other related thoroughfare improvements, substantially as set forth in the proposed bill attached to the petition filed in January, 1941, in the General Court by Henry J. Nichols of Boston and others.

Coun. TAYLOR—Mr. President, Boston is a large city. Years ago it used to be the fifth largest city in the United States, but today, I regret to say, it has gone backwards. Boston is no longer one of the very large cities of the United States as it used to be. It has not gone along with the times and increased in size and importance as it should have done. The time has come when Boston can no longer sit back and be satisfied with itself. Its citizens must wake up and see what is taking place. The business men here particularly know, and everybody in the city should realize, that business in Boston is poor because of traffic conditions. Traffic has been the main problem of the City of Boston. People cannot get in or out of the city as conveniently as they should be able to do. So it seems to me that this is the time when we should take such action as is suggested in this bill that has been

presented to the Legislature. We have this year I believe, a sympathetic Legislature, which may or may not come to the assistance of Boston in this matter, but which, I feel, realizes the important relation that Boston bears to the rest of Massachusetts and to the New England States. The outlying sections, I believe, have finally come to the conclusion that when times are hard in Boston they are hard in the state and I feel that a sympathetic Legislature will, therefore, give to Boston such a highway as conditions in Boston require, placing it more nearly on a par with New York, Detroit, Chicago and other big cities of the country. This proposed central traffic artery, as it is called, with the related thoroughfare improvements, will relieve traffic congestion; and let me say that this proposed \$19,400,000 highway act which the state is asked to enact into law, is not going to cost the taxpayers of Boston one red cent. The gentleman from East Boston knows that to be a fact. We have a highway fund of \$31,000,000 this year, for the purpose of building highways throughout the state. Every automobile owner who pays a three-cent a gallon tax on gasoline contributes to that fund and, as we all know, a large part of the fund comes from Boston and the surrounding towns. That fund is for the purpose of buildings highways, and every individual in Boston who pays this money has the right to feel that Boston should get a proportionate share of the Highway Fund. This bill proposes to provide 3 per cent of the highway fund each year for twenty years for the alleviation of traffic in the City of Boston. What is wrong in that? Are we not entitled to it? Why aren't the taxpayers of Boston entitled to this recognition? The State of Massachusetts is going to handle the thing. The Commonwealth undoubtedly will build the highway and, as for the taking of property, that is a matter that will have to be settled in the usual way. Of course, property must be taken for this or any such purpose. I am fairly familiar with property in the City of Boston, but I cannot tell you whether this place or that place is owned by a bank or not, and I don't believe the gentleman can tell. They are certainly not going to make a circuitous highway in order to avoid taking any bank property. The bank property argument is simply a smoke screen, of course. Those desiring this highway are interested in the City of Boston and not in banks. I might give you a few traffic figures. In 1928, 170,000 vehicles passed through the streets of the City of Boston each day of the week; in 1939 that number was increased to 285,000. That is, in eleven years the daily traffic increased by 115,000 vehicles passing through the center of the City of Boston. If something is not done, what will be the situation ten years from now? You are then going to face a much worse condition. I know that the Mayor of Boston does not want to spend one cent of the taxpayers' money for this purpose, if it can be avoided, and that is the reason why the bill has been introduced in the Legislature, the money to be taken out of the gasoline tax. Of this traffic that goes through our streets 32 per cent comes from the City of Boston and 68 per cent from outside of Boston. Certainly, if the people outside of Boston desire to use the streets of Boston, it is proper to use the money to which all contribute in this way. Boston, with its business facilities, naturally attracts people from all over the state and from all over New England. It has here its important industrial establishments, its subways, and there are found along the waterfront storage houses, warehouses, factories and such facilities. They are the things that bring business into Boston. Take the available land in South Boston; there is plenty of room to build factories and shipping facilities close to distributing points. Why do you think that the facilities over there are not more availed of today? It is because traffic conditions are not such as to warrant the building of factories or other business structures there, and that is the reason why those desiring such facilities have to go to Cambridge and other outlying districts. I believe there can be no question in the mind of any man who has looked into the question and who has the interest of Boston at heart, who really knows conditions as they are today, that we should do everything possible to have such a central traffic artery put through. We will certainly have to do something to relieve traffic conditions if Boston is not going to continue to go backwards. I believe all of you

gentlemen understand the situation. You know that this order is brought before the Council not for the purpose of the Council passing it, as we haven't anything to say about it, but because it requires a bond issue, and anything that requires a bond issue must receive the approval of the Mayor and the City Council. In this case, I believe we should pass this order so that the particular bill may come before the Legislature at this session. Otherwise, if it does not pass this year, of necessity it will be delayed for two years. I certainly trust that it will not be postponed for two years, but that we will pass this order looking to action by the Legislature upon a bill that is necessary to the life of the City of Boston.

Coun. SHATTUCK—Mr. President: The bill under discussion is entitled "An Act Authorizing the Laying Out and Constructing of a Central Traffic Artery and Other Related Thoroughfare Improvements In and Near the City of Boston." I recognize that there is a traffic problem in the City of Boston. This bill seeks in part to solve that problem by a major operation. It calls for an expenditure of \$20,000,000, for which bonds of the City of Boston are to be issued from time to time by the City Treasurer, with the approval of the Mayor. It further provides that the debt-service on these bonds, both principal and interest, be met from the State Highway Fund. That fund is derived from the motor vehicle registration fees, drivers' license fees and fines, and gasoline taxes, annually paid into the state treasury. About \$29,000,000 a year is received from these sources. After paying the expenses of the State Department of Public Works (exclusive of the Waterways Division) and of the Registry of Motor Vehicles, and a few other charges of minor importance, and after making a distribution to cities and towns toward the expenses of their highway departments, the balance of the fund is used for debt-service and for the maintenance, reconstruction, construction, and repair of highways. Very little of the highway construction appropriations from this fund has ever been spent in Boston, although a large percentage of the fund is collected in Boston from Boston residents. I heartily indorse the principle that the time has come when Boston may fairly claim, toward the solution of its highway problems, a substantial portion of the highway construction appropriations from the fund. This bill recognizes that principle, and to that extent I indorse it. Beyond that I cannot give the bill my indorsement at the present time, and for two principal reasons. First: I am not satisfied that the projects described in the bill provide the best and most economical solution and will be worth their cost. Nor am I satisfied that the cost has been accurately determined. I have in mind such wide discrepancies between estimates and actual costs as occurred in the construction of the East Boston Tunnel, the cost of which exceeded estimates by over 50 per cent. I also have in mind the question of the cost of removing the Boston Elevated Railway structure in that portion of Atlantic avenue to be used for the proposed overhead highway, in case the Court rules in the pending litigation that the Boston Elevated Railway cannot be required to remove the structure without compensation. A project of the magnitude of that contemplated in the bill under discussion would ordinarily be preceded by a careful engineering study submitted in a printed report. No such report has been made. Second: We are now faced with the greatest national emergency we have ever known, during our lifetimes at least. The crying need of the present is for armaments such as airplanes, tanks, motorized equipment, guns, firearms and ammunition. For these purposes we are spending billions, all on borrowed money. These efforts, which are already overtaxing our plant capacity, particularly in steel production, should, in my opinion, have priority over all other expenditures, except for ordinary day-to-day maintenance. I therefore very seriously question the advisability of this or any other large capital expenditures at this time on state or municipal improvements. In closing, I may say that I recognize that without action on our part this bill cannot be released from the Rules Committee of the Legislature and given a hearing. Such a hearing would give an opportunity to call to the attention of the Legislature the plight of Boston, and the rightful claim of Boston to a fair share in Highway Fund disbursements. For this reason I shall make no objection to action which will release this bill from the Rules Committee. In taking this position I reserve the right, either at committee hearings or in any other

manner, to present my views on the questions I have raised or on any others that may occur to me.

Coun. CHASE—Mr. President, last week I filed an order, which I will quote from the record of last week's Council session:

"Coun. CHASE offered the following:

Ordered, That the Traffic Commissioner and other experts he requested, through His Honor the Mayor, to arrange to conduct a survey over the area considered in the traffic improvement bill for the Boston City Council."

I said at that time, Mr. President, that I thought it was only fair and proper that we should be given more time to deliberate upon the matter because of the fact that we were not provided with ample statistics on this huge program. I have never during my three years' tenure of office here acted hastily on any matter. I believe in taking my time and going into matters that come before us thoroughly, making sure that after my vote I will not subsequently regret it. I believe it is the intent of the charter under which we are elected representatives in this city government that we shall certainly deliberate on a matter so tremendous as this. It has been said that the taxpayers of Boston will not be hit by this bill, that it will be a gift from the Commonwealth; but I submit that in this Boston area there are more automobiles, registered machines, than in any other section of the Commonwealth, and how can anybody say that Boston citizens are being given a gift? It is common knowledge that the motorists of Boston, the registered car owners, pay more in tax money for gasoline than is paid by the motorists in any other section of the Commonwealth.

Coun. LINEHAN—Mr. President, will the gentleman yield for a question?

Coun. CHASE—Not now, Mr. President. I say, having that in mind, that we should take into consideration the fact that the taxpayers of Boston are interested. The councilor from East Boston, with whom I have the honor to stand in this controversy, has said that certain institutions would gain by such an undertaking. The councilor from East Boston (Coun. Coffey) has said truthfully that on other matters involving tremendous expenditures, people interested in land-takings have made profits which were not for the best interests of the city. With that in mind, Mr. President, I am sure that no member of the Council will hesitate to go carefully into a matter under which \$19,000,000 will be spent, possibly on land-takings. Supposing that \$14,000,000 of the \$19,000,000 is spent on land-takings, or simply \$12,000,000, isn't that a question on which members of the Council are entitled to some information? Can any member of the Council inform me how much money will be spent on land-takings? I have not yet been able to ascertain just how the money will be spent, and I feel that I owe a duty to the citizens of Boston to take my time before acting upon this order. I feel that every councilor here realizes the traffic situation in Boston, and that every member desires to do everything in his power to relieve that problem. But I also feel sure that all the members here must feel that they should have proper knowledge before acting upon the matter. I personally am not for or against this matter. All I desire is more information, and I feel that I am entitled to more information. Therefore, I shall not vote for the passage of this order at this time, because of my lack of information.

Coun. LINEHAN—Mr. President, may I say in answer to the gentleman who just took his seat, who is acting as a member of the Legislature in his first term in that Honorable Body, that he will find when any such matter as this comes before a committee of the Body, the members of the committee will get all the information that can be obtained. I can say, as one who has been a member of the Legislature, that that course will be observed. Then, after whatever information can be obtained is received, the question then comes as to whether or not it will get by. But let me say to the gentleman from Ward 4 (Coun. Chase) that the Legislature will not sponsor this for the City of Boston. It is useless to indulge in any speculation as to what this money might otherwise be spent for, because it will be spent for highway purposes. It is no use talking about the possibility of its being spent for gymnasiums, health centers or dental clinics. It is highway money, to be raised under a highway loan. Of course, it has to come before us for action, because it involves a bond issue. This \$19,000,000 will be paid for in a period of over

twenty years, out of money raised by the state and, speaking in the interest of the City of Boston, as a former member of the Legislature, I ask the gentleman, where will that money be spent if it is not spent in this way? I pause for an answer.

Coun. CHASE—Mr. President, I did not wholly get the question.

Coun. LINEHAN—Mr. President, I will repeat the question. If the City of Boston does not get this so-called gift, as somebody calls it, to the city, where will that \$19,400,000 be spent in the next twenty years?

Coun. CHASE—Mr. President, in answer to the question, two years ago the Governor gave an outright grant of \$5,000,000 to the Mayor of Boston, which money Mayor Tobin was to spend as he saw fit. The Mayor did not spend it for roads, but applied it towards reduction of the Boston tax rate.

Coun. LINEHAN—If I recollect, that particular grant, as he calls it, was to be spent on public works, construction or resurfacing of the streets of Boston, and I think if he will check the records of the last five years he will find that more than \$5,000,000 has been spent on the streets of Boston.

Coun. COFFEY—Mr. President, I would like to ask the gentleman a question. Was that \$5,000,000 so spent?

Coun. LINEHAN—More than \$5,000,000 has been spent in the last four years on the streets of Boston. Personally, I admit that my knowledge of this particular project probably is not as great as that of the gentleman from Ward 5 (Coun. Shattuck), because I think, from his experience in the Legislature of many years, and serving on the Committee on Ways and Means, he probably knows more about these matters than any other member of the Body. But the gentleman from Ward 4 (Coun. Chase) says he is looking for more information. I believe that is what he is going to get when this matter goes to the Legislature. Of course, each of us has particular things that he knows about in his own district or adjacent districts for which he would like to have money spent. I know that in the Ward 6 section, adjacent to mine, Dorchester avenue near the Broadway Station, there should be money spent, and I trust that it will be spent. There was money intended for that two years ago, and the Committee on Ways and Means of the Legislature turned it down. That is how they dealt two years ago with a provision for that district adjoining mine, for which they would not approve half a million dollars from the Highway Fund. I say that if Mayor Tobin gets the Legislature to approve this bill, it will be the greatest act of any Mayor of the City of Boston in my time, or any Mayor of any city in the Commonwealth, to my way of thinking. It will be one of the greatest accomplishments of any Mayor of this city. If he can get through the Legislature, after the lot of squabbling here, he will have done a wonderful thing. Of course, some of the members might have a very good reason for opposing it, on the ground that they want more information. Personally, I would like more information, but if it is not forthcoming at the present time, I certainly believe it will be forthcoming when it gets to the Committee on Ways and Means. You can rest assured of that. It seems to me that this affords a great opportunity for the City of Boston, and I am going to vote for it because I think it is a great thing. It is a matter that has been recommended in the main, perhaps not in the particular form, in a number of sessions of the Legislature. I trust, of course, that that place at the corner of Dorchester avenue and Broadway Station will be attended to. Anyone going down there will realize that it is one of the worst crossings in the City of Boston. Personally, I am willing to vote for this at the present time, because I believe it is a thing that is greatly needed for the city. I believe it is something that is due to the City of Boston, to help our taxpayers and business men. It will be a great thing for the various interests of this city to get rid of the trucks that are now coming into the city through our congested highways. They will be enabled to go around on the outside, and traffic coming through the city will not, as at present, block our main thoroughfares. I certainly indorse this measure, and hope it will go through the Legislature, because if it does, it will be the first thing of the kind the City of Boston ever got, not only through the Legislature, but through any City Council or other governmental body.

Coun. GOODE—Mr. President, there has been some talk about holding the order up for further study. We all agree that it has for years been proposed in various forms, and that it is now crystallized into a form that will probably be for the best interests of the city. I am personally willing to leave the details to the Planning Board and to his Honor the Mayor for final judgment, because I know that those gentlemen, sitting here day after day and working in the interests of the city will favor it and will see that it is properly carried out. My district is favored by the American Legion Highway, a million already having been spent on the projects, but even that will be of no broad avail unless such a circumferential highway as is suggested is constructed in connection with it. The Veterans of Foreign Wars Highway and the American Legion Highway and West Roxbury Parkway have already been constructed, and this should be accepted, being a project that links up with and makes more valuable all these other projects. I feel that if this highway is constructed, the Readville section will greatly benefit. But it is really something that will benefit all sections of our city. It will add greatly to the facility and convenience of all people going to and from our city and using the highways in connection with their business. I believe, too, that the tunnel will be a paying proposition as soon as this proposed highway is finished, and that home owners, instead of being driven out of the city, will feel safe, and not isolated, when they remain in the outskirts of Boston. I might say that one of my constituents, if he should want to go to the City Hospital, can travel as quickly to Springfield, and that there are many parts of Boston at the present time from which they can go to Salem or to Waltham more quickly than to the City Hospital. Unless you have a car or have a neighbor who has a car that is available, Mr. President, you could not at the present time live in the outlying sections of Boston. I feel that this plan will remedy many of the evils that now exist, and I trust that we will pass the order.

Coun. CAREY—Mr. President, after all, this is simply an attempt to show the members of the Legislature that the City Council is willing to go on record as favoring the passage of a \$19,000,000 bill that will help to relieve traffic conditions in the City of Boston. After all, it is not only for the benefit of the citizens of Boston, as has been already brought out, but for the interests of those coming into the city from outside sections, whether north or south of the city. I am inclined to go along with this order or any order that will relieve traffic congestion in Boston. As a matter of fact, the Whitten report has set forth certain things that, if remedied, will tend to relieve our traffic congestion. It is my understanding that we are not even bound to abide by the Whitten report. The reason why I take the floor at this time is to remind the members of the very serious traffic congestion to be found in my section, as in other sections of the city. Of course, much relief will come from the new Huntington Avenue Subway and from the extensions that may be made from time to time, eventually. One of the members speaks of the considerable time it takes to get from Hyde Park to the City Hospital and from the City Hospital to Hyde Park. So far as we are concerned in my section, I feel that much relief will come from the opening of the Huntington Avenue Subway and from future work that will probably be done in connection with it. We are going to have a serious traffic situation along the Boylston street and Huntington avenue, and at Arlington street. At the present time there is a bottleneck at Huntington avenue and South Huntington avenue, where we have thousands and thousands of cars leaving the center of the city and going towards the center through Huntington avenue and Boylston street. We all know that those streets and the streets entering them have a great deal of traffic to and from the Worcester turnpike, one of the most heavily used pikes in the entire state. I am going to vote in favor of this order, simply because I want to see something done to relieve traffic. But I want it understood that something is to be done, either in accordance with the Whitten report or otherwise, to immediately take care of traffic congestion in this city, particularly having in mind the safety of our young people. Along Huntington avenue there are two grammar schools to which thousands of children are going daily, and are being subjected to great danger to life and limb. The danger, certainly for a time, is to be increased. I trust, therefore, that the Mayor will give the matter serious thought and will consider in

connection with this expenditure of \$19,000,000 the situation in the Boylston street and Huntington avenue areas.

Coun. SCANNELL—Mr. President, I move the previous question.

The main question was declared ordered.

Coun. COFFEY doubted the vote and asked for a rising vote.

The question was declared ordered by rising vote, 10 to 3.

Coun. COFFEY—Mr. President, I again doubt the vote and ask for a roll call.

Coun. LINEHAN—Mr. President, I rise to a point of information. What are we voting on? Taking the matter from the table?

President GALVIN—On Councilor Scannell's motion for the previous question.

Coun. FISH—Mr. President, I rise to a point of information. A favorable vote on this question will close debate?

President GALVIN—Yes. It will bring the question to a decision.

Coun. FISH—Then I am opposed to the motion, Mr. President. I favor debate at all times.

The Clerk called the roll on ordering the previous question, and the motion was lost, yeas 3, nays 14.

Yeas—Coun. Galvin, Hurley, Scannell—3.

Nays—Coun. Carey, Chase, Coffey, Englert, Fish, Goode, Gottlieb, Hutchinson, Linehan, Lyons, Russo, Shattuck, D. F. Sullivan, Wickes—14.

Coun. HUTCHINSON—Mr. President, we all agree with the councilor from Ward 4 in the Back Bay (Coun. Chase) that, as far as City of Boston automobile owners are concerned, they are paying the great proportion of the highway gasoline tax of the state. We realize that they have been paying it for many years. We also realize that no state highway has been built through the city. The state has built no road through the city that has been paid for out of the state highway funds. We do, however, realize that in practically every other city and town highways have been built, and that the citizens of Boston have paid most of the money for them. Now, here is the first proposition where the state is giving the City of Boston a highway. It will be, of course, not only for the benefit of the City of Boston but for the outside 68 per cent of our traffic which comes from other places and goes through our city. Therefore, it will benefit the people of the whole state. It is not only something that should be passed from the standpoint of the city, but should be passed for the city and the state. Of course, as some of my colleagues have stated, we know that the state Legislature will take the matter up in committee and study it very carefully before giving anything to the city. As a matter of fact, most of the senators and representatives are more interested in their own local conditions than in the conditions in the City of Boston. The only reason why the 68 per cent outside of the city may favor this thing is that they, of course, will benefit.

Coun. FISH—Very briefly, I was against the motion for the previous question because I felt that everybody who wanted to say something on this matter should be entitled to do so. We should approach the subject in a sensible way. There is only one question,—is this needed by the City of Boston? There can be only one answer to that question. There is no one in business in the city certainly who can get up here and say that Boston does not need it. It is something that will benefit the real estate owners, the tenants, and the business men. They say that the business district pays 50 per cent of the taxes in Boston, and if this is something that benefits business it will be one means of bringing business back so that they will be able to continue paying 50 per cent of the taxes, and it will also be a means of preserving our own homes. As I say, let us approach this in a sensible manner. The critics say that this will encourage graft in land-takings. Of course, critics are always looking to find fault, and they do pretty well at it.

Coun. HURLEY—Mr. President, I want to be recorded in favor of this measure. I think it is the greatest measure I have seen in my term of office here, and probably the greatest measure that has come before the Body for years. The City of Boston was laid out hundreds of years ago in cow paths. When you went anywhere, you simply followed cow paths and footpaths. The State of Massachusetts now has its rapid transit highway trunk lines terminating at the outskirts of the City of Boston, teeming with

freight and traffic, which comes here to find its ways through our crooked and narrow streets. There is not a city of any size in the country that does not have a better system of streets and highways than we have, because of our starting at a time when the importance of such highways was not recognized. Certainly there is a need for vast improvement in traffic conditions in our city. Only last week I had an appointment in East Boston, and I left my home at eleven and proceeded through the East Boston Tunnel, arriving at Central square, East Boston, in fifty-five minutes. If such a highway as is proposed here had been in operation at the time, I could have arrived there without any trouble at all probably in nine minutes. The state, as I have already suggested, has built rapid transit highways to Boston, but they have to take every bit of traffic through our narrow streets. This proposed highway is not the thought of the present administration. The plan was drawn up twelve years ago, long before the gentleman downstairs ever thought of becoming Mayor of Boston. It was thought of years ago, considered, diagnosed, and everybody said it would be an admirable piece of work. But at least let us act upon a matter of this kind, such a worthy project, and we will not be responsible for any delay in putting it through. As the gentleman from Ward 4 (Coun. Chase) has ably said we are paying the larger part of the state tax, but we get practically nothing. Worcester, Springfield, Newburyport, towns and cities all through the state, get consideration, but they come to Boston last, and they let us simply worry about the traffic going through the city. I think this is one of the best projects ever undertaken by any administration, this or any other, in the City of Boston, and I hope, for the benefit of our city and of the people of Boston, we will act favorably upon the matter, so that it may be taken up at the Legislature shortly.

Coun. SCANNELL—Mr. President, the reason I raised the previous question is this. We have heard members of the Body get up and criticize this state project. With the enormous amount that the citizens of Boston have contributed in the past ten years to the gasoline tax highway fund, with practically no return whatever, why should they not be given an opportunity to get from the Legislature a bill favoring giving the people of Boston \$19,400,000 for a highway, under such a bill as is referred to in the order we now have before the Body? I say that each and every member of the Body should vote for this measure, because if they do not they are not doing the right thing for the benefit of the people of Boston. If the Legislature wants to give the City of Boston \$19,400,000 for a highway project in this city, I say it is the moral duty of every member of the Body to vote in favor of this measure.

Coun. M. H. SULLIVAN—Mr. President, I say that this contemplated project is a matter to which we should give very serious and favorable consideration. I have endeavored to take into consideration the various arguments suggested, not only of those brought out by the proponents of the measure, but by those in opposition. I have myself wavered at times as to whether or not I should vote for the measure. I have considered the matter from the financial standpoint from the local standpoint, and also from the standpoint of the way in which it is proposed to be carried out. From the financial standpoint, I feel that it is a matter which will be and must be given serious consideration by the state Legislature. There are many questions that will be seriously considered. There will be hearings before the committee, and I would personally like to appear before the Legislature when the matter is brought up. So far as the construction, or the practical carrying out of the thing as a project, is concerned, of course we may all have our opinions as to certain things connected with it. I feel personally, for instance, that the Atlantic avenue structure is certainly a menace, as far as beauty is concerned, and that it should be removed. From the standpoint of local considerations, I realize that this is by no means a panacea or cure-all. I know that it will probably not be of much local benefit, if I were to look at it merely from that point of view. It will probably, however, be of some assistance to Brighton and Allston, the same as it will be of assistance to all parts of Boston. But I believe that we should take the interests of the whole city into consideration, and not merely the interests of our individual localities. Boston certainly has a financial interest in the matter. We know the traffic situation here

that traffic conditions are far from what they should be, and I do feel that if Boston is to grow or is to advance as other cities of the nation have been and are advancing, something must be done to deal with traffic conditions. I don't think any Mayor of Boston that we have had for years is to be compared with Mayor Tobin as far as honesty is concerned, that he is an outstanding Mayor in the long history of the city. I know, and I feel that we all know, that Atlantic avenue is nothing of a beauty spot now, and the situation there and in other parts of the city certainly can be properly dealt with and controlled if such a project as is here proposed is carried through. I know that it will help to get traffic in and out of Boston. I know that it will be of great benefit to the business people of the city and not only a benefit in a business way, but that it will be a help to our people at night in getting to and from places of entertainment. After serious consideration of the matter, I have come to the conclusion that it will be of great benefit to the city as a whole. I understand, of course, that there are some local objections on the part of certain members, and I have some myself, but I do feel that we are all desirous of carrying out the interests of the City of Boston as a whole. We wish to have Boston a strong financial city, to have it continue as the great metropolis of New England, but if we are going to keep business in this city instead of having it go far outside of our borders, if we are going to have a great city at all, we must build and maintain proper highways. We must encourage business to come here and to expand. If we are not to have a higher tax rate, something must be done. As I have said, this proposed highway is not a panacea, not a cure-all, but God help us if we do not take a progressive stand. Therefore, when I vote today upon this order, my vote will be "yes."

Coun. WICKES—Mr. President, I want to add my few words, and to say why I voted to lay the order on the table a week ago. I would like to say at the outset that I believe, in connection with any vote we may take in the Body at any time, we should make our position clear. The reason why I voted to lay on the table a week ago was because I believe at this time, now that we have had an opportunity to look into the matter, we would belittle ourselves if we did not vote in a way that will forward this project as much as possible. I would say that in the meantime I have made a little research upon the matter, myself. I have talked with engineers, not those who drew up the plan, but with people who knew traffic conditions pretty thoroughly, and I have come to the conclusion that this project should be given a chance,—particularly so if the Legislature itself will investigate all details of the project. I am of the belief that the carrying out of this plan will speed up traffic in this city greatly. In endeavoring to get an intelligent opinion upon it from those who know more about it than myself, I made an appointment with ex-President Lowell of Harvard College. I thought that he knew something about it, so I called up his secretary on the telephone and asked if I might have a talk with ex-President Lowell. I was given an appointment with him, and after talking with him for more than an hour I am firmly convinced that the project should be given an opportunity to reach the Legislature.

Coun. LYONS—Mr. President, three years ago I introduced into the Council a similar order looking to a circumferential highway in the City of Boston. For fifteen years men whom I knew, who are thoroughly acquainted with traffic questions in Boston, have contemplated such a highway. Finally we have a bill drawn up by a Senator from Newton, contemplating this project. I feel that there is not a single gentleman in the Council, if he is interested in the welfare of Boston, who can talk or vote against this order. I believe the project proposed is a great one, and Councilor Carey is to be complimented—although I understand that he does not want any publicity in the matter—over the action he has taken. After listening to the councilor from the Back Bay, from Ward 4 (Coun. Chase), I feel that if his forefathers here years ago had had the foresight to see what was going to happen in this city, they would have been more careful in laying out the old cow paths. There is no doubt about the great benefit to be derived from such an arterial highway. People from outside the city, throughout the state and throughout the United States, are coming here and visiting Boston all the time, and dealing with our business men, and they are

always talking about the scanty street space in Boston. This is the first time that we have had such an opportunity to obtain, through the state Highway Fund, such a highway for our city. It will not only help the citizenry of Boston, but will also help the legislators and the people from the western part of the state. I believe that they now realize the value of such a highway to the state. I had a talk with some of them the other night, and I think they agreed that favorable action should and probably would be taken on the matter at the State House. At the present time we have only about three miles of state highway. We have contributed a very large proportion to the gasoline tax, and we should get some recognition from the rest of the state. Answering the gentleman from Ward 1, we did not turn back the amount he spoke of to the state. We turned back about two millions, and took the remaining two and one half millions or so and gave it to the Public Works Commissioner. Boston is today the largest contributor to this state gasoline highway fund, and we are certainly entitled to more recognition than we have had in its distribution. This is something that everybody should favor, especially all the councilors representing the City of Boston. Speaking of what Councilor Shattuck has said in regard to the expenses that will soon be facing us in connection with the present war emergency in England, Germany will not come over here to invade us and travel over this road. This is a road for our own citizens to travel on, and it will be of help in going to Camp Edwards.

Coun. SHATTUCK—Mr. President, I wonder whether the gentleman heard me say a word about England? I was talking about ourselves and our own defense.

Coun. LYONS—Well, Mr. President, talking about defense problems, this will be a road that we ourselves can use advantageously in case there should be an invasion, and it will connect with other roads throughout the Commonwealth. If there should be an invasion of this country, it is such roads that would enable us to get from one city to another. So I think it is a good idea to have this road constructed, and to have this \$19,400,000 from the state gasoline tax fund, towards which we have been contributing for so many years without getting practically anything in return. And we will not only derive a benefit but the whole state will derive benefit from it.

Coun. GOTTLIEB—Mr. President, I believe the need for a central traffic highway in the City of Boston has never been seriously questioned. There is naturally a question, of course, concerning the amount to be expended and whether it could be justified in these days of war emergency. A question has been raised by the gentleman from Ward 1 (Coun. Coffey) to the effect that there might be a scandal in connection with land-takings for such a Central Artery. Of course, in anything like this there will always be some profiteering, and neither the Mayor of Boston nor we members of the City Council can in any way prevent or control profiteering in such matters. On the other side of the question, there will always be some heart-breaking losses sustained by men in Boston who will be compelled to lose their property through land-takings in connection with this artery. Those things are inseparable from any big project in any large city, but we must at all times consider the needs of the majority of the people. The majority of the people of Boston need a central traffic artery. It has been correctly stated that it takes more time to travel from our own suburbs to the heart of the city than to go to Salem or other cities of metropolitan Boston. That is a thing that should have been remedied years ago, but it was never done, but I believe now there is a chance to do it, and that if the Legislature will play along with us we will be crazy to overlook such an opportunity. Let us analyze briefly what will happen if we authorize the borrowing of the proposed sum of money. This bill is before the Legislature. It proposes a bond issue of \$19,000,000. I feel quite certain that the members of the Legislature who do not reside in Boston will not be sympathetic towards the plight of Boston. But we can only rely upon the Boston representatives to carry the burden in the Legislature and get the bill through. You and I can all agree that the Boston representatives will never at any time be able to promote the bill in the Legislature or get their colleagues outside of Boston to vote for it unless they feel certain that the bill will help Boston and also other parts of the state. We can all agree that the bor-

rowing of money will increase the taxes of the city, but I think we realize that when it comes to reimbursement from the state Highway Fund many members will never approve the measure. From the standpoint of general, all-around benefit it may pass. So let us take advantage of the opportunity, anyway, and let the Boston members work on it.

Coun. RUSSO—Mr. President, after sitting here and listening to all the pros and cons, I wish to bring to the attention of the Body a bill that I presented here right after I took office last year, asking that the elevated structure on Atlantic avenue and Commercial street be taken down, as a menace and a hazard. I think of all the members of the Council here, the member who should perhaps have the most to say about this, should be the councilor from Ward 3 (himself). Much of the overhead ramp of this new proposed highway is situated right in my own district. But I visualize and understand the traffic situation that confronts the City of Boston today. While some of my own constituents may be against me in my vote on this particular matter, I cannot help seeing the injury to this city that is going on night and day through the traffic situation, and I cannot help feeling that unless something is done,—yes, and done now, or in the very near future,—Boston will be isolated, because it will have no flow of traffic and people will not be able easily to get in and out. I have, however, had the assurance that that structure on Atlantic avenue is going to be torn down, and a new overhead ramp that will take its place will, I feel sure, be built in accordance with modern construction. Therefore, visualizing the situation that confronts us and looking ahead to something that will be for the benefit of the people and of the City of Boston, I feel that we cannot afford any longer to have the traffic congestion that we are having today. I realize that this plan will bring about more business, will bring more enterprises into our city and, therefore, I am going to cast my vote in favor of the proposed plan. I trust also that it will meet the favor of the Legislature and in that respect I feel that every bit of evidence possible should be presented there so that they will pass the bill. Having all these things in mind, I state specifically that I will be for this bill.

Coun. COFFEY—Mr. President, I realize, after the discussion we have had here, that I am like Costello on Kate Smith's program, the bad boy. The councilor from Ward 20 (Coun. Lyons) says that if this does not go through immediately, we are going to be invaded.

Coun. LYONS—Mr. President, can I answer that?

Coun. COFFEY—Mr. President, I don't think I care to give way at this time. He has intimated that if this does not go through—I certainly got that impression from his talk—that we will be invaded. In an article in a Roxbury paper this week, they said that the bankers, in the opinion of the writer, were the only ones who were going to be benefited in case this \$19,400,000 project goes through. We have heard a lot of talk about the Legislature having to pass upon this and give consideration to it. Please bear in mind that I have been a member of the Legislature for four years, and I have seen them railroad bills through that members of the Council would be ashamed to touch, on the night of prorogation. At that time anything that anyone wishes to shove through goes through, and you cannot get the boys to vote against it. Of course, the Legislature is going to act on this. From the talk on this, some are going to be against it and some are going to be in favor of it, and some were thought to be on one side or the other are going to night-about face. Why throw all the responsibility on the members of the Legislature? Let me mention the fact right now that this bill is not going to have opposition in the Legislature. The thing is cut and dried. It was not a Boston senator or member of the Legislature who filed the bill. It was filed by the senator from Newton, and he has very much influence with the members of the Senate. The orders will go out, as in the past, and the bill will go along without any serious opposition. So don't try to say that the members of the Legislature will delve into it. They will do as they are told, the same as we do as we are told. When you speak of doing something that will relieve traffic congestion in this city, I am as much in favor of some action along that line as anyone, but when this \$19,400,000 project is mentioned, I would like to know how much is to be spent on land-takings. It is all very well to say that the Traffic Commission had Mr. Whitten

go over the thing and lay out the route where the project is to be, but we are not told how much is to be spent on land-takings and how much on construction. I believe we should be shown each lot of land, piece by piece. Then home owners will know just how they stand, and we will at least have a more intelligent idea of the thing. But I don't want to see any repetition of the Exchange street widening. I would also like to know, for example, about the Blue Hills and about the American Legion Highway, and other sections of the proposed project. Why does it not go in a straight line? Why does it go along for a ways and then go off at 45 degrees, then proceed a short way and cut off in another direction again? I don't see why it should not take a more nearly straight line. Of course, as we all know, most people own their property subject to mortgage, and banks and real estate sharks in many cases control the mortgages, and take advantage of the first opportunity to foreclose, and then, when a project like this comes up, they can sell the property with great profit. The \$5,000,000 given by the state to the City of Boston was supposed to be used for road building, for public highways, but we all know what was done with it. The gentleman from Ward 20 (Coun. Lyons) says that \$2,000,000 was turned back and that another \$2,000,000 or \$2,500,000 was used in other ways for which it was not intended. The gentleman from Ward 14 (Coun. Gottlieb), I think, made a very serious statement when he practically admitted that profits will be made on the land-takings, and he says that those things cannot be helped. Well, God help us members of the City Council if something cannot be done, and if this thing goes on and these rotten deals are put through, and some years after we are dead and forgotten they are brought up against us. I am simply trying to stop some of the things such as we know have gone on in the past. Well, we heard what the gentleman from Ward 22 (Coun. M. H. Sullivan) said. I know that he is not in favor of this project, and he is not kidding me, but he is going through on it, and I thought he was opening up the Sullivan campaign for election as Mayor! (Laughter.) The gentleman from Ward 8 (Coun. Hurley) stated that he had business over in East Boston a short time ago and drove over from his ward, and that it took him fifty-five minutes to get over there from his home. Well, I understand the difficulties of travel from East Boston, when we want to get to the City Hospital from my section, and I think the members of the Body can understand how the people of East Boston feel when a child is run over, the Relief Station is closed, and it takes fifty-five minutes to get to the City Hospital. I say that the Governor and the Legislature can do this on their own, that they do not need the Mayor and the City Council. They don't have to make a bond issue. They can make an outright grant and do the work themselves. They don't need the help of the members of the City Council or of the Mayor, and I hope that the order will not prevail.

Coun. HURLEY—Mr. President, will the gentleman yield for a question?

Coun. COFFEY—I do not yield. We have taken a lot of time on this order, as I think we should. After all, where \$19,000,000 is to be spent, I, for one, would like to know how and where it is going to be spent. I have told the Mayor of the bad traffic conditions that we have in East Boston. I doubt if there are any worse traffic conditions anywhere in the city than we have over there in the horse and dog season. I suggested things that could be done. The McClellan Highway could go to the mouth of the tunnel. That would do much to relieve conditions. Then, something should be done with the old Narrow Gauge roadbed. But nothing has been done, and it does not look as if anything would be done. Why wasn't that in the \$19,000,000? East Boston is not being considered. We have been practically told that they didn't want East Boston, and they are not going to get East Boston, they can rest assured of that. I would certainly like to know how much of this money is to be spent on land-takings and where the land-takings are to be, and I am against this proposition until such information is furnished to the City Council.

Coun. CHASE—Mr. President, I was rather amused by the remarks of the gentleman from Ward 20 (Coun. Lyons), whom I have always considered a delightful young man, at times a little naive; but I think I should correct him to the

extent to which he referred to my ancestors as immigrants to Boston. I feel that I should enlighten him on that point. It is true that my ancestor originally came to Boston in 1630, in Governor Winthrop's colony, but shortly after that he moved to the Cape, and for ten generations my people have been simple, honest, everyday members of that great group, the common people. I might say that my ancestors took up arms against the mother country because they didn't care to have taxation without representation, and I say that it is the duty of this Body to deliberate on all matters coming before it so as to be sure to properly represent the people, who are taxed to pay for these tremendous projects. I think my request is only reasonable. I don't say that we should take an attitude against this project or for the project. I simply say that we should ascertain the truth of the situation. It is our duty to ascertain the truth of every situation that comes before the Body. I have every faith in his Honor the Mayor. I like the young man. I believe he has given a good administration to the city. But, as a city councillor, as one elected to this Body, I have the right to carefully consider any proposition that may come from the executive branch of the government. Therefore, I say, notwithstanding the fact that I like the young man, I have in mind the fact that he has advisers who might misinform him on such a tremendous proposition as this is. I say we should ascertain the true situation. We all know about the scandals that there have been in the City of Boston in other years, growing out of something that was started through orders passed by this Honorable Body. I don't care to be implicated in any way in matters of that kind. It is quite possible that before I get through I may be carrying the ball in the Legislature on this matter, but before I carry any ball I want to ascertain as a matter of certainty what the thing is all about. It comes to us through some agencies over which we have no control, and there are features of it which certainly seem ambiguous and not specific. We should know certainly all about it, and until we know we should not act on the matter. Therefore, I move that the matter lie on the table.

Coun. M. H. SULLIVAN in the chair.

The motion to lay on the table was lost.

Coun. GOTTLIEB—Mr. President, I don't want to prolong this discussion, but in answer to the councillor from Ward 1 (Coun. Coffey), I wish to say that some property owners undoubtedly will benefit from land-takings that may be involved here, as in all other important measures of this kind, while others will be injured. Of course, those things cannot be helped. For the information of the gentleman from Ward 1, I want to say that we in the City Council, or the Mayor of Boston, cannot control the prices involved in these land-takings, because of the different processes involved. There are many parcels of land in the city that are assessed for considerably in excess of their fair market value. It is quite conceivable in connection with land-takings that owners of property might ask for the full assessed value of their property, although it might be many thousands of dollars in excess of the fair market value of the property. If the assessed valuation is not paid by the City of Boston, these property owners have recourse to the courts, and it is quite conceivable that values that juries might consider fair market values might be in many cases much more than the owners could get in the open market. But we cannot, because these questions arise in a matter of this kind, hold up a central traffic artery which would benefit the people generally because individual owners hold out for more than they should have, and get a few more dollars. We know, on the other side of the picture, that many small business men will lose their businesses, and that others will not get what they should. But such considerations should not affect favorably or unfavorably an important matter of this kind which will be of great benefit to the city generally.

Coun. RUSSO—Mr. President, in view of the remarks that have been made by certain councillors, I wish to inform the Body that I am not in the real estate business. As far as bankers are concerned, it is fair to assume that there are very few pieces of property throughout the city which are not mortgaged to one bank or another. And when we come to consider different people who are affected, it must be borne in mind that there are many individuals who labor day in and day out to see that their taxes are paid and that their interest is paid. In making what appears to be a right-

about face, so called, I wish to state that it is no right-about face, that when I voted against ordering the previous question it was for the mere purpose of seeing that every councilor here, if he so wished, had an opportunity to get up on his feet and speak. But I know that any fair-minded citizen, either in my district or throughout the city of Boston, will not object to this particular proposed highway, when he knows that it is going to mean relief from congested traffic in the City of Boston.

Coun. LYONS—Mr. President, I simply want to enlighten the councilor from Ward 1. I did not say that if this bill went through we would be invaded by foreign nations. I merely said that we would have an artery on which to run our traffic through Boston.

Coun. HUTCHINSON—Mr. President, I move the previous question.

The main question was ordered, and the question came on the adoption of the order.

The order was passed, yeas 16, nays 2;

Yeas—Coun. Carcy, Englert, Fish, Galvin Goode, Gottlieb, Hurley, Hutchinson, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Taylor, Wickes—16.

Nays—Coun. Chase, Coffey—2.

Later in the session Coun. CHASE said—Mr. President, I ask unanimous consent to make a statement. (There was no objection.) Mr. President, I would like to qualify my vote on the \$19,000,000 proposition on which I voted "no." I would like to have it understood that my sole purpose in voting "no" was because of the fact that I felt that the Council has not received sufficient information to warrant us in acting on the matter as yet, and that I wished to go on record as voting "no" simply because I wished to vote in that way as a protest against such hasty action. The vote that I cast does not in any way commit myself as to how I will eventually feel or vote on this matter. I have not taken any position for or against the proposition. My only position is that I want more information before definitely making up my mind.

MILK STATION, SOUTH BOSTON.

Coun. SCANNELL offered the following:

Ordered, That his Honor the Mayor communicate with the W. P. A. Community Officials relative to the advisability of opening a milk station in the lower end of South Boston.

SOUTH BOSTON HOUSING.

Coun. SCANNELL offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to give preference to those whose homes are taken for the site of the new housing project and be it further

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to instruct the City Council whether or not the proposed South Boston Housing Project in the lower end of South Boston will be used for defense workers or for the housing of soldiers or sailors.

Coun. SCANNELL—Mr. President, the purpose for which I have presented the first order is to protect the people of the lower end of South Boston against any recurrence of what happened in the Old Colony project in Ward 7. The people of my district certainly did not like what happened over there. Those at the lower end of South Boston are undergoing sufficient hardship as it is, and I trust that those whose homes are taken for the site of the new housing project will be given preference in locating in the project. The second order has another purpose. It asks the Mayor to inform the City Council whether or not the proposed South Boston housing project in the lower end of South Boston will be used for defense workers or for the housing of soldiers and sailors. I want to find out just where the people stand in this South Boston housing project. We don't want to spend \$5,000,000 in the lower part of South Boston for slum clearance, if when the time comes, the project is going to be used for soldiers and sailors. The people of South Boston and the people of my district were deprived of recognition in the previous project and, as far as I am concerned, it is not going to happen again

in my section, if I can prevent it. The people of my district are up in arms on this matter, and would like to know at once just where they stand when the project is built.

The orders were severally passed under suspension of the rule

SALE OF LAND ON COLUMBIA ROAD.

President GALVIN called up, under unfinished business, No. 4 on the calendar, viz:

4. Whereas, The City of Boston is the owner of a certain parcel of land situated on the northerly side of Columbia road, on the easterly side of Old Colony avenue, northerly of the traffic circle at Columbia road, Old Colony avenue and Preble street and is adjacent to land of the Boston Housing Authority. The said parcel of land, hereinafter described, was acquired for public park purposes by an eminent domain taking dated June 9, 1897, recorded with Suffolk Deeds, Book 2449, page 418; and

Whereas, The said parcel of land is no longer needed for public park purposes; and

Whereas, The Boston Housing Authority is desirous of acquiring the said parcel of land for the development of its South Boston housing project; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell at private sale at a minimum price of three thousand five hundred (3,500) dollars, to the Boston Housing Authority, the above mentioned and hereinafter described parcel of land and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston. The said parcel of land is bounded and described as follows:

Northeasterly by land of the Boston Housing Authority, two hundred eighteen and 40-100 (218.40) feet; southerly by land of the City of Boston, by two measurements, twenty-one and 30-100 (21.30) feet on a curve of fourteen and 7-100 (14.07) feet radius and one hundred nineteen and 66-100 (119.66) feet on a curve of one hundred fifty-five (155) feet radius; southwesterly by other land of the City of Boston, ninety-nine and 71-100 (99.71) feet on a curve of sixty-two and 16-100 (62.16) feet radius, containing three thousand four hundred fifty-two (3,452) square feet of land, more or less. All of said measurements are shown on a plan marked "City of Boston, Park Department, Plan of Columbia Road, Near Preble Street, South Boston, Scale 1 Inch, Equals 30 Feet, John J. Murphy, Engineer, July 16, 1940," on file in the office of the Park Department of the City of Boston.

On February 3, 1941, the foregoing order was read once and passed, yeas seventeen, nays none.

The order was given its second and final reading and passage, yeas 17, nays 0.

RECESS.

By direction of President GALVIN the Council, at 4.30 p. m., took a recess subject to the call of the Chair.

The members reassembled and were called to order by President GALVIN at 5.10 p. m.

REOPENING OF CONVENIENCE STATIONS.

Coun. WICKES and HUTCHINSON offered the following:

Ordered, That his Honor the Mayor be requested to consider the advisability of reopening the convenience station at Uphams Corner, Dorchester, and such other convenience stations throughout the city as, in his opinion, are necessary.

Passed under suspension of the rule.

LEAVE OF ABSENCE FOR ALFRED C. HOLLAND.

Coun. FISH offered the following:

Ordered, That Alfred C. Holland, duly elected stenographer-clerk in the office of the Clerk of Committees Department, be, and is hereby, granted a one-year leave of absence to date from his induction into the military service of the United States.

Passed under suspension of the rule.

TRAIN SERVICE, READVILLE TO BOSTON.

Coun. GOODE, GOTTLIEB, HUTCHINSON and WICKES offered the following:

Ordered, That the Mayor of Boston confer with Mr. S. F. Mackay, Superintendent of Transportation for the New York, New Haven & Hartford Railroad, for the purpose of inaugurating a program of hourly train service from Readville to Boston which will alleviate traffic conditions in Boston and which will take in the following stations along the so-called Midland Route: Readville, Fairmount, River street, Blue Hill avenue, Morton street, Dorchester station, Harvard street, Mt. Bowdoin, Bird street and Uphams Corner.

Passed under suspension of the rule.

TRAFFIC SURVEY, READVILLE SECTION, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Traffic Commissioner in conjunction with the Public Works Commissioner be requested, through his Honor the Mayor, to conduct a survey in the Readville section of Ward 18 with a view of installing the necessary traffic equipment in the vicinity of Wolcott square, Readville Bridge, Readville Station, Sprague street, East Milton street and Readville street.

Passed under suspension of the rule.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred February 17) that section 103-A of chapter 54 of the General Laws *re* absentee voting in city elections, be accepted—that same ought to pass.

Report accepted; order passed.

2. Report on petition of Annie M. McLaughlin (referred February 19) to be paid an annuity on account of the death of her husband, Joseph H. McLaughlin, former member of Fire Department, recommending passage of accompanying order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933 an annuity of one thousand dollars be allowed and paid to Annie M. McLaughlin, widow of Joseph H. McLaughlin, a member of the Fire Department, who died on December 25, 1939, on account of injuries received in the performance of his duty, said annuity to continue so long as she remains unmarried, the payments to date from December 25, 1939, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

The report was accepted and the order passed.

3. Report on message of Mayor and order (referred February 3, 1941) with reference to the new South Boston Housing Project, recommending passage of accompanying new draft, viz.:

Ordered, That the Mayor be, and he hereby is, authorized, for and in behalf of the city, to enter into an agreement with the Administrator of the Federal Works Agency of the United States of America that so long as the housing development situated in the South Boston district of the city and bounded substantially by East Eight street, Old Harbor street, Old Colony avenue and Dorchester street, and known as Development No. Mass. 2-2, or any part thereof, is owned by the United States of America and used to provide dwellings for persons engaged in national defense activities, the city will accept annual payments in lieu of taxes, betterments and special assessments in an amount equal to fifteen (15%) per cent of the shelter rent collected for such dwellings during the year for which said payments in lieu of taxes, betterments and special assessments are made, provided, however, that such annual payments in lieu of taxes, betterments and special assessments shall not exceed the amount of taxes, betterments and special assessments that would be levied on or against said development, or said part thereof, during said year if said development, or said part thereof, were privately owned; and that said development, or said part thereof, and the tenants thereof will be furnished without charge, except for said annual payments in lieu of taxes, betterments and special assessments, all the usual public services such as education, police and fire protection, garbage and trash removal, street maintenance, repair and lighting, public

recreational and health facilities, general governmental facilities and other services and facilities of the same character as those customarily furnished without charge to other dwellings and inhabitants of the city.

Report accepted; said order passed.

PAYMENT OF AID TO SOLDIERS AND SAILORS.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of February.

Report accepted; said order passed.

COMMEMORATION OF COUNCILOR WICKES' HEROISM.

Coun. GALVIN, FISH and HURLEY offered the following:

Ordered, That the City Messenger be authorized to purchase and have suitably inscribed a parchment for presentation to City Councilor John C. Wickes from the members of the City Council as a memento of his heroic deed of rescue for which he was awarded the Carnegie Bronze Medal and the Massachusetts Humane Society Medal of Valor, and be it further

Ordered, That the resolution passed by the City Council on January 27, 1941, be inscribed on said parchment.

Passed under suspension of the rule.

SHELTERS FOR BUS AND STREET CAR RIDERS.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Board of Trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to construct a shelter for bus and street car commuters in Central square, Cambridge.

Coun. M. H. SULLIVAN—Mr. President, I am not trying here to overlap on the members of the Cambridge City Council, but Central square, Cambridge, is the terminus for transportation of buses and street cars coming out of the Brighton district of Boston. There are times when it would be a trial for Admiral Peary or any polar expedition to pass through the terrors of that district, when there are winds, rains and snow. There should be some shelter for the bus and street car commuters. This is a matter that should be brought to the attention of the Elevated Trustees. I already have on record their attitude on this very dire condition in the Central square area. I am informed by the weather bureau expert that this is probably the coldest section of metropolitan Boston, and there is no shelter afforded to the people who take that route in icy storms or anything else. There are long waits, and the people certainly should have some sort of shelter.

President GALVIN—The Chair rules the order out of order as being outside the jurisdiction of the City Council of Boston.

SALARIES OF JUNIOR SOCIAL WORKERS.

Coun. TAYLOR and M. H. SULLIVAN offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to consider the advisability of giving Junior Social Workers the same classification and pay as those doing the same type of work in the department.

Coun. M. H. SULLIVAN—Mr. President, in the Welfare Department there are approximately seventy junior workers doing the same sort of work as the others, reserving \$1,600 annually where the others are receiving \$2,300. I understand that the work of all is the same, and I don't know why they should not all receive the same pay. I know that these employees, certainly as far as Brighton is concerned, are doing a pretty fair job, and I feel that they should therefore, receive the \$2,300. Captain Patrick J. Moynihan issued a statement to the effect that it was not the intention of the Executive Director to lower

this amount of compensation in the classification of social workers. However, shortly after he made that statement they were cut, the juniors receiving but \$1,600. I think it is a highly inequitable situation. These people are doing meritorious, fine work, and deserve more money. They should receive the same compensation as the others, \$2,300, instead of \$1,600, which they receive under this rating or classification, which really does not mean anything at all.

Coun. HUTCHINSON—Mr. President, I want to subscribe to the order offered by Councilor Sullivan and also to the statement he has made. A short time ago I went to the Mayor in regard to the matter. He was very husy, but he said he intended to look into it.

Coun. TAYLOR—Mr. President, from what Councilor Sullivan has said, I think a grave injustice is being done to some of these employees in the Welfare Department, inasmuch as they are doing the same type of work as those receiving maximum pay. I would suggest, however, that the matter be referred to the Welfare Committee, and the committee can listen to the various parties concerned, and have the merits of the situation explained.

Coun. COFFEY—I would simply add one thought. I know that some of those junior social workers have passed an examination this past year for senior social workers, and I think, therefore, that the order should be referred to the Committee on Welfare.

The order was referred to the Committee on Welfare.

WHITE FUND UNIT FOR BRIGHTON-ALLSTON.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the trustees of the White Fund be requested, through his Honor the Mayor, to consider the advisability of constructing a White Fund Unit in the Brighton-Allston section of Boston.

Passed under suspension of the rule.

STEP-RATE INCREASES, LIBRARY EMPLOYEES.

Coun. GOODE offered the following:

Ordered, That the trustees of the Boston Public Library formulate plans to grant step-rate increases to all City of Boston Library employees.

Coun. GOODE—Mr. President, a very bad situation exists at the present time in the Boston Public Library system. A few days ago there was an article in a Boston paper by one of the political writers citing the almost incredible qualifications that a person must have before he is taken into the department. I understand that practically all of the employees are college graduates and many of them hold special degrees. They have also done a considerable amount of work and study to prepare themselves as librarians. As a former city employee, I understand that stenographers, clerks, and librarians enter the service at \$900 a year and are eligible to the step-rate increases until a rigid maximum of \$1,600 is reached. In spite of the fact that Mr. Lord, the director of the department, has seen fit to raise his own salary he does not see fit to give increases to employees who are normally entitled to them. I understand that it is a matter discretionary with the department head to deny step-rate increases to an employee when he is not doing a good job, but I think the lower paid employees in the department are doing a good job, and that they should be given step-rate increases until they reach the maximum.

Coun. GOTTLIEB—Mr. President, I want to go along with the councilor from Ward 18 in this matter. I agree with him that those in charge of the library are deplorably unfair to some of these employees holding the lower salaried positions in the public library, men and women who have worked for the library for many years, apparently without any hope of receiving an increase in salary or fair compensation for the type of work they do and the years of service they have given to the department. I am surprised that the Boston Public Library does not use a higher form of rating for these people, at least giving the regular employees a proper increase year after year if they deserve it. Many of the employees of the public library have never received such raises, and

sometimes one employee will be singled out of many to receive an enormous increase in salary. I feel that such a condition is unfair and does not give the Boston Public Library a good reputation for fairness in treatment of its employees. I sincerely trust that the trustees will have an early meeting to bring about better conditions for the employees of that institution.

Coun. HUTCHINSON—And I also want to agree with that statement, Mr. President. I find that a number of the people up there have not received step rates since the City Council was instrumental in baving step rates in that institution.

The order was passed under suspension of the rule.

NEW HOUSING PROJECTS.

Coun. SCANNELL offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the mayor, to give preference to those whose homes are taken for the site of the new housing project and he it further

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to instruct the City Council whether or not the proposed South Boston Housing Project in the lower end of South Boston will be used for defense workers or for the housing of soldiers or sailors.

Passed under suspension of the rule.

ELECTRIC LIGHTING, WARD 12.

Coun. TAYLOR offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to change the lighting system in the Ward 12 section of Boston from gas to electricity.

Coun. TAYLOR—Mr. President, I want to reiterate what I have said many times before, that conditions in my district are so bad that something must be done at once to remedy the situation. If you should come into my district at night, you would think that Perlie Chase's ancestors were continuing the lighting that prevailed in their time, because conditions are so bad. I have received so many complaints of robberies and attacks on women that I think something must be done by the city to remedy these conditions. I am sure that with better lighting conditions the people would be healthier and happier.

The order was passed under suspension of the rules.

RESURFACING OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 13, as W. P. A. projects: Denny street, Spring Garden street and Mayfield street.

Passed under suspension of the rule.

CHANGE IN APPROPRIATIONS COMMITTEE.

President GALVIN—Through pressure of other affairs, Coun. Shattuck resigns from the Appropriations Committee and the Chair appoints Coun. Goode in his place.

PAYMENT FROM REVERE.

Coun. RUSSO offered the following:

Ordered, That the City Auditor be requested to advise the City Council whether or not the City of Boston was reimbursed for sending police officers into Revere to clean up racket conditions in that city a few years ago, and if no reimbursement was made, that the Law Department be instructed to take immediate action to enforce payment.

Coun. RUSSO—Mr. President, to my astonishment a few days ago, in one of the Boston news-

papers I read that the chief executive of the city of Revere attacked the fair name of the citizens of the West End of Boston. When he reinstated the chief of police of that city he remarked that he was out to clean up the city of Revere and send these racketeer fellows back into the West End, where they belonged. I wish to inform the Mayor of Revere that we, the citizens of the West End, are proud to say that we have lived there all our lives and are also proud of the high position in political, professional and social life that are held, and have been for many years held, by people from the West End. We are proud that we come from the West End of Boston. I feel that it is proper for me at this time to ask for an apology from the Mayor of Revere to our people of the West End whom he has characterized as racketeers. I wish also to say to him that we have no place for such individuals either in the West End or anywhere else in this city. I would also remind him that a few years ago when they could not handle a situation that arose in Revere, they asked for the assistance of the Boston Police Department to clean up Revere. That was done by members of our department, and no reimbursement was made to Boston, as I understand it, for that work. It is, therefore, very clear that the police of the City of Boston are capable of handling situations in this city and that they are capable of handling them outside of Boston, also. I would call his attention to the scandals that from time to time have taken place in Revere. For instance, there was the beano racket and many other rackets of which we read in the newspapers from time to time. But the people of the West End of Boston are proud to be living in the West End, and there is no section of the City of Boston with a lower percentage of crime than you will find in the West End. If you look into the crime records, you will find very, very few cases from that section. In closing, I am proud to mention the fact that the people of the West End have contributed great names not only to the City of Boston and the State of Massachusetts but to the entire country, people born and raised in the West End, who have made a name for themselves and a name for that district and for the City of Boston. I wish also to add that I call upon the captains of the police stations of my district to be alert, that I will not stand for any racketeering in my district or any undesirable criticism. If any man in the department is proven to have engaged in that sort of thing, later, I shall ask for his immediate suspension or dismissal.

The order was passed under suspension of the rule.

BUS SERVICE, HUNTINGTON AVENUE.

Coun. CHASE and CAREY offered the following:

Ordered, That the Boston Elevated Railway Trustees be requested, through his Honor the Mayor, to make immediate arrangements for the providing of a five-cent local bus transportation system on Huntington avenue from Francis street to Park square.

Coun. CHASE—Mr. President, the people of my district, and I believe of the adjoining district, Ward 10, have until yesterday enjoyed a local five-cent fare from Francis street to Arlington street, and likewise from Arlington street to Francis street. But with the removal of the surface cars, this necessary transportation was taken away from over 60,000 people in those two areas. The Elevated trustees should have made plans long ago to provide for adequate and necessary transportation for the people of my district to the Park square area. The people of my district are less than a mile from the Park square area, and how in God's name do the trustees expect those people to pay a ten-cent fare from Massachusetts avenue to Park square, when they allow people to ride all the way out to Arlington Heights for ten cents? There is no rhyme or reason in it, and I say that the trustees owe a duty to the public of Boston to provide adequate transportation at a reasonable price. They should not be endeavoring to slap on to the poor and everyone else a price that is not fair, and I say that they will absolutely have to give us action in this matter or else the people of my area and of other districts will go up to the Park Square office and start a young revolution.

Coun. CAREY—Mr. President, I heartily agree with the councilor. It is certainly unfair for the

trustees not to provide bus service from Francis street to Arlington street for five cents. There is no justification whatever for the position of the Elevated trustees in this matter. I have been in consultation with the trustees and with Mr. Dana several times in the last few weeks in regard to this and other similar matters. Certainly a five-cent fare should be provided for such short distances. As Councilor Chase has just stated, there is no reason why people using these short hauls should pay the same fare that people traveling twelve or thirteen miles pay. I would say, also, that the construction of the Huntington Avenue Subway is going to make it much more unsafe for the people of my district and for those living near Park square, to cope with the traffic conditions on the highway, and unless what is suggested in this order is done, it is also going to impose a hardship on the people of my district in reaching the stores along Boylston street and other shopping sections. I can certainly go along with the councilor when he says that if something is not done, we may have to do something revolutionary, in carrying on the fight of the people for the five-cent privilege that they are entitled to.

The order was passed under suspension of the rule.

APPOINTMENT OF NEW POLICE OFFICERS.

Coun. COFFEY offered the following:

Ordered, That the Mayor request the Police Commissioner of Boston to appoint fifty new police officers to handle the crime wave that has broken out since forty-five rookies have been taken from their police duties to tag automobiles.

Coun. COFFEY—Mr. President, I did not intend to talk upon this matter at all, but I do wish to say that this has nothing to do with the argument that my colleague has brought up in regard to the West End of Boston. It is just that I have read the newspapers over the week-end and have come to the conclusion that a crime wave has broken out in the last ten days or two weeks in Boston, and I attribute it to the fact that forty-five men have been taken from their police duties to tag automobiles. I therefore feel that fifty new police officers should be appointed to handle this crime wave.

Coun. GOODE—Mr. President, I too favor the passage of the order. I introduced an order some time ago that the Mayor appoint some young men to the Boston police list. I know that the list will expire in a short time in the future, and I think it is only fair that these young men should be appointed. I understand that a number of draftees have already been taken from the Fire Department and from the Police Department, and it is certainly important to take some action to fill their places. I hope that the Body will see fit to pass the order.

The order was passed under suspension of the rule.

ACCEPTANCE OF WARD 20 STREETS.

Coun. GOODE, for Coun. LYONS, offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out the following streets in Ward 20 as public highways: Morey road, Heldun street.

Passed under suspension of the rule.

SHELTERS FOR BUS COMUTERS.

Coun. M. H. SULLIVAN offered the following: Ordered, That the trustees of the Boston Elevated be requested to erect and maintain shelters for bus commuters at all termini of buses passing through the Brighton-Allston district.

Coun. M. H. SULLIVAN—Mr. President, this is in line with the order I have already introduced in regard to the line running from Brighton to Central square, Cambridge. I feel that shelters should be erected also at these other points that I have referred to in the Brighton-Allston district. I hope, therefore, that the orders will pass and that the shelters will be erected.

The order was passed under suspension of the rule.

TRAFFIC SIGNAL, GALLIVAN BOULEVARD-
WASHINGTON STREET.

Coun. WICKES offered the following:

Ordered, That the Traffic Commission, in anticipation of the 1941 budget, be requested, through his Honor the Mayor, to draft a loan in the amount of \$3,000 to be used for the purpose of erecting an

automatic traffic signal at the junction of Gullivan Boulevard and Washington street, Dorchester.

Passed under suspension of the rule.

Adjourned at 5.10 p. m., on motion of Coun. HUTCHINSON, to meet on Monday, February 24, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, February 24, 1941.

Regular meeting of the City Council in the Council Chamber, at 2 p. m., President GALVIN in the chair, and all the members present, except Coun. Kelly and Ward.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal: Ralph F. Seretto, 22 Franklin street, Arlington, Mass.; Julius Wilansky, 80 Goodale road, Dorchester, Mass.

Weigher of Goods: Julius Wilansky, 80 Goodale road, Dorchester, Mass.

Constable for term ending April 30, 1941, without power to serve civil process and to serve without bond, *vice* Stanley Wollaston, resigned: Lawrence D. MacDougall, 182 Poplar street, Ward 19.

Severally laid over a week under the law.

APPROPRIATION FOR BOARD ON REPRESENTATIVE DISTRICTS IN COUNTY OF SUFFOLK.

The following was received:

City of Boston,

Office of the Mayor, February 24, 1941.

To the City Council.

Gentlemen,—I am in receipt of the attached request from the State Treasurer that a payment of five hundred dollars (\$500) be made in connection with expenditures by the Board of Special Commissioners on Representative Districts appointed under the provisions of chapter 467 of the Acts of 1939. In accordance with this request, I submit the accompanying appropriation order and respectfully recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of five hundred (500) dollars be, and hereby is, appropriated, to meet the expenses of the Board of Special Commissioners on Representative Districts in the County of Suffolk through November 30, 1940, as certified by the State Treasurer under the provisions of section 2 of chapter 467 of the Acts of 1939, said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

APPROPRIATION FOR CEMETERY DIVISION.

The following was received:

City of Boston,

Office of the Mayor, February 24, 1941.

To the City Council.

Gentlemen,—In the preparation of the 1941 budget, provision was made, as in previous years, that \$60,000 of the maintenance expenses of the Cemetery Division of the Park Department should be charged against income of the Cemetery Fund.

Before this income can be utilized it is necessary that an appropriation be made.

I accordingly submit herewith, in accordance with the provisions of chapter 117 of the Acts of 1913, an order providing for the appropriation from the income of the Cemetery Fund in the sum of \$60,000; the same to be utilized in meeting maintenance expenses of the Cemetery Division, and respectfully recommend adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 117, Acts of 1913, the sum of \$60,000 be, and hereby is, appropriated from the income of the Cemetery Fund, to be expended, under the direction of the Park Commissioner, for Cemetery Division, Maintenance and Improvement.

Referred to Executive Committee.

MINORS' LICENSES.

Application for minors' licenses were received from fifty-one newsboys and five bootblacks. Applications granted, under usual conditions.

PETITIONS RECEIVED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Kenneth Baldassari, for compensation for injuries caused by an alleged defect in Cushman School.

Hilda Lee Drew Beede, for compensation for injuries caused by an alleged defect at 491 Boylston street.

Patrick J. Connolly, to be reimbursed for execution issued against him.

Daniel J. Crowley, for compensation for damage to car caused by an alleged defect in Dudley street.

Cornelius J. Danaher, for compensation for damage to fence at Westville and Fredonia streets, caused by snow plow.

Margaret Dolan, for compensation for damage to hedges at 35 Wait street, by snow tractor.

George Gifford, to be reimbursed as result of accident which occurred while in performance of duty as employee of Public Works Department.

William H. Gorton, for compensation for damage to car by city truck.

Dorothy Grimes, for compensation for injuries and damage to property on East Cottage street, caused by city car.

Michael J. Kilroy, to be reimbursed for execution issued against him.

Michael J. Kilroy, to be reimbursed for execution issued against him.

Michael J. Kilroy, to be reimbursed for execution issued against him.

Michael J. Kilroy, to be reimbursed for execution issued against him.

Joseph H. Kline, for compensation for damage to car caused by an alleged defect in Columbus avenue.

Margaret Leighton, for compensation for damage to coat caused by an alleged defect in Tremont street.

Jane V. Martin, for compensation for injuries caused by an alleged defect in G street, South Boston.

Mary Mercadante, for compensation for damage to coat caused by an alleged defect at 375 Washington street.

Hammond W. Ordway, Jr., for compensation for damage to car caused by an alleged defect in Boylston street.

Joseph Pagliarulo, for compensation for damage to car caused by an alleged defect in Sumner Tunnel.

Benjamin Peltz, for compensation for damage to property caused by city motor vehicle.

William Richards, for compensation for damage to truck by city wagon.

Mary Sullivan, for compensation for injuries caused by an alleged defect in Franklin avenue.

William Traves, for compensation for damage to car by police department vehicle.

Nicholas Dumphy, to be reimbursed for trucking services rendered city during snow removal, 1936.

Robert J. Doherty, for compensation for damage to car caused by city car.

OPINION OF CORPORATION COUNSEL RE PROPOSED TRAFFIC ARTERY BILL.

Coun. SHATTUCK offered the following:

Ordered, That the Corporation Counsel, through his Honor the Mayor, be requested to give an opinion on the following questions of law arising with respect to the pending bill relating to an

elevated highway and other highway improvements in and near the City of Boston:

1. Do the provisions of said bill as filed—which authorize the City of Boston to issue its bonds to defray the cost of said improvements and which provide that the State Treasurer shall pay the city to meet the principal and interest due on said bonds annually certain sums from the Highway Fund of the Commonwealth—impose a binding legal obligation on the Commonwealth, and upon the Legislatures thereof subsequent to the General Court elected for the years 1941 and 1942, to continue to provide for such payments?

2. Would it be possible for the General Court to repeal said provisions requiring payments from the Highway Fund to meet said principal and interest payments on the said bonds after said bonds had been issued by the City of Boston?

3. Would it be possible to frame a legislative provision requiring such payments from the Highway Fund (to the extent that it contained adequate funds from time to time) which would impose an obligation upon the Commonwealth and upon subsequent legislatures which could not be repealed without impairment of the obligation of contract in violation of the Constitution of the United States?

4. Would any constitutional provision prevent the enactment of a statute requiring the State Treasurer to place upon the City of Boston bonds issued for such highway improvements a statement that the revenues from the gasoline tax, to the extent of a specified annual amount for a specified period of years, were pledged to the payment of the principal and interest of said bonds and were permanently segregated and appropriated to said purpose, so as to make said statement a hindering endorsement or guaranty of said bonds to the extent set forth in such statement?

5. If the answer to the preceding question is in the affirmative, would the authorization of such an endorsement require a two-thirds vote of both houses of the General Court?

6. Would it be competent for the General Court to authorize a special excise of 1 cent or some other amount per gallon upon all gasoline sold within the Metropolitan Parks, Sewer, and Water districts, or within some other defined area of Metropolitan Boston, the revenues from which would be devoted to defraying the principal and interest on said bonds so long as any of said bonds were outstanding?

Coun. SHATTUCK—Mr. President, this order requests information from the Corporation Counsel on various questions arising under the bill upon which we acted at the last meeting, for an elevated highway and other street improvements in and about Boston. At the time we discussed that bill, we assumed that if passed in the form in which it was presented, it would impose no obligation on the City of Boston, because, although bonds of this city were to be issued, the state would provide annually from the Highway Fund a sum sufficient to pay the principal and interest requirements as they fell due. We assumed that that would be so. Since then questions have arisen as to whether a subsequent Legislature would be bound, and as to whether in the year 1943 or 1944 the Legislators might decline to make any appropriation from the Highway Fund and thereby throw on the City of Boston the burden of meeting the principal and interest on the bonds. That, of course, is a very important question. The order I have filed also inquires of the Corporation Counsel as to whether, if the Legislature amended the bill so as to provide a pledge of money from the Highway Fund, as a guaranty on the bonds, that would be a contract binding on future legislatures; also whether, if the Legislature saw fit to do so, a special gasoline tax in some district comprising Boston and the surrounding cities and towns might be imposed to meet the interest and principal on the bonds. Of course, these questions are very important questions to decide, because I assume that the action taken last week might have been very different if we believed we were under obligation to meet the principal and interest on these bonds from City of Boston revenue, or that we might be figuring on legislation that a future Legislature would change. I hope, therefore, that these questions will be submitted to the Corporation Counsel.

Coun. GOTTLIEB—Mr. President, I would like to ask a question,—whether there would be an analogy between this situation and the legislative act by which the state agreed that 5 per cent

dividends should be paid to the Elevated? The Legislature is bound by that statute, and why not by this?

Coun. SHATTUCK—That was a contract. It was a contract, a lease between the State and the Boston Elevated Railway Company, in which the State was the lessee and the Elevated Company the lessor. It was to last for a period of years, and subsequently a new lease increased the period. But it was a contract, and during the period of the contract between the state and the company, the contract could not be abrogated.

The order was passed under suspension of the rule.

ASSUMING OF RELIEF EXPENDITURES BY STATE.

Coun. TAYLOR offered the following:

Whereas, The public welfare expenditures have increased steadily since 1930;

Whereas, The assessed value of property in the City of Boston has decreased considerably since 1930;

Whereas, Practically the only means of income to the city is by taxes assessed on property; be it

Resolved, That the City Council of Boston requests his Excellency the Governor to initiate legislation to the effect that the greater portion of relief expenditures shall be assumed by the Commonwealth in order to relieve the overburdened house and property owner of the cities and towns of our state.

Coun. TAYLOR—Mr. President, I read an article in the newspaper the other day pertaining to a certain gentleman who comes out of his hole about this time every year, and I refer to Mr. Loeffler of the Boston Municipal Research Bureau. For some reason or other he has information which we have not as yet received. He makes a statement that the taxes of Boston are going to be increased considerably during this year. Well, I don't know where he gets his information. This same gentleman,—we hear from him only about once a year, just about the time that the appropriations for the budget come before the Council. He is a gentleman, of course, who receives a large salary from this particular bureau for the purpose of trying to reduce the tax rate in the City of Boston. I don't know whether he has ever been successful in so doing. All during the period that I have had contacts with him, or since I have had any interest in the affairs of the City of Boston, I have never heard him make any statement of approval or commendation of anybody or their efforts in trying to help the taxpayers of the City of Boston. He seems to think it is his duty to denounce those in charge of the city government. I imagine perhaps he gets paid his large salary for the purpose of trying to convince the members of his organization who pay him this handsome salary that something is wrong in the city government. Today I read an editorial in one of the Boston newspapers which commended our Mayor for the excellent administration he has given to the City of Boston while he has been in office. It is rather surprising to me, Mr. Chairman, that this distinguished gentleman should give so much of his time at this period of the year to try and convince the members of his organization and the public at large that he is the watchdog of the treasury and that something ought to be done to cut down the tax rate of Boston. Well, we all know that something should be done to cut down the tax rate of the City of Boston, and no one knows better than he that the present administration has certainly done and is doing everything possible to cut down the tax rate of the City of Boston. But there are certain things that cannot be cut, and he knows it, but he would never lead any one to believe that these are the facts, but he would desire to place the blame on the Mayor and City Council with reference to the tax rate. He knows that the welfare expenses of the City of Boston has increased considerably since 1930, up to close to \$15,000,000. Where does he believe that money is coming from? He knows it must come from the property owners. He knows these people must be fed, although there are times when I am of the opinion that perhaps he would rather have them starve in order to cut down the tax rate. He knows that we must pay for all the services we receive in the City of Boston, and he knows that since 1930 the administrative expenses of Boston have been cut down tremendously, particularly during the last three years, in Mayor Tobin's administration. He knows that these

expenses have been cut down in all departments to such an extent that it has reached the point now that public service might be impaired. Then, why does he come out with these statements, when he knows the Mayor has submitted a budget far less than was spent by the City of Boston last year? He claims that the Mayor of Boston has done away with the no-hiring policy. That is absolutely not a fact. We know there is not a department in the entire City of Boston that could not use more help, but at the risk of impairment of service the Mayor has stuck pretty close to this particular policy, and if you will notice this year's budget you will observe that the chairman of the Committee on Appropriations has asked every department head who has appeared before him, "Have you increased the personnel this year?" and practically every answer has been, "No." So evidently this distinguished gentleman must be talking through his hat, or the department heads are not giving us the proper information. He seems to complain that there have been an additional ninety-five patrolmen added to the police force. We all know conditions in Boston so far as crime is concerned. I wish he would come out to my district and receive the complaints I receive from people who live in that neighborhood who complain that they have been attacked or have been robbed, and I wonder if he would then want to cut down the tax rate by depriving the people of Boston of that protection to which they are entitled. He has come in here year after year wanting to cut down salaries of people who are barely making enough for their existence. He wants to cut down our public service, particularly in the hospitals and in the Health Department so it would jeopardize the health of the people of Boston. He knows it cannot be done without causing tragedy in our city. To receive this publicity he comes out with statements in advance that the tax rate of the City of Boston is going to go up this year. Well, we have received no information to that effect, and as a matter of fact, I am convinced that it is going to go down this year, if for no other reason than the capable administration of the city officers. Why doesn't this gentleman do something constructive instead of giving us destructive statements? He knows the City of Boston during the past ten years has paid out a far greater amount of money in welfare than in any other period of its history. In 1930 it was \$5,000,000, and it has gone to \$15,000,000. That is an increase of over \$10,000,000. The people of Boston have to be fed. The Boston Municipal Research Bureau is not going to feed them. Mr. Loeffler knows that during the past ten years our tax assessment has been reduced by about 25 per cent. The City of Boston property was assessed in 1930 close to two billion dollars. Today it is not assessed for any more than 1½ billion, which is 25 per cent less. Mr. Loeffler knows of necessity that the tax rate must go up in the same proportion. Now, I say, Mr. Chairman, that the State of Massachusetts must do what other states are doing at the present time. They must begin to realize that the City of Boston and other cities and towns are a part of our Commonwealth. They must realize that we support the Commonwealth of Massachusetts, and they must realize that it is about time that upon the shoulders of the State should rest the burden of taking care of the welfare end of our city. We need help. Our expenses have been going down, but our welfare has gone up. Our assessment has gone down, and there is only one body that can give us help, and that is the Commonwealth of Massachusetts. They must assume a great deal of that burden, and some legislation must be initiated in that particular branch of the Legislature so that we may be helped. I say to you, Mr. Loeffler, instead of handing out statements that are sent out for the purpose of trying to discredit the present administration, I say to you that on the other hand you ought to come out with statements of commendation and go to that particular governing body which can do us some good, and which must do us some good if we are going to exist.

Coun. HUTCHINSON—Mr. President, I want to agree with the councilor from Ward 12. It always seems strange to me that Mr. Loeffler and his Municipal Research Bureau attack the City of Boston but do not try to levy a tax on intangibles up at the State House. It always seems unfair to me to have real estate owners paying the assessed value of real estate when the mortgage really owns three fourths of the value of that house. In other words, where there is no tax on intangibles, the

person who is the legal owner of that house may only have an equity of \$2,000, but he has got to pay a tax on \$8,000 while the mortgagee, the one who holds the intangible wealth, does not have to pay any tax to the state on it. I talked to Mr. Loeffler in the corridor the other day, and I asked him why he didn't try, or why his organization didn't try, to put through a law at the State House so the real estate owners of Boston would get some benefit and so the burden would be lightened. However, he didn't seem interested in that. All he was interested in was cutting the services of the city and calling politicians every name under the sun, but he wouldn't attack the thing at its proper source.

Coun. HURLEY—Mr. President, I agree entirely with Councilor Taylor. I happened to be at the committee hearing at the State House when the gentleman referred to was called Mr. "Loefer." Perhaps that is why he is not up on all the facts about city government. He was opposing or asking for the abolishing of the Northern Mortuary in Boston and criticized the Boston Council for retaining the Northern Mortuary, and he said that the Northern Mortuary was sold to the Massachusetts General Hospital for a hospital, but the city was losing plenty of taxes. I asked Mr. Loeffler where the city was ever collecting taxes on the Massachusetts General Hospital property. If Mr. Loeffler is left alone for a little while and not publicized so much by this body, I think he will be on our own welfare rolls. The society employing him at \$6,000 will realize he is not the great Mr. Loeffler that they have in their employ.

Coun. M. H. SULLIVAN—Mr. President, I think the order introduced here by the councilor from Ward 12 is highly constructive, and has ample merit for our consideration. I was at a meeting of the League of Women Voters a few weeks ago, at Perkins Hall, on Boylston street, and I heard several gentlemen speak regarding a greater metropolitan Boston. One gentleman from Harvard University presented a chart to this gathering there showing the relative merits of the forty-three cities and towns constituting metropolitan Boston. As I recall it now, it was Brookline, Wellesley and Milton which ranked No. 1, 2 and 3 in that order. I anticipate no more success in this order than we have had in our efforts to achieve a flat rate for automobiles, but I think this is highly constructive. Brookline, Wellesley and Milton are not industrial communities. The residents from those communities do their business in Boston, and just go back on the street car, train or automobile in the evening. It is a sociological truth that the poorer classes mass in industrial areas where they won't have to pay to go to work in the morning. Boston, which has more industrial property than any other city in New England, naturally attracts those classes of people who, in the event of depression or economic distress, are going to go to the welfare rolls. Brookline, Wellesley and Milton were commended highly, and everybody seemed to forget they had no welfare load. It was an educational meeting. I think it was fine to get a real picture of this as far as the various municipal governments are concerned, but I think the residents of Wellesley, Brookline and Milton should start contributing to the Boston welfare. The welfare load should not be borne by any one community. The United States Government itself has realized that it is a national problem, a broader problem than involves one city or town or any industrial area. The method of taxation so far as welfare problems are concerned is highly inequitable. Boston has been holding the bag for several years. The people of Brookline, Wellesley and Milton should be paying towards the Boston welfare load. They have a moral, although certainly not a legal, obligation to do so. We hear that Boston is a vanishing city. The young people do not settle in Boston. They move out to the surrounding towns—Newton and the like. If going anywhere they do not want to go to Boston, and Boston is fraught with economic, social and moral dangers. If we are going to maintain our standards as a metropolitan area, if we are going to be considered one of the great cities of the nation, something must be done about our welfare problem. It cannot be done by the city fathers of Boston. Under the charter we have no rights whatsoever. It must be done at the State House, and it must be done soon. \$14,000,000 a year on our tax rate means \$10 a year of the tax rate goes to welfare purposes. That cannot be denied. Councilor Taylor has rendered a service in introducing this order, and we must

do something about it. The inaugural address of his Excellency the Governor was one of the most constructive so far as Boston is concerned. He spoke about our welfare and financial and traffic problems in Boston. I think a measure of this sort whereby the state governor would take over the whole cost of welfare and not maintain a supervision over our Welfare Department,—I think if introduced in the Legislature it should pass and thereby the welfare problem would become a state problem. I think it would work towards the development of Boston and Massachusetts as a whole, because Boston is the heart of the entire Commonwealth.

The order was passed under suspension of the rule.

RATES OF FIRE INSURANCE COMPANIES.

Coun. TAYLOR offered the following:

Whereas, The fire losses in the City of Boston have been on a steady decline for many years; be it

Resolved, That the Legislature and Insurance Commissioner of our Commonwealth investigate the rates charged by fire insurance companies with the view in mind to compel them to reduce their rates to a figure which will be more equitable in relation to the fire losses sustained by them.

Coun. TAYLOR—If I had a lot of money like some of the other members here in the Council, I think I would invest it in insurance stock because in my opinion they get away with more murder than anybody else I know of. The last speaker, Councilor Sullivan, made reference to our flat rate of insurance, to secure for Boston a flat rate of insurance. Insurance companies always cry that they do not make any money, yet when the proposition is put up to them to have the State take it over, they don't want that to happen. Now I have my car insured in the Federal Mutual of Providence, Rhode Island, and every year I get a check for 30 per cent as a dividend paid to the mutual stockholders, and so far as fire and theft is concerned, they send a dividend of 50 per cent, so it must be that the profits of insurance companies are very large because they do not hand out all their money in dividends. Now, the other day the Fire Commissioner was here before the Appropriations Committee, and the question was put to the Fire Commissioner whether or not in his opinion the fire losses in Boston during the last six years have been reduced somewhat, and he gave the answer that they have been steadily declining, and the fire losses are considerably less than they were in years gone by. If that is a fact, I cannot understand why the citizens of Boston who pay these high fire insurance rates are not entitled to lower rates. They certainly come under our Insurance Commissioner who is supposed to do something to protect the citizens of Boston and the Commonwealth. Why they should allow these fire insurance companies to make these exorbitant profits, I cannot understand particularly since they come within the control of the Insurance Commissioner. It is a type of business that must be closely scrutinized and investigated from time to time, so that the people who must buy insurance will not be mulcted out of millions of dollars. One of our members of the Council is on the Insurance Committee in the State House. He is not here today. He is a member of that Insurance Committee, and I think he would be interested in this perhaps, and might be able to put up one of his old battles that he does put up, to secure for the people of Boston some reduction in fire rates. Meantime, the insurance companies have been getting away with too much in all branches of insurance and something must be done by those in charge to attempt to bring down these rates which the people of Boston are now paying in gross excess.

Coun. FISH—Mr. President, I have made quite a study of this, and I am not going to take the time of this Body today, but I am going to read a few figures, and let the Body determine themselves whether or not they think that there is justification in this order of Councilor Taylor as put in today. In 1938 the premiums paid in for fire insurance protection for property in Boston amounted to \$5,176,946. They paid out in that year \$2,265,380. In 1939, the premiums paid amounted to \$5,190,994. They paid out for fire losses the same year \$2,866,693. The total in those two years, 1938 and 1939, of premiums paid in, was \$10,367,000, in which they paid out actual fire losses of \$5,132,000. In other words, in two

years, just one small branch of insurance in the City of Boston, fire insurance alone, which they can conduct in a corner office, has shown a profit of \$5,235,366. I think that will allow the members of the Council to arrive at their own decision as to what they think should be done about fire insurance rates in Boston.

Coun. SHATTUCK—I don't happen to own any stock in insurance companies, and I hold no brief for them, but I think if anyone does not like the rates which the stock companies are charging, he has a remedy by taking out insurance in a mutual company. The mutuals have no stock. They pay no dividends to stockholders because they have no stockholders. They pay losses and expenses and then divide what is left over with their policyholders, so the policyholders get all there is in it, and that is a very good remedy for anybody who does not like stock company rates.

Coun. TAYLOR—You advise that we all get out of stock companies and go into mutual companies?

Coun. SHATTUCK—I didn't give any advice on the subject. There are a number of very good mutual companies. A person has an option on one or the other. Some people think the stock companies give more service than mutual companies, and I think that may be so. I know many people of good judgment who use mutual companies, and, of course, they get back in dividends whatever is left.

The order was passed under suspension of the rule.

MACHINE SHOP DEFENSE TRAINING.

Coun. GOODE offered the following:

Ordered, That the present plans formulated by the Board of Superintendents of the Boston Public Schools and the State Department of Education, to provide machine shop defense training in certain Boston high schools, be modified to include the Hyde Park and Roslindale high schools so that a more equitable opportunity will be made available to the many young men residing in Boston who are desirous of obtaining instructions in defense trades.

Coun. GOODE—Mr. President, several weeks ago I introduced an order in this Body asking that the School Committee open all machine shops in the Boston high schools on a twenty-four hour basis to provide training for young men interested in learning trades that would be applicable to the defense needs. The Council should be commended in passing that order for since that time plans have been made to immediately open the schools on such a basis. Federal Funds approximating five hundred thousand dollars are now available for that purpose. Judging from the way this money is to be expended, young men in the Hyde Park and other sections of Boston will not have the opportunity to learn these trades that are now available in sections such as East Boston and Charlestown. To cite a case—on one project at the Charlestown Navy Yard, almost 40 per cent of the young men are former trainees in the Charlestown high school, who have benefited by the training they received in the Electrical Department at that school, to the extent that they are now gainfully employed. Two classes of workers take these courses—the higher class is composed of semi-skilled laborers picked from the Navy Yard. They have been employed as machinists' helpers for a year or two. The second group is chosen from the Navy Yard civil service list. This latter group, with practically no experience and despite the fact that many of them live outside of Boston and have never contributed a dollar of taxes to the city, are allowed to usurp the opportunities that should be made available to Boston's young men, especially Boston's high school graduates, who have already had training along these lines. One instructor claims that the training given these men is equal to a gift of five thousand dollars put into their pockets. If anyone should receive this benefit it is Boston's own high school graduates, most of whom will be walking the streets next summer while their machine shop facilities are used by outsiders. Many of these trainees come from the State Employment Office. I would like to commend the patriotism shown by the school authorities in cooperating with the defense program and placing its facilities at the service of the Government, but let's not forget Boston young men. They should come first. They are the ones who should benefit by the half million dollars given to the School Department.

They are the ones who will be looking for jobs when the defense boom is over, yet under the present program, they will be the ones without any training. Immediate action should be taken to have the young men of Boston receive the benefits of this expenditure of Federal Funds. Let's take care of our Boston youths first.

Passed under suspension of the rule.

INCLUSION OF ORCHARD PARK IN HOUSING PROJECT.

Coun. HURLEY offered the following:

Ordered, That the Boston Housing Authority be requested, through his honor the Mayor, to take from the Park Department Orchard park, and that said park be included in the Orchard Park Housing Project and maintained by the Housing Authority.

Coun. HURLEY—This park is a small park which has been neglected by the Park Department over a period of years. The new Orchard Park Housing Project will entirely surround the park, and I think if the Housing Authority would take over Orchard park from the Park Department they would keep it in good shape for the children of that district. I hope the order passes.

The order was passed under suspension of the rule.

DELIVERY OF FUEL TO WELFARE RECIPIENTS.

Coun. COFFEY offered the following:

Ordered, That the Boston Finance Commission be requested, through his Honor the Mayor, to investigate the contracts of the Boston Ice Company and others for the delivery of fuel to Public Welfare recipients.

Coun. COFFEY—Mr. President, we had a meeting the other day before the Committee on Public Welfare, and we had one of the officials from the Boston Ice Company before us. As a result of what took place there, I think it only fit and proper that I should ask the Finance Commission to investigate, as I claim, this wholesale waste of the taxpayers' money. This thing has been going on for the past three years. I not only ask the Finance Commission to investigate, but if it is in their power I ask them to break the contract of the Boston Ice Company and others on delivery of this fuel to welfare and soldiers' relief recipients, even if they have to take this case to court. Now, these contracts call for delivery within twenty-four hours of the time the monthly checks are issued, and the representative of the Boston Ice Company admits that they haven't enough equipment to make delivery, and what is more, when I questioned the gentleman who represented the Boston Ice Company he admitted that the company didn't make any deliveries at all. He ducked the word "shulet" and said he had other companies deliver the oil or coal in the eight districts in which they hold contracts. The Boston Ice Company are low bidder in seven districts. Two of the districts are put together in the Hyde Park and West Roxbury sections. Their bid for one hundred gallons of oil was \$7.76, which is seven and a little more than one half cent per gallon. With the small commission they claim they pay back to the city for cash monthly, that brings the figure down to 7.5, and that is the lowest it can be brought down, which equals 7½ cents for each gallon of oil or \$7.50 for each 100 gallons of oil. Now the Boston Ice Company admitted at that hearing that right over their counter they sell oil for 5½ cents a gallon. That would be \$5.50 per 100 gallons and in every one of the eight districts in which they hold contracts they have oil dealers who deliver that oil for them, and they pay these oil dealers 80 cents for each 100 gallons delivered. That gives the Boston Ice Company a profit of \$1.20 for every 100 gallons, even though they do not touch one single gallon of this oil themselves. Now, in my ward alone, I went over the figures, and the Boston Ice Company has contracts there for delivery of 600,000 gallons of oil, and in East Boston that gives the Boston Ice Company a profit of \$7,200, even though they sublet the contract in East Boston to a man named Daniel Keegan who delivers this oil for the Boston Ice Company at 80 cents delivered. That is just one district, and there

is a profit of \$7,200 for the Boston Ice Company, even though they do not deliver one gallon of oil in my district. Just take into consideration that there are twenty-one other wards in Boston besides my ward. What I am getting at in this order,—and I think it is only logical,—I think it is possible for the Finance Commission to take the Boston Ice Company and others to court, and break their contracts because in the first place they admit they have not the equipment to deliver the oil. There is a clause in that contract which says the oil has to be delivered from twenty-four to seventy-two hours from the time the checks are issued, and everybody knows it is impossible for a man with two trucks to deliver 600,000 gallons of oil in the seventy-two-hour period. I think the Finance Commission can take these people to court and break that contract. Now, touching on that alone I claim that there must be at least \$100,000 waste that is given to the Boston Ice Company as the middleman. In the coal situation, I have the figures on that, and I am only going to name a few of the districts where the Boston Ice Company has contracts for the delivery of coal. In the Roxbury district the Boston Ice Company has the contract there for delivery of 50,580 tons of coal. Now, I think that the councilors will agree because we know what the situation is in our own districts. The majority of the welfare and soldiers' relief recipients receive it by the quarter ton. The Boston Ice Company was successful bidder in the Roxbury district at \$2.95 per quarter ton. Now, if all that coal is delivered by the quarter ton it would give the Boston Ice Company \$11.80 for each ton they deliver. I buy coal by the ton and I pay \$12.50 for a high grade type of coal, and I buy that right from the coal companies in my ward, and I do not pay any summer price, by buying five, six or seven tons and getting a cut price. I buy the standard coal and only pay \$12.50 myself, where the Boston Ice Company receives \$11.80 for 50,580 tons delivered in the Roxbury district. In the Brighton district they receive \$3.10 for each quarter ton of coal, and \$5.70 for each one half ton. They have a contract there for 2,330 tons. In the South End of Boston, the Boston Ice Company also has the contract there, and they receive for a quarter ton \$3.10, and for a half ton \$5.70. Most of this coal is delivered by the quarter ton which gives the Boston Ice Company in the South End district \$12.40 for each ton delivered, and they have a contract for 29,000 tons.

In the Charlestown area, the Boston Ice Company has a contract and receives \$3.10 for a quarter ton and \$5.79 for each half ton. The contract there is to deliver 10,586 tons, and if delivered in quarter tons that would give them approximately \$12.40 for each ton. In the South Boston district they also have the contract, and the figures there are the same as in the Charlestown district,—\$3.10 per quarter ton and \$5.79 for each one half ton. They have a contract for delivery of 18,536 tons of coal, and that is at \$12.40 a ton if delivered by the quarter ton. In all the five districts the Boston Ice Company has contracts to deliver 111,032 tons of coal. The Metropolitan Coal Company throughout the entire area of Boston has contracts to deliver 211,380 tons at \$3.70 for each quarter ton, and \$6.90 per half ton, and if delivered as is usual in the quarter ton they receive \$14.80 for each ton delivered, and their contract calls for 211,380 tons. Now, nobody can tell me the City of Boston should be paying \$14.80 for every ton of coal which is delivered to the welfare and soldiers' relief recipients. I have talked to some of the oil men in my district, and they say that the best way for the City of Boston to save from \$300,000 to \$400,000, according to these figures here for the delivery of fuel, is to do it this way: Have each local oil or coal dealer in the district sell the coal to the city for the regular price and have some local coal dealers that go from house to house selling their wares deliver the oil at 80 cents per 100 gallons. If they do that, that will eliminate the middleman. The Boston Ice Company do nothing but keep the figures in books as to how much they make for each five-month period, which is the period for delivery of fuel to welfare and soldiers' relief recipients. In my ward alone the Boston Ice Company makes a profit of \$7,200 on oil, and if the figures are the same in the other wards, that would bring their profit up to twenty-two times \$7,200, and would give a profit of something close to \$150,000,—if the figures are the same in the other wards. I don't know that. But in

Roxbury they have an order for 650,000 gallons of oil and some section of Dorchester has an order for 650,000 gallons of oil. Regarding the coal, it says here in the contract that is drawn up between the bidder and the City of Boston—it asks the question whether the bidder rents trucks from the U-Driv-It, and if they have a sufficient number to handle any volume of business. The Metropolitan Company say they have the trucks, 175 trucks from two to fifteen tons. The Tidewater Coal Company admits they hire their trucks from some contract trucker. The Everett Fuel hasn't any trucks, and they also have plenty of orders for the delivery of fuel and coal. The Boston Ice Company put down the figure that they have forty trucks. I think the five councilors who were at the meeting will bear me out when I say that they admitted that in the districts they let the contracts out to some other local dealer who made the deliveries for them. In this questionnaire, they also ask the bidder having an insufficient number of trucks to give the name and address of other companies who deliver the coal under this bid, and the Tidewater Coal Company admit they have to hire trucks from some man in Revere. The Everett Fuel admit they hire from Greenbaum, and J. J. Sullivan of Boston. But the Boston Ice Company put down that they have sufficient trucks, but at that hearing they admitted that they didn't have a sufficient number of trucks and they couldn't make delivery and it was impossible for any company to make these bids and still live up to the agreement in the contract. I say, Mr. President, right here it proves the Boston Ice Company gave misstatements when they claimed they had sufficient number of trucks to make these deliveries, and I say personally that they had no right to make bids on these contracts, and I am asking the Boston Finance Commission, if necessary, to go before the court and ask for an investigation and see if these contracts cannot be broken. I claim the city then can do business directly with coal companies in their district, and do the same thing that the Boston Ice Company does, hire the local merchants to make the deliveries for some 80 cents per 100 gallons of oil, and eliminate the Boston Ice Company and others from making a profit of \$1.20 on each 100 gallons delivered. On the coal, on that one coal company, the Metropolitan Coal Company, there is at least \$100,000 stolen, when they can come into Boston and charge \$14.80 for every ton of coal they deliver. There is at least \$100,000 stolen of the city's money. When they can come into Boston and charge \$14.80 for every ton of coal they deliver, there is something rotten in Denmark, when I as an individual can go out and buy coal at retail for \$12.50 and have it delivered to my home. I say thousands of dollars of the taxpayers' money is being wasted and has been wasted for the past three years.

The order was referred to the Executive Committee.

PAYMENT TO THE CONNERS BROTHERS COMPANY.

Coun. GALVIN offered the following:

Resolved, That the City Council of Boston favors the enactment of legislation authorizing the payment of a sum of money to The Connors Brothers Company in settlement of its claim arising out of a contract for the alteration and enlargement of the old Suffolk County Court House, provided that such legislation includes a referendum to the Mayor and City Council.

Referred to Executive Committee.

SALE OF LAND IN EAST BOSTON.

President GALVIN called up No. 3 on the calendar, viz:

3. Order authorizing the sale to Roger A. Phinney for the sum of \$500 of the city's interest in a parcel of land in East Boston, being a discontinued portion of Saratoga street.

On February 10, 1941, the said order was read once and passed, yeas 18, nays 0.

The order was given its second reading and passage, yeas 18, nays 0.

APPOINTMENT OF LEO J. GLENNON.

Coun. TAYLOR called up No. 1 on the calendar, viz:

1. Action on appointment submitted by the Mayor June 3, 1940, of Leo J. Glennon to be a Constable authorized to serve civil process upon filing bond.

Coun. TAYLOR moved indefinite postponement, saying that the gentleman concerned was no longer interested in the position. Action was indefinitely postponed.

APPOINTMENT OF JOSEPH P. MCGOVERN.

President GALVIN called up No. 2 on the calendar, viz:

2. Action on appointment submitted by the Mayor February 17, 1941, of Joseph P. McGovern to be a Constable, without authority to serve civil process and to serve without bond.

The question came on confirmation, Committee, Coun. Lyons and Sullivan. Whole number of ballots 19, yeas 19, and the appointment was confirmed.

REPORT OF COMMITTEE ON PUBLIC LANDS.

Coun. RUSSO, for the Committee on Public Lands, submitted the following:

Report on message of Mayor and order (referred December 2, 1940) for sale of land on Chestnut Hill avenue—that same ought to pass.

The report was accepted, and the question came on the passage of the order.

Coun. COFFEY—Mr. President, whereas this land is to be sold for commercial purposes, I cannot for the life of me see why the price should be 35 cents a foot. I have in mind if anybody is going to invest for commercial purposes, the city should get a much higher price than 35 cents a foot. Therefore, I am going to oppose it.

President GALVIN—The Chair states that that is the minimum price. That is an upset price at public auction.

The question came on passage of the order. The order was given its first reading and passed, yeas 17, nays—Coun. Coffey—1.

DESIGNATION OF WILLIAM F. SMITH PLAYGROUND.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to erect a sign designating the William F. Smith Playground in Allston.

Passed under suspension of the rule.

REQUEST FOR RESCISSION OF HEALTH UNIT DECISION.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to rescind their action of four years ago whereby the construction of so-called Health Units was discontinued, in order that the construction of such Health Units may be permitted in the future out of the income of said Fund.

Coun. M. H. SULLIVAN—Mr. President, I understand that four years ago prior to the incumbency of at least two of the present members of the Board of Trustees of the White Fund, an order was passed whereby the construction of White Fund Medical Health Units would no longer be considered by that board. During the past three years, I in company with several other members of this Council, have requested the construction of such medical units in Ward 22 and other sections of the city. I feel the White Fund Trustees, with a large amount of money available, may be desirous of constructing health or medical units in the various sections of the city, and I am hopeful that a decision will be made to establish a White Fund unit in Ward 22. First of all, the step must be taken to abrogate that ruling, and I am hopeful the members of the board, the

overseers of the White Fund, of which you are a member, will see fit to take action to rescind that order.

The order was passed under suspension of the rule.

PROTEST AGAINST W. P. A. LAY-OFF.

Coun. M. H. SULLIVAN offered the following:

Resolved, That the City Council of Boston, in meeting assembled, hereby vehemently protests against the proposed lay-off of 10,000 W. P. A. workers on March first next, with a further proposed lay-off of 25,000 on July first, which will result in untold hardship to workers with families, who have been separated from the program, with the resulting increase in welfare expenditures; and be it further

Resolved, That a copy of this resolution be sent to the two United States Senators from Massachusetts and the several Congressmen from Boston.

Coun. M. H. SULLIVAN—Mr. President, I am fearful that the Federal authorities are working under a false impression when they announce that on March 1st they are going to reduce the W. P. A. rolls in Massachusetts by ten thousand, and on or before July 1st the rolls will be reduced by twenty-five thousand. There are now 86,000 persons upon those rolls. I think possibly the belief has entered the minds of those responsible for the number of persons on W. P. A. that possibly Boston's welfare load, and the welfare load of the surrounding cities and towns, has been reduced to some substantial extent by the young men entering the draft. I made an investigation of that and I am informed that no, or practically no cases will be taken from the Boston welfare rolls as a result of the draft. I am informed no single man up to thirty-one years of age are now on the Boston public welfare rolls. When such cases made application to the City of Boston Welfare Department, they were informed they could make their applications to private agencies. The City of Boston does not take care of them, and the young men going into the draft who were in dire economic straits failed to find their way onto the welfare rolls. So Boston is not going to benefit so far as welfare rolls are concerned, by the entrance into military service of any of these young men who do not have a job or have the money to support themselves. I am sure the belief may be prevalent that the welfare rolls are being reduced by the number of persons entering defense employment, but as a matter of fact since January 1st of this year the welfare rolls have been at a standstill. There has been no substantial reduction since January 1st by those entering the defense program and, as I understand it, during the past week there has been an increase in the welfare load as a result of the reduction of men employed in the defense program. This is going to increase the welfare load and if the reduction goes through, I am fearful we will see an increase in the city's tax rate this year. The members of the Massachusetts delegation in Congress should be requested to confer with Mr. Delaney, the W. P. A. head,—and this is not meant to be a criticism of that gentleman,—but during the past several months we are informed that Boston has been under its quota, so far as W. P. A. is concerned. It has been stated that certifications from Boston have not come through, which were necessary to help Boston reach its quota; that Boston has not received its full amount of money during the last five or six months, and that the quota has been substantially under what Boston was entitled to in comparison to the quota allocated to the municipalities throughout the state. If that is so, Boston should reap the benefit of the fact it has not been taking all it has been entitled to, and if ten thousand are to be dropped from the W. P. A. rolls, I feel that they should leave Boston alone. I do not think Boston should be made to suffer because it hasn't enough on the W. P. A. at the present time. If we didn't take all we were entitled to, I think the ten thousand who are to be dropped should not be dropped from Boston. The money which was not used for the benefit of the city over the past six months should now be given to the men who are seeking W. P. A. employment in the city. Accordingly, Boston should reap the benefit. I hope the administrator and the Congressmen who represent the Boston district will work hard to see that Boston suffers no loss as the result of the proposed reduction which is very definitely going through next week. I hope Boston will have as many men

on March 1st as on February 1st. Because of the fact that the young men who are going into the draft are not on welfare, I hope the W. P. A. officials will realize that our municipality cannot bear the added brunt of the loss in W. P. A. at the present time. I hope the Congressmen from Springfield to Boston will unite to do everything possible so there will be no reduction in the W. P. A. in Massachusetts.

The order was passed under suspension of the rule.

ALLOCATION OF FIRE PREVENTION COSTS TO INSURANCE COMPANIES.

Coun. LYONS offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draft a bill for presentation to the Legislature which will provide that insurance companies dealing in fire insurance be compelled to assume one half of the cost of maintaining the Fire Prevention Division of the Boston Fire Department.

Coun. LYONS—Mr. President, for quite a few years past we have had this fire prevention squad. They are composed of men who are hurt in the line of duty but not physically unable to do their work at the house, so they were transferred to the fire prevention squad here in Boston. Their job mainly is to go into all the business houses of Boston, and to weed out fire hazards and hazards of spontaneous combustion. Now, for years Boston has been paying these men \$2,000 a year. I think we are aware of the economic problem, and here is something that, if the act is passed by the Legislature, will be a saving to Boston of over \$65,000. Let the insurance companies assume the burden because they are getting 100 per cent benefit from the work these men are doing in Boston. As was stated at the hearing on the budget last Thursday, the last ten years the fire loss has decreased considerably and the fire rates have not been decreased one cent. So I hope this order will pass.

The order was passed under suspension of the rule.

RECESS.

By direction of the PRESIDENT the Council took a recess at 3.40 p. m. The members reassembled and were called to order by President GALVIN at 4.45 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred February 17) re application to Public Utilities Commission for alterations in Broadway Bridge—that same ought to pass.

Report accepted; said order passed.

2. Report on petition of Margaret M. Holland (referred October 14, 1940) to be paid an annuity on account of death of her husband, Thomas E. Holland, late member of Fire Department—recommending passage of accompanying order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933, an annuity of twelve hundred dollars be allowed and paid to Margaret M. Holland, widow of Thomas E. Holland, a member of the Fire Department, who died on June 21, 1940, on account of injuries received in the performance of his duty, said annuity being made up of allowances as follows:

For the widow, Margaret M. Holland, so long as she remains unmarried, \$1,000 per annum.

For the following-named child, during such time as he is under the age of eighteen or over said age and physically or mentally incapacitated from earning, \$200 per annum, Thomas E. Holland, born December 14, 1927.

The payments to date from June 21, 1940, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

Report accepted; order passed.

3. Report on message of Mayor and order (referred February 3) amending agreement re South Boston Housing Project—that same ought to pass in a new draft.

Report accepted; order passed.

4. Report on message of Mayor and order (referred today) that \$60,000 be appropriated from income of Cemetery Fund for Cemetery Division—that same ought to pass.

The report was accepted, and the order was passed, yeas 17, nays 0.

5. Report on message of Mayor and order (referred today) that \$500 be appropriated to meet expenses of Board of Special Commissioners on Representative Districts in County of Suffolk—that same ought to pass.

The report was accepted.

The order failed of passage (15 votes being required), yeas, 10, nays 5.

Yeas—Coun. Carey, Chase, Englert, Fish, Galvin, Gottlieb, Linehan, Russo, Shattuck, M. H. Sullivan—10.

Nays—Coffey, Goode, Hurley, Lyons, D. F. Sullivan, Taylor—5.

On motion of Coun. SHATTUCK the foregoing vote was reconsidered, and the order was assigned to the next meeting.

6. Report on order (referred today) that Finance Commission investigate contracts of Boston Ice Company and others for delivery of fuel to Welfare recipients—recommending reference to Committee on Public Welfare.

The report was accepted, and the order was referred to the Committee on Public Welfare.

7. Report on resolve (referred today) that Council favors enactment of legislation authorizing payment to The Connors Brothers Company in settlement of claims arising out of contracts *re* old Suffolk County Court House—recommending reference to Committee on County Accounts.

The report was accepted, and the order was referred to the Committee on County Accounts.

SPEEDING, SOUTH STREET, WARD 19.

Coun. LANGAN offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to enforce the speed laws on lower South Street, between Roslindale square and the Arborway, Ward 19.

Passed under suspension of the rule.

REFUND TO BURNER'S HOFBRAU.

Coun. LANGAN offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation to authorize the city to refund to Burner's Hofbrau, Inc., the fee paid for a restaurant alcoholic beverage license which was granted but not issued; provided that such legislation includes a referendum to the Mayor and City Council.

Passed under suspension of the rule.

OPPOSITION TO HOUSE BILL 141.

Coun. GOODE offered the following:

Resolved, That the Boston City Council does hereby record its opposition to House Bill No. 141 which would give the State Department of Public Utilities the power to over-rule the local licensing authority and place the power of granting future bus line permits under state control.

Passed under suspension of the rule.

PLACING OF NEW "PRESIDENT'S CONFERENCE CARS."

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor request the trustees of the Boston Elevated Railway Company

to consider the advisability of placing three of the new so-called "President's Conference Cars" on each of the following lines: Dedham line, Hyde Park line, Cummins Highway line.

Passed under suspension of the rule.

SEWERAGE SYSTEM, THOMPSON STREET, HYDE PARK.

Coun. GOODE offered the following:

Ordered, That the Mayor of Boston require the Commissioner of Public Works to construct a proper sewerage system under the W. P. A. plan of construction for the residents of Thompson street, in Hyde Park.

Passed under suspension of the rule.

APPROPRIATION FOR TRAFFIC LIGHTS.

Coun. HUTCHINSON offered the following:

Ordered, That his Honor the Mayor be requested to include the sum of \$146,000, in the 1941 appropriation, for traffic lights.

Passed under suspension of the rule.

IMPROVEMENTS, PARKER HILL PLAYGROUND.

Coun. CAREY offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to make such alterations and improvements at the Parker Hill Playground in Ward 10 as will permit the flooding of this playground for skating purposes next winter.

Coun. CAREY—Just for the record, I would like to say there has been considerable agitation on the part of the fathers and mothers of the children in that neighborhood in the past few months asking that the playground be flooded for skating purposes. I am in hearty accord with them, and my purpose in introducing the order is to give the Park Commissioner sufficient time during the summer months to make the necessary alterations in order that skating may be provided for next winter.

Passed under suspension of the rule.

EXEMPTION OF DOCTOR LEARY FROM RETIREMENT ACT.

Coun. HURLEY offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation to provide for the exemption of Dr. Timothy Leary, Medical Examiner, from the provision of the Boston Retirement Act which requires his retirement at seventy years of age; provided that such legislation includes a referendum to the Mayor and City Council.

Passed under suspension of the rule.

REPAIRING OF STAIRS, JOHNSWOOD ROAD.

Coun. LANGAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to repair the stairs on Johnswood road, Ward 19.

Passed under suspension of the rule.

Adjourned, at 5.15 p. m., to meet on Monday, March 3, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, March 3, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly and Ward.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal: George Lea, 16 Valley Beach avenue, Hull, Mass.; L. C. Mullin, 26 Granite street, Somerville, Mass.; M. Passalacqua, 19 Sullivan street, Charlestown, Mass.

Weighers of Goods: Chester A. Clark, 74 Evans street, North Weymouth, Mass.; James F. Nee, 134 Dakota street, Dorchester, Mass.; Robert J. Carmichael, 283 Chestnut avenue, Jamaica Plain, Mass.; Charles F. Barry, 131 Manthorne road, West Roxbury, Mass.

Severally laid over a week under the law.

LAND ON MATTHEW STREET.

The following was received:

City of Boston,

Office of the Mayor, March 3, 1941.

To the Members of the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works in which it is stated that the Public Works Department is desirous of securing the parcel of land on Matthew street, Dorchester, now controlled by the Custodian of Foreclosed Real Estate.

The custodian has stated that he has no use for the land at the present time nor the future. I am agreeable to the transfer of this land from the Foreclosed Real Estate Department to the Public Works Department as contained in the accompanying order and respectfully request your approval.

Respectfully yours,

MAURICE J. TOBIN, Mayor.

City of Boston,

Public Works Department,

February 26, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—At the present time the department is using as a local district yard, property located on Matthew street, Dorchester, that is under the jurisdiction of the Custodian of Foreclosed Real Estate.

The custodian has agreed to transfer the property to the jurisdiction of this department for the above-referenced purpose, as he has no use for the land at the present time nor does he anticipate being able to dispose of it at any time in the future to private parties.

I, therefore, respectfully recommend that you forward the enclosed order, that was prepared by the Law Department, to the City Council, for approval by that body, authorizing the transfer of the land from the jurisdiction of the Custodian of Foreclosed Real Estate to the Public Works Department.

Respectfully yours,

GEORGE G. HYLAND,

Commissioner of Public Works.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated August 14, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5545, page 200, on about twenty-four thousand five hundred thirty-nine (24,539) square feet of land on the northwesterly side of Matthew street, adjoining an estate now or formerly of Standard Oil Company of New York, Inc., being lots 9 and 10, John H. Burroughs plan, dated April 7, 1924, recorded with Suffolk Deeds, Book 4568, page 106; and

Whereas, The Commissioner of the Public Works Department of the City of Boston is desirous of using the said premises as a district yard of the said department; now, therefore, it is hereby

Ordered, That the Custodian of Foreclosed Real Estate of the City of Boston be, and he hereby is, authorized, with the approval of the Mayor of Boston, to transfer the care, custody, control and management of the hereinbefore described premises to the Public Works Department of the City of Boston.

Referred to Executive Committee.

APPROPRIATION FOR MUNICIPAL SURVEY COMMITTEE.

The following was received:

City of Boston,

Office of the Mayor, March 3, 1941.

To the City Council.

Gentlemen,—The appropriation of \$25,000 for the continuance of the Municipal Survey Committee, authorized by your Honorable Body on December 11, 1939, is practically exhausted. The value of this committee has been amply demonstrated in the past and on several occasions, I have taken the opportunity of commending it for its valuable assistance to the administration. It is my purpose to continue the activities of this committee because I am of the belief that its work has amply justified its existence, and that it will continue to produce favorable results for the city.

I respectfully request passage of the accompanying order by your Honorable Body.

Respectfully,

MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$25,000 be, and hereby is, appropriated, to be expended under the direction of the Mayor, for a survey of municipal departments, methods, activities, for the purpose of ascertaining what economies can be recommended; said sum to be charged to the appropriation for the Contingent Fund, when made.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Lucy Crowley, for compensation for injuries caused by an alleged defect at 8 Arlington street.

Martha K. Dunphy, to be refunded \$2 which was deposited with the Building Commissioner.

Edward J. Kenney, for compensation for damage to property at 127 Conant street, caused by city truck.

Lillian F. Miller, for compensation for damage to property at 24 Walter street, Hyde Park, caused by blasting.

Thomas H. Nugent, to be reimbursed as result of accident which occurred while in performance of duty.

Harry P. Sheehan, to be reimbursed for execution issued against him.

Anthony Sinkavich, for compensation for damage to property at 191 Savin Hill avenue, caused by snowplow.

Francis H. Zeigler, to be reimbursed as result of accident which occurred while in performance of duty.

Licenses.

Lucy E. McDonald, for driveway opening at 214 North Beacon street.

REPORT OF COMMITTEE ON PUBLIC WELFARE.

Coun. LANGAN, for the Committee on Public Welfare, submitted the following:

1. Report on order (referred February 10) with reference to fuel deliveries to recipients of Dependent Aid, aid to Dependent Children and Old Age Assistance—that same ought to pass.

The report was accepted and the question came on the passage of the order.

On motion of Coun. M. H. SULLIVAN, the order was referred to the Executive Committee.

2. Report on order (referred from Executive Committee February 24) that Finance Commission investigate contracts of Boston Ice Company and others for delivery of fuel to welfare recipients that same ought not to pass.

The report was accepted and the order was rejected.

3. The Committee on Public Welfare unanimously report that instead of 75 gallons of oil, 100 gallons be given to each welfare recipient.

Reported to the Executive Committee.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN offered the following:

1. Report on petition of John D. Murphy (referred February 10) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Highway Division, Public Works Department, July 2, 1940 — recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred eighty-six dollars and eight cents (\$286.08) be allowed and paid to John D. Murphy in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Highway Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

2. Report on petition of John D. Murphy (referred February 10) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Highway Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred two dollars and sixty cents (\$102.60) be allowed and paid to John D. Murphy in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Highway Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

3. Report on petition of Michael J. Kilroy (referred February 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of patrol wagon belonging to Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred eighty-nine dollars and thirty-seven cents (\$289.37) be allowed and paid to Michael J. Kilroy in reimbursement for amount of execution issued against him on account of his acts as operator of a patrol wagon belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

4. Report on petition of Michael J. Kilroy (referred February 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of patrol wagon belonging to Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred fifty-five dollars and sixteen cents (\$255.16) be allowed and paid to Michael J. Kilroy in reimbursement for amount of judgment issued against him on account of his acts as operator of a patrol wagon belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

5. Report on petition of Michael J. Kilroy (referred February 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of patrol wagon belonging to Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one thousand four hundred ten dollars and eighty cents (\$1,410.80) be allowed and paid to Michael J. Kilroy in reimbursement for amount of execution issued against him on account of his acts as operator of a patrol wagon belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

6. Report on petition of Michael J. Kilroy (referred February 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of patrol wagon belonging to

Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred thirty-four dollars and one cent (\$534.01) be allowed and paid to Michael J. Kilroy in reimbursement for amount of judgment issued against him on account of his acts as operator of a patrol wagon belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

RETURN ON OLD COLONY HOUSING PROJECT.

Coun. CHASE offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to confer with the Federal Government officials in an attempt to obtain a fee in lieu of taxes on the Old Colony housing project which would be more nearly equivalent to the amount the city would receive if the property were privately owned, in view of the fact that the apartments are to be rented to non-residents of Boston and that the rents to be charged are to be the same as those charged in privately-owned apartment buildings.

Coun. CHASE—Since the Federal Government is going into the real estate business in housing defense workers at the Old Colony housing project in South Boston, it seems only reasonable that the Federal Government should be expected to pay to the City of Boston the same amount of taxes on the project as would be the case if it were privately owned. The Old Colony project under the present arrangement is certainly going to be no asset to the City of Boston. It is much more likely to prove a white elephant. In the first place, residents of Boston are going to be ineligible for residence in the project. Residents from other cities and towns are going to be brought into South Boston and housed in the Old Colony project. That means that when the present defense boom is over, many of these workers will be thrown out of jobs, and some of them are likely to be forced onto welfare rolls. If Boston were going to derive full benefit from their residence in the city while they are employed, it might be worth taking that chance that later they will become public charges. Actually they will be a partly subsidized group even while employed at good jobs. We have been told the government will pay to the city a fee in lieu of taxes which may run as high as \$40,000 or \$50,000, if all the apartments are rented. The government is to pay to the city 15 per cent of the shelter rent, but if the Old Colony project were privately owned and the Government certainly is competing with private real estate owners, the real estate taxes alone would amount to \$200,000—five times the amount the Government will pay to the city. For all practical purposes the city will have to render the same service to the Old Colony residents that would be the case if the property were privately owned. The city must provide police and fire protection. It must furnish schools for the education of the children of these defense workers. And may I say at this time that the expenses to the City of Boston for the cost of providing proper educational facilities for the children of these defense workers will be far in excess of \$40,000. The city must furnish many other municipal services which cost money, and the amount the city will receive back in lieu of taxes will not be adequate to cover the expenses that the children will incur. If the Old Colony project were being occupied by Boston families in the low income groups who had been living in sub-standard homes, the city could be expected to subsidize them, but here we have a case where the tenants are to be brought in from outside of Boston, where they are making good salaries and are well able to pay for the municipal services given them, better able than many taxpayers who have to pay a little more to make up their deficit. If the rents for these apartments are to be the same as those charged in privately-owned dwellings, and that is what we have been told, then the Federal Government should pay the same taxes as if the buildings were privately owned. I believe that the Housing Authority should attempt to work out some plan with the Federal Government which would be fairer to the people of Boston. Mr. President, I ask suspension of the rule and passage of the order.

The order was passed under suspension of the rule.

RESURFACING OF CORLISS STREET, WARD 11.

Coun. ENGLERT offered the following:

Resolved, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth pavement Corliss street, Ward 11.

Passed under suspension of the rule.

COMMENDATION FOR REFUSAL OF GRANT OF OIL PERMIT.

Coun. HUTCHINSON offered the following:

Resolved, That the Board of Street Commissioners, through his Honor the Mayor, be commended for their recent action in refusing to grant a permit for the keeping, storage and sale of 800,000 barrels of petroleum products at 429 Mt. Vernon street, Ward 13.

Coun. HUTCHINSON—Mr. President, I want to congratulate the Board of Street Commissioners for refusing this permit, and also to congratulate the Mayor for appointing men who do their duty in a thing such as this. This permit, if granted, would ruin the beaches of Dorchester and South Boston. It would be a tremendous fire hazard to our district. It would increase fire insurance rates and would keep everybody in the district worried for fear of fire coming to burn their own homes. The Board of Street Commissioners has refused this permit and the Council and the people of Dorchester and South Boston ought to congratulate them for this work.

Coun. COFFEY—I don't know who the company is that asked for this permit, but I wish there was some way of letting them know that if they really want this permit, just put in an application for East Boston and they will get the permit. The resolution was adopted.

LEGISLATION CONCERNING CITY.

Coun. WICKES offered the following:

Ordered, That the legislative agent of the City of Boston be requested, through his Honor the Mayor, to keep the City Council informed regarding legislation now pending or which may in the future be pending, if such legislation concerns the City of Boston; and he it further—

Requested, That the said legislative agent furnish to the City Council the dates of hearings of such legislation.

Passed under suspension of the rule.

CANCELLATION OF BURLESQUE SHOWS ON GOOD FRIDAY.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the City Censor be requested, through his Honor the Mayor, to advise all operators of burlesque shows in Boston to cancel all shows on Good Friday.

Coun. M. H. SULLIVAN—Mr. President, I think most of the decent minded people of Boston were astonished on Christmas Eve,—which by people of all faiths and creeds is recognized to be one of the outstanding days of spiritual significance in the year,—people were horrified and astonished to find that Christmas Eve was ushered in, in four burlesque houses with shows that certainly closely border on what is definitely immoral. One of the outstanding religious organizations in this city approached me shortly after the time for filing bills in the Legislature was reached and asked me to introduce a bill up in the Legislature demanding that Sabbathical strictures be placed on theaters on the Christmas holiday. Unfortunately, due to the lateness of the hour when they contacted me, it was impossible for me to introduce such legislation that would make impossible the presentation of such shows on Christmas in the future. I think the people of Boston and all the people of the nation at the present time are concerned with the fate of the world and are gradually becoming more spiritual minded. On Good Friday, I think all citizens of Boston, regardless of

their religious creed,—certainly the vast majority of them,—will be horrified this year when people's minds should be turned to other things rather than burlesque shows, if on Good Friday afternoon or at any time on that day burlesque shows are allowed to be presented in the City of Boston. I know that the Mayor has no power concerning such shows on any days, whether Christmas or Good Friday or any other day of such spiritual significance, but I do know likewise that the theaters of Boston in such a matter will be, if not happy, at least most willing, to agree to any strictures on them by the city censor in such a matter. Good Friday in many states meets with a more solemn observance than it does here. I read that in other places in the world,—in Arizona, Connecticut, Delaware, Florida, Louisiana, Maryland, Minnesota, New Jersey, North Dakota, Pennsylvania, South Carolina, Tennessee, the Canal Zone, Philippine Islands, Porto Rico, the Virgin Islands,—Good Friday is not only a holiday in those sections, but likewise, according to the dictates of the government in those states, a holy day, and in the state of Connecticut it is proclaimed by the government a day of fasting and prayer. Now I do not pretend to be any blue-nose or reformer, but I think in the City of Boston this year, especially, in the future such dirty shows should definitely be banned. If they cannot be banned so far as the law is concerned, so far as city ordinances or statutes are concerned, then I think the city censor should impose upon whoever runs those dirty shows in Boston such strictures as will make such people realize it is not advisable to conduct such shows on such a day.

Coun. TAYLOR—I move the order he referred to the Committee on Rules.

Coun. M. H. SULLIVAN—If it be referred, I would like to ask for a roll call to find out how the members of the Council stand on it.

Coun. COFFEY—Talking on the order, the shows that are in Boston in these burlesque houses we all know are filthy. Making it short and coming to the point, there is nobody responsible but the city censor. He allows them.

Coun. TAYLOR—I will withdraw my motion.

The order was passed under suspension of the rule.

APPROVAL OF LEGISLATION RE DEBT LIMIT.

Coun. SHATTUCK offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation relative to the authority vested in the City of Boston to incur certain loans outside the debt limit, substantially as set forth in the proposed bill attached to the petition filed in January, 1941, in the General Court, by Henry L. Shattuck of Boston.

Coun. SHATTUCK—Mr. President, this is a bill to cut off further borrowing by the treasurer, with the approval of the Mayor, on old authorizations that are more than ten years outstanding. For example, there is a remnant on the Avery street widening nearly thirty years old. There is a remnant on the Stuart street widening nearly twenty years old. There is a remnant on the East Boston Tunnel about ten years old, and also under the various transit acts beginning with the subway in 1894 authorizing a wide-open power to borrow money by the Transit Commission with the approval of the Mayor. This bill would cut off further borrowings without new authorization on authorizations over ten years old. It would make a situation in the case of the transit loans of permitting in future years the issuing of not more than \$100,000 of transit loans in any one year without further authorization. So far as the transit loans are concerned, I think they have been handled quite conservatively and particularly during the administration of Commissioner Sullivan, but his administration will not last forever, and the acts do contain unlimited power to borrow money. This \$100,000 limitation permits such things as they not infrequently do, of making small alterations in the Park Street Station, for instance. Those things they can continue to do without asking for another authorization, but if they want to do a major job involving large sums of borrowed money, if this bill is passed, they would have to come back to the Mayor and City Council. In short, this bill gives the Mayor and City Council control where at the present time

they do not have control on these old authorizations where the major job which was intended and contemplated at the time the authorization was given has been long ago accomplished, and if they want to do any new large jobs they must come back for a further authorization.

The resolve was passed under suspension of the rule.

TRANSFER FOR TRAFFIC LIGHTS, WARD 18.

Coun. GOODE and Coun. LANGAN offered the following:

Ordered, That his Honor the Mayor be requested to provide that the sum of \$3,000 be immediately transferred from the Contingent Fund to the Traffic Commission for the purpose of placing traffic lights at the intersection of Hyde Park avenue and Cummins Highway, Ward 18.

Coun. GOODE—Mr. President, as a member of the Committee on Appropriations it was brought to my attention that no money had been made available this year by the Traffic Commission for the purpose of placing traffic lights and other necessary signs in various sections of the city. At the same time it was brought to my attention that \$75,000 was included in the budget for the expenditure of a part of a proposed \$250,000 roof for the library. The very people who will be called upon to pay taxes to build this roof are daily being placed in danger of life and limb by the failure of the Traffic Commission to include in its budget the necessary expenditures for these traffic lights. I think these people are more interested in protecting their legs and arms and other parts of their body than they are in preserving the art treasures in the public library. Now I don't know whether this sum has been included in the budget and then taken out by the Budget Commissioner, or whether the Traffic Commissioner felt that no lights were needed, but in my section, in Ward 18, many housing projects are now being built. Consequently, much more traffic is converging into that section of the city, and an intersection that six months ago was not very busy may in a few additional months become as busy as intown Boston. I hope some action will be taken by the Traffic Commissioner to relieve these dangerous conditions that exist at present in my ward as well as in other sections of the city.

Coun. LANGAN—I am fully in accord with the councilor from Hyde Park in his description of the dangerous element involved at the intersection of Cummins Highway and Hyde Park avenue. I have been so much impressed with this situation in the past that at least on two occasions, in conjunction with the predecessor of the councilor from Hyde Park, I have introduced into this Council an order to have traffic lights put there. I trust that the Traffic Commission will in the near future come to a realization of the fact that this is one of the most dangerous spots in the entire city, and they should give it immediate attention.

Coun. CHASE—I, too, on many other occasions have sought necessary traffic lights in my district. I may say, Mr. President, with the completion of the Huntington Avenue Subway extension that there are two very dangerous spots on Huntington avenue which positively will have to be relieved by the installation of traffic lights, namely, at the corner of West Newton street and Huntington avenue, and also at the corner of Stuart street and Huntington avenue. As I understand it, the present flow of traffic on Huntington avenue will more than double on the completion of the street work, and I say to you, Mr. President, that we elected officials of the City Council who are put into this office by the residents of Boston should do everything within our power to protect the lives of those residents. We have a big traffic improvement proposition which is pending before the Legislature, and on such improvements the taxpayers of Massachusetts, especially outsiders, should be willing to stand the cost of this construction because it is the automobile owners from outside the City of Boston who are responsible for this tremendous flow of traffic in every street in Boston. Mr. President, I say that it is going to be the people from Newton, Brookline, Worcester and every other part of the Commonwealth that will create the extensive flow of traffic on Huntington avenue, that will place a definite traffic hazard at the doorsteps of every resident of the district, people who have put me into office people who are taxpayers in Boston. I say that

that problem of providing adequate protection for those residents of Boston should come first. Priority should be given to the problem of raising necessary funds for the providing of adequate traffic lights throughout the entire city before the problem of providing a big artery to accommodate non-residents of Boston. I say, Mr. President, it is about time that the City Council and the Mayor of Boston recognize this problem. I know members of this Body have on many other occasions raised that question.—When are we going to be provided with the necessary traffic lights? And the old story is, "We lack the necessary funds." Well, now, Mr. President, if we have ways and means of securing the necessary money from the gasoline taxes to make the tremendous artery, surely the same proposition should be invoked in order to raise necessary money for traffic lights. Traffic lights are necessary because of automobile traffic, and your gasoline tax money positively should be used for that purpose. I say that the time has come now for us to do something about this problem. We don't want any more maimed bodies of the citizens of Boston because of this tremendous automobile hazard, and we positively should do something about it.

Coun. HUTCHINSON—At the budget hearings I asked the Budget Commissioner if there was any possibility of getting this money out of the state, out of the Highway Fund, and he said that at hearings up there it was felt it was a capital expense so they should not take it out of the Highway Fund. I introduced an order that was passed by the Council a week or two ago asking the Mayor to appropriate \$146,000 for traffic lights for the City of Boston. The only way that we will get these traffic lights, seeing that the Mayor has not put it in the budget, is to refuse to pass the budget until an appropriation is made. It is a question whether that is too drastic a method, because it will probably hold up the salaries of employees and everything else. However, that is the only way we will be able to get our traffic lights, by holding up the budget until they put in an appropriation to take care of it.

The order was passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petitions for driveway openings, recommending that licenses be granted as follows:

1. Lucy E. McDonald, 214 North Beacon street.

Report accepted; license granted on usual conditions.

2. Y. H. Realty Corporation, at Court street and Court square.

Coun. FISH—Mr. President, I am getting away from the usual procedure by getting up and saying a word on this particular opening. The reason is that the Young's Hotel property has been sort of clouded in a mystery which has surrounded the whole thing. I would not myself favor the granting of these permits, which concern the First National Bank, who hold the mortgage on that property to the extent of \$43,000, plus interest charges over a period of years, which would, I dare say, approach \$60,000, unless I had received a guaranty that the City of Boston will receive 50 per cent of the net revenue derived from the operation of the proposed parking business. Now let me say just how much that will amount to for the city. They estimate that the business of that particular parking area will be in the vicinity of \$24,000 per year. The least money paid by the licensee, which the First National Bank will receive, is \$12,000. That \$12,000 is not to be deducted to arrive at what they call net revenue. We are definitely to receive \$6,000 out of the \$12,000 from the First National Bank and also payments on back taxes. It is so written in this agreement. Added to that, the \$12,000 that is left from the approximately \$24,000 in business which they hope to conduct will amount to the vicinity of \$6,000. They deduct the taxes, the license fee, lights, water, which amounts to about \$6,000. We are next to receive 50 per cent of the balance, which will be another \$3,000. It is safely estimated that the City of Boston will receive from this property in the vicinity of \$10,000. If we apply that to the valuation on that property plus the tax rate at \$40, we will be receiving the full taxes

on a generous \$250,000 valuation plus on that property, which I feel is reasonably fair. If there are any questions which the Council would like to ask as to any other information that we have received in our committee meetings, I will be glad to answer them, but before sitting down I want to thank the members of this committee who cooperated with me in establishing a precedent for the first time in the history of Boston, especially from the First National Bank, where we are guaranteed payments for a privilege which we are granting.

Coun. HUTCHINSON—Mr. President, there is only one thing I want to clear up. The city would foreclose on this property if it had the power, but due to a case in the Supreme Court that is pending and probably will be pending for two or three years, the city cannot foreclose, and that is the reason why they made this agreement to collect a certain percentage of the net profits. I want to congratulate the committee on the fine work that they have done in getting this agreement.

Coun. FISH—I would like to send this agreement along with the order. Incidentally it has not only the signatures, but the corporate seal of the First National Bank and the license.

President GALVIN—The agreement will be incorporated in the license.

Coun. D. F. SULLIVAN—I would like to have it referred to the Executive Committee.

President GALVIN—Do you make a motion to that effect?

Coun. D. F. SULLIVAN—Yes.

President GALVIN—That the report be referred to the Executive Committee.

Coun. FISH—Mr. President, I have no objection to referring it to the Executive Committee, but I cannot see what is going to be gained by it. After all, I believe we have a piece of property down there, and if we are now going, starting today, to have a guaranty, you may say, of a \$10,000 annual income, I don't see that we are working in the best interests of the city to delay it.

The report was referred to the Executive Committee.

JURORS DRAWN.

Jurors were drawn, Coun. LANGAN presiding at the box in the absence of the Mayor, as follows:

One hundred two traverse jurors, Superior Criminal Court, to appear April 7, 1941:

James E. Knowles, Ward 1; Webster A. Rich, Ward 1; Charles E. Lawless, Ward 2; Michael Bono, Ward 3; John W. Bradford, Ward 3; Robert Carletti, Ward 3; Herbert Downs, Ward 3; Nicholas Jacob, Ward 3; Alfred Ravanesi, Ward 3; Attilio Sciucco, Ward 3; James Somerset, Ward 3; William J. Shuryla, Ward 4; Simon Sternburg, Ward 4; Arthur Baker, Ward 5; Rudolph Bruce, Ward 5; Robert H. Warren, Ward 5; Thomas W. Jennings, Ward 6; John J. O'Sullivan, Ward 6; Edward W. Owens, Ward 6; Charles J. Peck, Ward 6; Joseph P. Campbell, Ward 7; Stephen J. Contons, Ward 7; David F. Cowhig, Ward 7; Frank W. Duoba, Ward 7; John J. Gorman, Ward 7; John J. Groden, Ward 7; Peter Joyce, Ward 7; Anthony J. Keber, Ward 7; James A. Lloyd, Ward 7; R. John Sheppeck, Ward 7; George J. Breen, Ward 8; Anthony Interlandi, Ward 8; Herbert Merritt, Jr., Ward 8; Alfred B. MacCannell, Ward 8; William F. Brock, Ward 9; Thomas F. Costello, Ward 9; Daniel A. McElwain, Ward 9; Floyd Stewart, Ward 9; Thomas P. Cronin, Ward 10; Stephen F. Davis, Ward 10; Walter P. Hodgkins, Ward 10; William F. Hughes, Ward 10; Patrick J. Sullivan, Ward 10; John J. Connaughton, Ward 11; Frederick M. Fitzmeyer, Ward 11; James D. Giffether, Jr., Ward 11; Arthur R. McDermott, Ward 11; Bernard J. Starr, Ward 11; Patrick A. Coleman, Ward 12; John J. Corbett, Ward 12; James G. Hurley, Ward 13; John J. Mahoney, Ward 13; Paul F. McManus, Ward 13; Daniel W. Whalen, Ward 13; Benjamin Faal, Ward 14; John J. Donovan, Ward 14; Ralph Himes, Ward 14; Leo Hymoff, Ward 14; Samuel Ilman, Ward 14; Irving H. Kessler, Ward 14; Samuel Levenbaum, Ward 14; Louis B. Sullivan, Ward 14; Lawrence Welling, Ward 14; James A. Butler, Ward 15; Richard G. Engel, Ward 15; Edward H. Ferguson, Ward 15; William P. Silva, Ward 15; John F.

Callahan, Ward 16; Richard C. Donoghue, Ward 16; Andrew J. Fisher, Ward 16; William F. Henderson, Ward 16; Charles L. Sullivan, Ward 16; Leo T. Dalton, Ward 17; Robert Deans, Ward 17; George T. DeCastro, Ward 17; Arthur A. Duffly, Ward 17; John J. Keegan, Ward 17; Jeremiah F. Kelleher, Ward 17; Russell E. Moore, Ward 17; Alexander MacLean, Ward 17; William E. Fennessey, Ward 18; James L. Hennessey, Ward 18; George W. Letteney, Ward 18; John P. McGloin, Ward 18; Frank L. McGowan, Ward 18; Robert A. Tibbetts, Ward 18; Harold J. Brown, Ward 19; Joseph M. Cullinane, Ward 19; Joseph F. Feehey, Ward 19; Frederick K. Schwarz, Ward 19; Harry E. Burton, Ward 20; Alexander W. Clark, Ward 20; Gustave A. Gabulson, Ward 20; John F. Ring, Ward 20; F. Gerard Lake, Ward 21; Arthur W. Collier, Ward 22; Daniel F. Hogan, Ward 22; Patrick J. Quinn, Ward 22; Robert B. Reynolds, Ward 22; Joseph J. Sullivan, Ward 22; John H. Van Eppen, Ward 22; John W. Walsh, Ward 22.

One hundred two traverse jurors, Superior Civil Court, to appear April 7, 1941:

Richard W. Bagley, Ward 1; Joseph J. Campatelli, Ward 1; Melechiore Grana, Ward 1; John J. Jeffers, Ward 1; John E. MacDonald, Ward 1; Joseph A. McClellan, Ward 1; Walter Sawyer, Ward 1; A. Ralph Stasio, Ward 1; Joseph M. Crowe, Ward 2; Charles S. Aymie, Ward 2; Joseph Cortese, Ward 3; Anthony J. Gignati, Ward 3; Charles H. Krim, Ward 3; Bartholomew Palmisano, Ward 3; George Jones, Jr., Ward 4; John A. Manning, Ward 4; Sterling J. Bock, Ward 5; John A. Breen, Ward 5; David A. Burr, Ward 5; Stephen McLaughlin, Ward 5; Leslie G. Smith, Ward 5; Michael Berry, Ward 6; Bernard L. Cavanaugh, Ward 6; Gerard J. Dearden, Ward 6; William H. Haynes, Ward 6; Philip Knapp, Ward 6; John Joseph Kidge, Ward 6; William J. Rupp, Ward 6; James T. Shea, Ward 6; Thomas Wilson, Ward 6; William J. Cunningham, Ward 7; Daniel T. Galvin, Ward 7; William F. Wall, Ward 7; Horace W. West, Ward 7; Michael P. Coyne, Ward 8; James Hayes, Ward 8; William Miller, Ward 8; David J. Barry, Ward 9; Alfred Brinkert, Ward 9; John W. Kenny, Ward 9; Arthur J. Roberts, Ward 9; Henry F. Dempsey, Ward 10; Thomas E. Kilduff, Ward 10; Simon J. Loughman, Ward 10; Bernard Doherty, Ward 11; James J. Gilmartin, Ward 11; Maurice H. Lewis, Ward 11; Andrew Bohn, Ward 12; Augustin A. Fay, Ward 12; Edwin M. Kaufman, Ward 12; Frederick Keyes, Ward 12; Francis X. Oram, Ward 12; Herbert W. Toombs, Ward 12; Richard H. Barnett, Ward 13; Peter J. Coan, Ward 13; Richard H. McKenna, Ward 13; Isadore Katz, Ward 14; Thomas J. Kelley, Jr., Ward 14; Harry Sher, Ward 14; Nathan Siegel, Ward 14; Edmund J. Simmons, Ward 14; LeRoy E. Whitaker, Ward 15; David P. Condon, Ward 16; William D. Creighton, Ward 16; Harold J. Gallagher, Ward 16; Harry Talbot Harland, Ward 16; Thomas J. Mulhern, Ward 16; Dennis J. Shea, Ward 16; Richard W. Shea, Ward 16; John Crosby, Ward 17; John J. Cummings, Ward 17; Samuel B. Harvey, Ward 17; Halbert E. Jackman, Ward 17; Frank J. Mahoney, Jr., Ward 17; Edward A. Weiner, Ward 17; James A. Williams, Ward 17; William H. Brown, Ward 18; Arthur P. Killion, Ward 18; George Lampro, Ward 18; George E. Wyman, Ward 18; Thomas J. Dolan, Ward 19; Robert Ellis, Ward 19; Karl F. John, Ward 19; James A. Leavy, Ward 19; Thomas C. Manning, Ward 19; Alexander P. McVarish, Ward 19; Thomas P. O'Connor, Ward 19; John T. Slattery, Ward 19; Edward J. Simonian, Ward 19; Cornelius J. Cadigan, Ward 20; George T. Roberts, Ward 20; Frederick C. Coyle, Ward 21; Daniel O. Driscoll, Ward 21; John F. Harvey, Ward 21; Edward H. Nelligan, Ward 21; John C. Nelson, Ward 21; George D. Tremblay, Ward 21; Patrick J. Britt, Ward 22; William J. Burke, Ward 22; Edward A. Monahan, Ward 22; Leonard F. Simeock, Ward 22; John G. Sweeney, Ward 22.

RECESS.

The Council voted at 3.40 p. m., by direction of President GALVIN, to take a recess subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 4.40 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on order (referred today) with reference to fuel deliveries to recipients of Dependent Aid, Aid to Dependent Children, and Old Age Assistance—recommending passage of accompanying new draft, viz.:

Ordered, That the Overseers of Public Welfare and Superintendent of Supplies be requested, through his Honor the Mayor, when making preparations for the year 1942 for the delivery of fuel to recipients of Dependent Aid, Aid to Dependent Children, and Old Age Assistance, to discontinue the practice of arranging for this distribution by contract and instead to permit these recipients to purchase this fuel from their local dealers, and that suitable provisions be made in regard to price charged and quality delivered.

Report accepted; order passed.

2. Report on report of Committee on Licenses re driveway license for Y. H. Realty Corporation—that license be granted.

The report was accepted and the question came on granting the license.

Coun. COFFEY—Mr. President, I listened with amusement here to the report of this committee. One statement has been made, maybe two statements to the effect that the committee should be congratulated. I think there is only one way to congratulate them. They have more guts than any committee I ever sat on in my four years' experience in the Legislature, and my year and two months here in the Council. They should be congratulated all right. Less than a week ago, talking to some members of the committee, I thought this thing was going to be kicked out the window. Statements were made to that effect that when this came up for consideration, they were going to kick hell out of it, peevish with the fact that the Board of Street Commissioners saw fit to grant the permit in the first place. Now, they come in with a new argument today that a certain agreement has been made with the City of Boston. Still, when we question the Corporation Counsel he admits that there is no agreement made. There cannot be an agreement made. It is a very poor excuse to try to get us to railroad this thing through the Council, one of the poorest I have ever heard, and I have been a witness to many of them here in the past year. It seems this piece of property is owned by the First National Bank. Many times in the past have I heard the statement made that the First National Bank runs the City of Boston and, by God, if it doesn't bear fruit in this particular item here. Here is the First National Bank owing taxes to the City of Boston since 1932, taxes amounting to approximately \$136,000. Then they want to come in here and get some sidewalk openings for a parking lot, so the First National can still continue to collect the money on this piece of property. And they go further. They bring in the Y H Realty Company, which is owned by some of those closely connected with the First National Bank, and in a deal between the First National Bank and the Court Square Parking Company they enter into an agreement with the City of Boston that they are going to turn over one half of the profits that are made by the letting of this piece of property out here in Court square to this Court Square Parking Company. Now I think I am right in stating that the Court Square Parking Company is nothing but the Y H Realty Company under another name, and their plan is this: To allow the First National Bank to collect \$6,000 to \$10,000 a year and also to allow this Court Square Parking Company which in my opinion is nothing but the Y H Realty Company also to collect a fee from that parking lot for the next God knows how many years. They propose at the same time to take out all expenses incurred, and then split with the City of Boston before they take any, according to an agreement, not with the City of Boston, but between the Court Square Parking Company and the mortgagee, who happens to be the First National Bank. Now you take a small taxpayer in the City of Boston. I have plenty of them in my ward. They will come in and ask for an abatement, and they cannot get it. They are not given any period of years before their home is foreclosed. The tax may amount to a measly \$80 or \$100, and still the City of Boston sees fit to go out and foreclose, and in foreclosing it they advertise in the papers, in the "City Record," to let everybody in the

immediate vicinity of that family know they are going to lose their house because they haven't a measly \$80 or \$100 to pay their taxes on it. But still this First National Bank can come up here and take control not only of the street Commissioners, but it seems as though they are going to take control of the great majority of the councilors here present. I for one am not going to stand for it. Even if I have to ask for an investigation to find out why it has taken from 1932 to the present year before the City of Boston finally decides to foreclose on this property. They were assessed, when Young's Hotel building was standing, for, I guess, \$711,000. Now, we every one of us know that the City of Boston is paying rent for their department heads who are quartered in buildings outside of city property. Everybody knows that the City of Boston could have foreclosed at any time from 1932 up to the present time and saved the City of Boston tens of thousands of dollars on rental for their department heads, for their Licensing Board and their Finance Commission quarters, and many others. But the city took no action, for one reason,—that the First National Bank owned that property. The last assessed value was over \$200,000. Some \$43,000 each year is supposed to be paid on that land alone. Still the city isn't collecting any money whatsoever, but the City of Boston is going to allow this plan to go through. There isn't any doubt they are going to railroad it through here,—we saw out in the executive chamber the way they are going to act on it, although I think in my heart the majority of the councilors who are here are opposed to it. But they are not going to vote that way. They are going to give the First National Bank and the Y H Realty Company a chance to collect some money while they still owe the City of Boston \$136,000 in back taxes. They are going to allow a phony outfit—and it is nothing else, this Court Square Parking Company—to come in here and earn a dollar on something that clearly belongs to the City of Boston. The city could take that land over any time—it is assessed for over \$200,000,—and sell it, and they could surely get \$1.00 a foot which would give them over \$200,000 in cash. Let the city, if they want to be honest and fair about these things, work it that way and don't let the First National Bank come in and collect some thousands of dollars while they still owe the City of Boston this money. I think this report ought not only to be tabled but killed outright. It smells to heaven.

Coun. D. F. SULLIVAN—I couldn't be consistent to my oath of office here and go along and vote to pass this order. I have been called on several times in the past year to go to the assessors' office and to go to the collector's office, for extensions on behalf of home properties of constituents, but you know, and every property owner knows, that no one can get an extension of time when there is a lien put on his house. I had a case today. I have had to call at the collector's office several times, and so did the person in question, to try and get a thirty days' extension so he could pay up the taxes due on his property for 1939. The lien goes on that piece of property March 15th. Thirty days is all they were asking, and when the thirty days were up, if they didn't have the money to pay, then the city could foreclose. Due to several trips of mine to the collector's office, I finally got them to agree to extend the time for thirty days. If we cannot go along and give these small home owners more consideration, how can we pass a thing such as this? Here the city has reached some kind of an agreement we may say for \$20,000 a year for three years,—\$60,000. We are not being consistent when we do this, where \$60,000 is involved, and refuse to give the small home owner a break. This agreement here says 50 per cent of the net income of this parking area, if they get the permit, goes for back taxes. Not one penny of the other 50 per cent that is going to the First National Bank and the corporation that is going to take over the parking lot, not one penny is going towards the present taxes. Now, how can we be consistent in passing an order such as this,—this order asking for these driveway openings? I could not be consistent and vote for this order because I have had to go unavailingly to the two offices that I have mentioned. I know we all have the interests of the city at heart, to get in all the money we can, but before you look for \$60,000, why can't the poor home

owner get a break? I hope, Mr. President, that this driveway opening does not pass.

Coun. FISH—Mr. President, I have been interested in home owners for just about the fourteen years that I and other members of my family have been in political life, and I say that today that if I voted against this order I would be inconsistent. We are going to get \$10,000 for this privilege of parking. This \$10,000 is in no way connected with the present taxes. It in no way affects the taxes that are overdue. If we do not grant it, it is just an additional \$10,000 that we will be turning away from the city, and I think in a small measure it would fall on the home owner, for every \$10,000 that we get is \$10,000 less that the home owner has to pay. I do not think that any councilor in this Body should listen to the loose talk that is going on here today when it is going to mean \$10,000 to this city if they have their way. I have given a full explanation of the committee meetings. Added to that, every member of this Council sat in executive and listened to the advice and to the explanation of the Corporation Counsel, and they learned that this in no way will interfere with the present taxes or any delinquent taxes that may be due.

Coun. GOTTLIEB—Mr. President, I think it would be only fair to the Corporation Counsel and to the members of this Body who have been accused in a sense of railroading through this order to put in the record the statement, as I remember it, of the Corporation Counsel, that no foreclosure could be made at this time on that parcel of property. That is a clear answer to the statement of the councilor from East Boston that, in view of the fact that the property is assessed, at least the land, in excess of \$200,000 why doesn't the city take it over now? Well, the Corporation Counsel has clearly stated that the city cannot take it over now for legal reasons which he explained very plainly. The only question that now faces the City Council is whether or not we can obtain some revenue for the future years that must go by before the city can exercise its right to properly and legally foreclose on this particular parcel of property. The councilor from Ward I stated that this whole thing in no way affects back taxes. I believe that also is incorrect; that the amount to be paid by virtue of this agreement by which the City of Boston will be a beneficiary will eventually cut down the amount due on back taxes, and will also be a present revenue to the City of Boston. I am sympathetic also to the plight of the small home owners. But what has this case got to do with the case of home owners? We want to get some money in for property which is non-productive. This is a non-productive parcel of land to which no other use can be put for at least two more years. I feel that this is an agreement whereby the city can gain a substantial revenue, and I feel we would be foolish to overlook an agreement of this nature which plainly gives to the City of Boston a revenue which the city sorely needs.

Coun. RUSSO—Mr. President, I am in accord with the previous speaker. He has practically brought out everything I had in mind. We all know,—I know myself, as one interested in the small home owner who owns his own home, what difficulties he has in order to keep that little home of his. But this is an entirely different picture. As a member of the committee, who has given thorough study to it before it was presented to this Council, I know that there is a case before the Land Court on this particular property; and the Corporation Counsel has stated to us today in executive, that his department cannot go ahead and foreclose, because it is awaiting the court decision, and the court is not hearing any more cases just now because they have a Land Court case by the name of, I believe, Barrett and some other case under consideration, and it will take two years before this present case can be heard by the Supreme Court of Massachusetts. Therefore, I feel that if this permit is not granted, it means a total loss to the City of Boston of practically \$20,000. I wish to remind the councilors that a permit for parking has been already granted, and that this is only for an opening wider than ten feet, because they could go ahead and do business right now with a ten-foot opening, without any obligation to the City of Boston. So therefore, having all these particulars in mind, I cannot help but vote for the passage of this order,

because it will mean an additional revenue to come into the treasury of the City of Boston.

Coun. SHATTUCK—Mr. President, if the city could proceed with this foreclosure in this tax lien at the present time, I would be absolutely opposed to this proposed license, but the fact is that the city cannot proceed with foreclosure at the present time. In some of the earlier years in which there was a tax delinquency on which foreclosure was sought, there were some alleged defects in procedure. Those alleged defects have been brought before the Supreme Court in another case, in which similar alleged defects have been claimed, and that case is now pending before that court. The Corporation Counsel tells us he sought to have this Young's Hotel case assigned in the Land Court for foreclosure in the last month but the court stated that they would not entertain foreclosure cases when this litigated question was involved, until the litigated question had been disposed of. As the case has not been heard by the court, and based on experience in other cases, it will probably take the court some time to make a decision, after it has been argued. The city, by granting this license and making it possible to earn some revenue on this property, is sharing in that revenue and is doing so without impairing any of its rights in the foreclosure, and without impairing any of its rights with respect to current taxes. This money will be so much in the till. It will be deducted, of course, from what is owed, but the amount already accumulated which is owed, plus any amount which will accumulate pending this decision, will, I think, undoubtedly be sufficient to hold the property so that in the end the city should not only have the property but have in addition this intermediate money which it will receive under this proposed license understanding. For that reason I am in favor of proceeding with the license.

Coun. HUTCHINSON—Mr. President, the councilor from Ward I stated that various councilors some time ago, a week or so ago, were against a permit for this opening. At that time we knew that the city could not enforce their right of foreclosure. We knew that these people who are asking for this permit through legal technicalities were preventing the city from getting the money rightfully due them. Then they came in and asked for a special privilege from the City Council. Why should they get a special privilege from the City Council when they are using every legal technical means to prevent the city from getting any revenue? When they saw the attitude of the Boston City Council they immediately wrote a trust so that the city would get one-half of the net profits from the parking space there. In other words, even if the city could not legally enforce their rights to collect the money, this company that was asking for the special privilege would make a trust to see that the city got one-half the net profits, and when they made that and brought it in to the City Council we saw that there was some revenue going to be given to the city and that it was not going to hurt our legal rights or rights of foreclosure. We knew we would have to wait probably two years before we would be able to foreclose, so we did the next best thing. A little is better than nothing at all, so the Boston City Council should vote for this thing and see that at least a little revenue comes into the city.

Coun. TAYLOR—Mr. President, I suppose the only function of the City Council is to pass upon or grant this license when there is an application for a sidewalk opening over ten feet. Customarily in the past, the City Council has never refused these openings unless there has been some very good reason, and so far as my recollection is concerned, during my term in the City Council, we have not refused any. I cannot see the great objection to this one at this particular time. I was rather amazed, although, on the other hand, I was not too surprised, to hear the distinguished councilor from Ward I attempt to tie up this administration with the First National Bank. I can readily see his reasons for it, and in my opinion the statement was only made to defame the present administration. It has no bearing on the case whatsoever, because the gentleman from Ward I must know the true facts. I know he knows the facts because they were given to him in this Council Chamber. I cannot see any reason why he should say that the First National Bank and the Y H Realty Corporation are one and the same. It is not so. The First National Bank holds a mortgage on that property, as it

holds a mortgage on many other thousands of parcels of property in the City of Boston, including parcels owned by small home owners. They have an interest to protect. Their mortgage is a small one. It is around \$43,000. The property is assessed for many hundreds of thousands of dollars, and there is no question in my mind, from a business viewpoint, that if the Supreme Court should decide against the City of Boston, claiming that the owner of the property does not owe any taxes, the First National Bank isn't going to allow the City of Boston to secure this property, but will pay the back taxes on it and protect their mortgage interest in the property, if the equity holders do not pay it. The First National Bank is a Massachusetts corporation. The Y H Realty is a Michigan corporation, having no connection here whatsoever, and the Court Square Parking Company is a Boston corporation that owns several parking lots in Boston, who are desirous of leasing this particular plot of ground for the purpose of running a parking station. So the facts have been laid clearly before this Council, and there is no reason for any tie up of the administration with the First National Bank. It is an absolute falsehood. There is absolutely no truth to it whatsoever. Of course, as Councilor Russo has pointed out, they can have a ten-foot opening in this sidewalk without any vote in the City Council. Cars can go through a ten-foot opening, and this particular agreement which has been drawn up will enable the City of Boston to get some revenue while this case is pending in the Supreme Court. They could operate this station, perhaps not so conveniently with a small opening as they could with a larger opening, but there would be nothing to prevent them doing it. Now I cannot see Councilor Sullivan's argument as to how it affects the small home owner. It is true that the small home owner, like any large home owner, is not given any extension for foreclosure on tax liens in the City of Boston. I regret that fact exceedingly. I would like to see not only the small home owner but the large property owners given a little more leeway to attempt to collect money to pay up back taxes, but the small home owner hasn't got the money and they do not carry their troubles up to the Supreme Court. They have not exercised the legal rights that exist in this particular case. If they did the same thing they could get foreclosure proceedings delayed as well as the Y H Realty Corporation. So in no sense at all can I see how it affects the small home owner. The people of Boston are clamoring for parking space. They say there is not enough room in Boston to park their cars when they come in here to do business. They are being driven off the streets of Boston by the Police Department today in their drive on cars that are parking illegally. There is a bill in the Legislature now for off-street parking so as to try to remedy that sort of thing. We should encourage at the present time these parking lots so people can come into Boston to do business, and we would perhaps in a small measure drive them away from Boston if we should deny this permit, in my opinion. During the three years I have been in the City Council we have never turned down any one parking permit, and just because the councilor from Ward 1 desires to tie up the administration to the First National Bank, for which there is not one iota of truth or cue iota of proof, I in my own conscience cannot see why that should be any deterrent to giving these people the sidewalk opening which they are seeking.

Coun. D. F. SULLIVAN—Mr. President, I have the greatest respect for the Licensing Committee and the Corporation Counsel. The only question in my mind is what is the city going to do for the present taxes if the ruling comes down favorable to the city from the Land Court? If this ruling comes down favorable from the Land Court which some have said would take two, three or four years, we are in the mean time giving them a license to go into business there and make money on the city, even if the city may make a few thousand dollars. Let us go into figures and say this parking lot takes in \$25,000 in one year. Figure \$5,000 for expenses. That leaves a balance of \$20,000. The net income to the city would be \$10,000. That according to the figures on the assessed value at the present date is not sufficient to cover even the present-day taxes. That is going toward back taxes. I asked the question in Executive Committee relative to the present-day taxes if this license

is granted. That is a question for the tax collector. Everyone knows the tax collector cannot step into this piece of property because it is in the Land Court.

Coun. TAYLOR—Will the councilor yield?

Coun. D. F. SULLIVAN—Yes.

Coun. TAYLOR—If the councilor thinks this license should not be granted and there is no parking space there, how would the city benefit by it?

Coun. D. F. SULLIVAN—I am not ready to go on record as being in favor of the city losing \$40,000 or \$60,000 which may be involved in this question. My question is this: I have gone, as I told you before, to the collector's office trying to have a home owner's taxes delayed before the lien was put on a house, and have that party given a little time. Here we are giving the First National Bank an opportunity to try to get their mortgage of \$43,000. If you owned a piece of property and the First National Bank had a mortgage on it and you couldn't meet your payments, they would foreclose on you right away. I am not giving the First National Bank or any large corporation any breaks whatsoever. They do not give the little man any breaks at all, and Mr. President, this \$10,000 will go back to them; \$10,000 goes to the city; \$10,000 will go to the Y H Realty or to the Court Square Parking Company and also be split up with the First National Bank. There is \$10,000 that they have coming in, and no agreement whatsoever to pay any portion of that \$10,000 toward present taxes. That was one of the reasons that it was my intention to try and get this thing laid over for one week until we went into that a little further. Here we were going to give them this permit for a term of two or three years so they can go out and make double what the city will make, and then if in a period of three or four years this ruling comes down favorable to the city, where will the city be? It will be owed \$100,000, because even what they will pay now will not pay present-day taxes and they are mounting up all the time. If my memory serves me correctly, there is some \$90,000-odd due the city from Young's Hotel, and this money added over a period of years will run over \$100,000. If the ruling comes back favorable, where is the city going to be? Are they going to start this procedure of foreclosing again and give them a couple of more years to mulet the city? And that, Mr. President, is the reason that I am asking that the order be laid on the table, and I hope now the order does not pass.

Coun. COFFEY—In answer to the councilor from Ward 13 who made the statement that some of the members of the committee were opposed to the granting of this permit, and as a result of that, that fact got to the First National Bank and in turn they came to the Council chamber, or I suppose the executive room, and entered into an agreement. That agreement he speaks of, I suppose, is the agreement that the chairman of the Licensing Committee brought out here and entered into the record, I think illegally, because the Corporation Counsel has said that there was an agreement between the Y H Realty and the First National Bank.

Coun. FISH—Will the councilor yield?

Coun. COFFEY—No. There was supposed to be an agreement between the Y H Realty Corporation and the First National Bank, but the City of Boston didn't enter into any agreement, although he did continue to say that the city might benefit by it. The proof of the First National Bank knowing that they are getting away with something is the fact that they came in here and offered to make an agreement with the Committee on Licenses. That is proof in itself that they know they have been getting away with something for the past nine years and God knows they will get away with it for many years to come. Now, having in view the fact that this decision by the Land Court may be rendered against the First National Bank, there is nothing to stop the First National Bank previous to the reaching of this agreement by the Land Court to sell this property. Then they can pay what they owe the city, and still be in, probably, \$100,000 or more themselves, although they have owed the City of Boston taxes for the last nine years. Now, in answer to the gentleman from Ward 12, he said there is no tie-up between the Mayor, the present administration, and the First National Bank. That tie-up was made three years ago previous to the last contest for Mayor. I think the same tie-up was made when the then District Attorney was candidate for Mayor and the

tie-up has taken place ever since, and will take place so long as the present administration is in power. I do not say that just because I happen to be at odds with the present administration. That is common talk all over the entire city. Now, nobody brought out the fact that while there was supposed to be \$25,000 of revenue taken in, that would be less the expense of lights, the expense for the privilege of the parking lot, the expense it will cost for the opening, and the expense for the workers there, and the expense of the Court Square Parking Company, which naturally will have to make a profit. Then after that is all taken out, there is supposed to be a split between the First National Bank and the City of Boston, although it is illegal for the city to enter into an agreement according to the Corporation Counsel. Nobody has mentioned the fact that included in that also is the fact they are going to take out the expense for the tearing down of Young's Hotel, and that is to be taken out of the first year's net profit to be made on that parking lot, and, as the chairman of the Committee on Licenses said, that will amount to a little over \$6,000. We don't know what that figure may be, so in the first year it is safe to assume that the City of Boston will get approximately nothing. Another question I would like to ask is this. The First National Bank is letting this property to a parking company to take over. Why should not the First National Bank take it over themselves? In that way the city could receive a larger income and we could take out expenses that the Court Square Parking Company was going to put in, which approximately will be \$6,000 or \$7,000 and maybe more before they get through. The figure they gave us was more than \$5,000. Now the councilor from Ward 5 said that foreclosure proceedings were entered in the Land Court about a month ago. There is a property that has owed taxes to Boston for nine years, and foreclosure proceedings were made about a month ago, which shows that the First National Bank is doing just about what they very well please under the present administration. Now, a word of praise was given here for the Board of Street Commissioners. I think they were congratulated for seeing that the City of Boston is going to get some income for this Young's Hotel property. I have a word of praise for them! Without a hearing to any of the abutters or to myself they have been granting permits in the last few months for the storage of six oil tanks in East Boston, and also for the storage of millions of gallons of gasoline. No notification was sent to the abutters nor was I notified. I was not notified about it until those tanks went up. That is my praise for the Board of Street Commissioners! Somebody else mentioned they are only interested in this because it is going to bring revenue to the City of Boston. Just let that one word remain,—revenue. Somebody brought out the fact that \$20,000 might be taken in taxes by the City of Boston. That figure is ridiculous, because according to a statement of the chairman of the Committee on Licenses the income will be \$24,000 minus operating expenses, and the split with the city after the First National gets their half,—the city will probably take in \$8,000 or \$9,000 less demolition cost for the first year.

Coun. RUSSO—Mr. President, I wish again to enlighten this Body. The councilor from Ward 1 has stated that the amount of expenses that are going to be incurred here are going to be deducted. At the committee meeting it was stated there at that time that the expenses that were going to be deducted from the gross income were just as stated in this particular agreement that has been entered into by these two parties. I think the councilor from Ward 1 states that the city has not entered into any agreement. So far as the opinion of the Law Department is concerned, he is quite right, but the Law Department has given its opinion that the City of Boston as benefactor can compel in equity enforcement of this agreement so that they get a revenue out of it. I would like to ask the councilor from Wards 1 and 9 whether or not we as councilors are going to tie up our own hands to spite our face when our nose itches? In other words, are we going to spite the City of Boston and the taxpayers of Boston by refusing to get a certain revenue into the treasury of the city? I say that is the wrong attitude. We have no control over this particular situation. It is the law that is holding the City of Boston back. It is not the City Council that is trying to hold back. Therefore, I say do not let us spite ourselves by refusing to get in some revenue to the city. The Lord only knows it is bad enough as

it is trying to get improvements in our various districts. If we refuse to get in a certain amount of revenue, how can we go out and face our own constituents, when we tell them that we cannot get certain little improvements that are necessary due to the fact that there is no money in the treasury? As I say, let us pass this bill.

Coun. CHASE—Mr. President, I have in other years consistently urged the foreclosure of the rights the city had under the tax title on Young's Hotel property. If I remember correctly, in my first year in the City Council, some three years ago, I couldn't quite understand why this corporation should be given the benefit of being allowed to hold onto the property when they were so far back in their taxes. At that time, there were many small property owners in my district and in the districts of other councilors here who were, as a result of cold-blooded foreclosures of mortgages, forced to give up their properties, the reason being that the high tax rate made it impossible for them to continue to pay the mortgage interest, principal and taxes. Now, I am firmly of the belief that we should have equality between the weak and the powerful. Every member of this Body realizes that any banking institution is a powerful institution, and everyone here realizes that small property owners cannot avail themselves of the legal facilities that these powerful banking institutions can avail themselves of. But that is not the fault of the City of Boston or the City Fathers. It just happens to be that there are laws in existence which enable one group to take advantage of certain technicalities and do not allow others to avail themselves of those same advantages. I am very sympathetic with the small property owners. I know of many dear friends of mine in my district who have lost their property and have been forced to give it up to the city, but that is beside the question. As I understand it, and I believe I understand it correctly, a prior administration under a different mayor, in attempting to avail themselves of a foreclosure procedure, in order to get that Young's Hotel property for the city, did so incorrectly, and the result was that the property owners are today legally within their rights, and taking advantage of legal technicalities. I do not blame onto the present administration something that a past administration has done. I know something of the law, and know that sometimes technicalities of the law will prolong a case so that years may go by before any final decision has been made. I realize that under the present proposition the City of Boston will be able to gather in some \$10,000 revenue. Realizing that the City of Boston may not be able to foreclose within a reasonable time because of the pending litigation, I feel, as one of the councilors expressed it, it would be for the benefit of the city as a whole to get part of it instead of losing it all. So, Mr. President, I shall vote for this permit simply because I believe that it will enable the City of Boston to secure some revenue, whereas if we didn't give the permit, that property would remain idle and the litigants would be in court for another two or three years, and the city would be without any revenue at all. But I say at this time that I hope the legal department of the City of Boston will be more successful in their legal proceedings when they do foreclose on this property, and will be most careful in any agreement they make so that the city, instead of being the one to lose by it, will gain by it.

Coun. FISH—I think we have competed with the Lease-Lend bill long enough today, and so they won't think we are trying to drive them off the front page of the papers, I now move the previous question.

The motion was declared carried.

Coun. Coffey doubted the vote, and asked for the yeas and nays.

The motion was lost, yeas 9, nays 10.

Yeas—Coun. Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutebinson, Langan, Taylor—9.

Nays—Coun. Carey, Chase, Coffey, Linehan, Russo, Scannell, Shattuck, D. F. Sullivan, M. H. Sullivan, Wickes—10.

Coun. LANGAN—I suppose, since the debate is not going to stop, that another version of what happened this afternoon in the executive session would not be amiss. I think the issues in this case are very simple. I don't know but what in this case there is much ado about nothing. On the one hand we have the question as to whether or not we are going to get any taxes for the next two years from this piece of property, while we

await the ruling of the Supreme Court. If we are not going to get any taxes, then nothing this Body can do is going to change that situation. The Supreme Court stands in our way and I, for one, must recognize the Supreme Court of the Commonwealth of Massachusetts in its interpretation of the law. If, however, there is any possibility of getting anything from this piece of property by any means, I am for it. I will do anything that any member of this Body can suggest to me that is reasonable on its face to prevent this license going through, but it doesn't appear to me to be a fair or just thing to argue back and forth about something that comes before this Council because someone doesn't want to see what is apparently obvious. We had the Corporation Counsel down here this afternoon, and he explained that to protect the city's interest a particular legal method was resorted to that would enable the city to get a certain percentage of the income from the land during the next two years, and the most important and most vital thing is that the city in doing so does not prejudice its rights that now stand before the Supreme Court. If at any time the Supreme Court should decide on the cases now pending before it that the City of Boston is justified in going ahead with foreclosure proceedings, it can do so. Now my point, gentlemen of the Council, is this: If you cannot point out some substitute method by which the city is going to get at least an equivalent right, then why not go forward on the basis of what we have got? I am willing to stay here arguing this bill all night if from it is going to come something constructive, something that is good for the taxpayers and for the good of the city, but I am intelligent enough to have looked through this particular order, to look through the background of it and find out whether it has justification. Mr. President, I have found nothing in all that has been said here this afternoon that would indicate what has been done by the members of the License Committee is anything but fair and just. What has been put forth to us as the interpretation of the law and what may be the Supreme Court's decision is non-existent at the present time. So I propose to vote on this until I am assured there is some other logical and reasonable method of arriving at a fair conclusion.

The previous question was moved by Coun. GOTTLIEB. The motion was carried. Coun. Coffey doubted the vote and asked for the yeas and nays. The motion was carried, yeas 11, nays 9, viz.:

Yeas—Coun. Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Langan, Lyons, Scannell, Taylor—11.

Nays—Coun. Carey, Chase, Coffey, Linehan, Russo, Shattuck, D. F. Sullivan, M. H. Sullivan, Wickes—9.

The question came on the granting of the license. Coun. COFFEY moved reconsideration of the vote just taken.

President GALVIN ruled that the motion to reconsider was out of order, and the question came on the granting of the license.

The license was declared granted. Coun. Coffey doubted the vote and asked for the yeas and nays. The roll was called, and the license was granted, yeas 17, nays 3.

Yeas—Coun. Chase, Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Langan, Linehan, Lyons, Russo, Scannell, Shattuck, M. H. Sullivan, Taylor—17.

Nays—Coun. Coffey, D. F. Sullivan, Wickes—3. Coun. COFFEY moved a reconsideration, which was declared lost. Coun. Coffey doubted the vote and asked for the yeas and nays. The motion to reconsider was lost, yeas 4, nays 14.

Yeas—Coun. Coffey, Langan, D. F. Sullivan, Wickes—4.

Nays—Coun. Carey, Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Lyons, Russo, Scannell, Shattuck, M. H. Sullivan, Taylor—14.

CONFIRMATION OF EXECUTIVE COMMITTEE APPOINTMENTS.

President GALVIN called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointments submitted by the Mayor, February 24, 1941, of Ralph F. Seretto and Julius Wilansky, to be Weighers of Coal; and Julius Wilansky to be a Weigher of Goods.

2. Action on appointment submitted by the Mayor, February 24, 1941, of Lawrence D. MacDougall, to be a Constable, without authority to serve civil process and to serve without bond.

The question came on confirmation of the appointments. Committee, Coun. M. H. Sullivan and Russo. Whole number of ballots, 17, yeas 16, no 1, and the appointments were confirmed.

PUBLIC HEARING BY BUDGET COMMITTEE.

Coun. GOTTLIEB—Mr. President, the Committee on Appropriations will conduct a public hearing on Wednesday, March 5, at 10.30 a. m., in this Council Chamber. Members of the public who are interested in any item of the 1941 budget, submitted by his Honor the Mayor, may attend and submit their recommendations to the committee at that time.

FORECAST OF TAX RATE FOR 1941.

Coun. SHATTUCK offered the following:

Ordered, That his Honor the Mayor be requested to furnish the City Council on or before Monday next, if possible, with a forecast of the tax rate for 1941 and of the revenue to be derived therefrom, with itemized estimates of revenue from sources other than real estate and personal property based on last year's receipts, and of the amount by which it is proposed to supplement revenue from taxes and departmental receipts by loans, in the event that the pending budget is adopted as recommended and that subsequent provision is made for snow removal and for the probable additional appropriations needed for Dependent Aid, Mothers' Aid, Old Age Assistance and Soldiers' Relief, and in the event that school appropriations are no larger than in 1940.

Coun. SHATTUCK—Mr. President, this is similar to the order that was passed by the Council last year, and in response to it the Mayor gave an estimate of what the tax rate would be, based on his budget recommendations, the School Committee budget, and so forth. It is necessary to make certain assumptions because the School Committee has not yet passed on its budget, and the state tax has not been absolutely fixed. Therefore, the amount recommended by the Governor, the receipts from income taxes, the metropolitan payments, and so forth, have not been absolutely fixed. But it would give us some idea of how we will come out if we pass the budget as recommended by the Mayor. That is the purpose of the order.

The order was passed under suspension of the rule.

EXCHANGE OF FOOD ORDERS FOR FOOD STAMPS.

Coun. LANGAN offered the following:

Ordered, That his Honor the Mayor be requested to confer with the Overseers of Public Welfare relative to the advisability of allowing welfare recipients to exchange food orders for food stamps.

Coun. LANGAN—Mr. President, under the present set-up a person who receives a welfare order from the Welfare Department, say, for the amount of \$2.00, must go to the store and get only the equivalent of his order in groceries. Under this order they could take that food order and go to the stamp department and get stamps to the amount of \$3.00 and the city would be no more out of pocket than if they had spent the original order in the grocery store. I feel that this would be of great importance not only to the Welfare Department but more especially to the welfare recipients who would receive an extra dollar in proportion to the money received.

The order was passed under suspension of the rule.

HOLIDAY FOR SCHOOL CHILDREN, MARCH 17.

Coun. SCANNELL and Coun. LINEHAN offered the following:

Ordered, That the School Committee be requested, through his Honor the Mayor, to grant a

holiday to children attending the Boston public schools on Evacuation Day, March 17.

Passed under suspension of the rule.

HOLIDAY, MARCH 17, FOR CITY EMPLOYEES.

Coun. SCANNELL and Coun. LINEHAN offered the following:

Ordered, That his Honor the Mayor be requested to instruct department heads to grant a holiday on Evacuation Day, March 17, to employees of the various city departments.

Passed under suspension of the rule.

ARC LIGHT, 25 BOSTON STREET, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light in front of 25 Boston street, Ward 7, near the first car stop coming from Andrew square.

Passed under suspension of the rule.

RESURFACING OF LENOX STREET.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement Lenox street, from Washington street to Tremont street, Ward 9; and be it further

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to reset the curb and resurface the sidewalks on said street.

Passed under suspension of the rule.

TRAFFIC SIGNALS, HAMMOND AND TREMONT STREETS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect traffic signals at the junction of Hammond street and Tremont street, known as Douglas square, Ward 9.

Passed under suspension of the rule.

SURVEY OF ROXBURY CROSSING SECTION WITH VIEW TO UNDERPASS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Transit Commission be requested, through his Honor the Mayor, to make a survey of the Roxbury crossing section of Ward 9 to determine the advisability of constructing an underpass or a subway in said section.

Passed under suspension of the rule.

REASONS FOR NON-ADMISSION, MISSION HILL HOUSING PROJECT.

Coun. CAREY offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to immediately notify all persons whose applications for apartments in the Mission Hill housing unit have been definitely disapproved, stating the reasons therefor.

Coun. CAREY—Mr. President, very briefly I would like to say the purpose of that order is to clear up a lot of concern that is present not only in Mission Hill but in other sections of the city. The first families moved into the Mission Hill housing project last Saturday. There are great numbers in the district who are still wondering what action has been taken on their application. In a great number of cases they even had one investigation and in numerous cases applicants have been visited at least twice. I think it is fair that in all cases where applications have definitely been disapproved that the Housing Authority adopt the practice of

notifying applicants at the earliest possible moment, and at the same time given the reasons therefor.

The order was passed under suspension of the rule.

FURTHER AID TO OLD AGE ASSISTANCE RECIPIENTS.

Coun. M. H. SULLIVAN and Coun. HUTCHINSON offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of legislation providing free false teeth, eye glasses and medicine for recipients of old age assistance.

Coun. M. H. SULLIVAN—Mr. President, there is pending before the Legislature at the present time, and hearings were held by the Committee on Public Welfare last week on bills which provide for the providing of money for the furnishing of false teeth, eyeglasses and such similar things to recipients of old age assistance. I know that with the pittance received each month, they would be unable to provide such things for themselves, involving such extraordinary costs.

The order was passed under suspension of the rule.

PAYMENT OF VACATION MONEY TO DRAFTEES.

Coun. HURLEY offered the following:

Ordered, That his Honor the Mayor be requested to instruct the legislative agent of the City of Boston to petition for legislation which will make possible the payment of vacation money to all employees of the City of Boston who would be entitled to this vacation pay if their service in the City of Boston employ was not interrupted by being called to military service in the United States Army.

Passed under suspension of the rule.

ATTRACTING OF TOURISTS TO CITY.

Coun. CHASE offered the following:

Ordered, That Director of Public Celebrations and Conventions be requested to consult with the Boston Chamber of Commerce and civic organizations with a view to conceiving a plan of attracting tourist business to the City of Boston; and be it further

Ordered, That the Director consider the advisability of advertising in national organs of publicity the ideal historic City of Boston for vacationists and tourists.

Coun. CHASE—Mr. President, the world is faced, especially the United States is faced, with a very unusual situation this year because of the World War which is preventing American tourists from visiting European countries. America is a land of vacationists, and the American public is known for its desire to tour historical places. In view of the fact that these American tourists and vacationists cannot go to Europe, and in view of the fact that they will have to find other places this year to spend their vacations in, I believe and I am convinced that the business people of Boston and the City of Boston would benefit tremendously if we were to embark upon an advertising campaign throughout the nation, informing people of other states of the desirability of the historical City of Boston and the remarkable State of Massachusetts of which Boston is the capital. We have every facility for wonderful vacations for any citizen of any state in the Union. We have beaches and historical spots. We have everything that man desires and I am convinced that Boston could take in millions of dollars from tourists and vacationists this year who under normal circumstances would go to Europe. Boston would benefit to a certain extent because of this European situation. If we were to advertise the great facilities that we have in this historical metropolitan Boston, I am sure we would benefit threefold. I say if the city director was authorized by his Honor the Mayor to embark upon some sort of an advertising program the city would materially benefit.

Coun. COFFEY—Talking on the order, I think it is a very important order, and for the sake of keeping the boys a little longer because of their shutting off debate, I will talk on it for a few minutes.

Coun. FISHER—Does the councilor yield?

Coun. COFFEY—No, I refuse to yield. I think this is a very important order, and I think the city director should be asked by the Mayor of Boston to go into an extensive advertising program. We should bring the people from these other states over to historic Boston, as the genial councilor from Ward 4 states. We might get him to advertise some of the beaches we have in East Boston. We could bring them out to Condor street and they could take a dive in and get stuck in the mud about two feet. You could take them around to the East Boston Land Company and show them where there are ten million gallons of gasoline stored, and all the oil that comes in from the harbor and the refuse that comes into our bathing beaches in East Boston. It would be a nice sight to have those visitors come to greater Boston, or historic Boston, and allow me, the councilor from the district, to take them through my section of East Boston and show them the beautiful beaches we have there. Let them go out to Wood Island and see the beautiful beach, naturally one of the finest beaches in the entire country, and I can show them when the East Boston harbor was built, how oil and gasoline that is thrown out in the harbor from the airport comes right over onto that beautiful beach we have at Wood Island. I might show them all the broken bottles we have there every year, and although an order is placed in the Council intended to clean up the Wood Island section, nothing is ever done about it. Then we should call attention to the

fact that they have just got permits for the erection of six more oil tanks in East Boston along the waterfront—although a few years ago Boston was going to take over some of the wharfage along Border street waterfront and turn it into a swimming pool. It is a natural bathing beach, and if they just tore down the wharves, it would be a natural beach for the people of East Boston. I would like to take the visitors through the beaches and show them these new tanks that went up. Seeing that the hour is getting late, I realize that the boys want to go home. But they shut debate off, and I will keep the floor for a few more minutes. Then taking them to some of the historic points in East Boston, I can show them the beautiful garage there—

(During the above Coun. Langan interrupted several times, but Coun. Coffey refused to yield.)

Coun. LANGAN—Mr. President, is there a quorum here? I doubt the presence of a quorum.

Coun. COFFEY—No, and I was going to doubt that before we adjourned.

Coun. LANGAN—Will the President ascertain the presence of a quorum?

On roll call, ten councilors were present, and the President declared the meeting adjourned at 6.14 p. m., to meet on Monday, March 10, 1941, at 2 p. m.

Adjourned at 6.14 p. m., to meet on Monday March 10, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, March 10, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly, Langan and Ward.

The meeting was opened with the salute to the Flag.

SALE OF EQUIPMENT, NORTH FERRY.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

To the City Council.

Gentlemen,—I am informed by the Commissioner of Public Works that at both ends of the abandoned North Ferry are steel bridges, gallowes frames and appurtenances no longer of any use to the city. There is little question of the hazards entailed in the condition now existing at these piers, and I am in agreement with the opinion of the Commissioner of Public Works that this abandoned equipment should be dismantled and hauled away.

In view of the fact that this material is needed for no other city purpose, I believe it should be sold and I therefore recommend the passage of the accompanying order for the sale of this equipment at an upset price of \$1,200.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At the present time, at the Boston and East Boston piers of the abandoned North Ferry, there are located two steel ferry bridges, gallowes frames and appurtenances that were formerly used in connection with the operation of the North Ferry system.

They are a potential hazard to the children of the districts referred to, are of no use to the department, and, in my opinion, therefore, it would

be to the best interests of the city to dispose of them as soon as possible. The value of the two bridges, the gallowes frames and appurtenances has been estimated at \$1,712, taking into consideration the cost of labor and equipment necessary to dismantle them and haul them away.

I respectfully recommend that the inclosed order be forwarded to the City Council, requesting the approval of that Body to the disposition of the above-referenced structures, in accordance with the provisions of said order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Ordered, That the Commissioner of Public Works be, and hereby is, authorized to sell, at public auction, at an upset price of twelve hundred dollars (\$1,200), the two ferry bridges, gallowes frames and appurtenances that are located at the site of the abandoned North Ferry piers on the Boston side at the foot of Battery street and on the East Boston side at the foot of Border street. Referred to Executive Committee.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:

Weighter of Goods: George B. Goslin, 86 Francis street, Roxbury.

Laid over a week under the law.

ESTIMATED PAYMENTS AND RECEIPTS,
1941.

The following was received:

City of Boston,
Office of the Mayor, March 6, 1941.
To the City Council.

Gentlemen,—I am in receipt of your order of March 3, 1941, requesting me to furnish a statement of the receipts and appropriations for 1941 and a forecast of the probable tax rate, and I submit herewith in response a table prepared by the financial officers of the city.

But very few of the factors that enter into the determination of the tax rate are fixed at the present time and for that reason I do not consider it advisable to make any forecast.

Respectfully,
MAURICE J. TOBIN, Mayor.

COMPARATIVE ESTIMATE OF PAYMENTS AND RECEIPTS.

	1940 (Actual.)	1941 (Estimated.)
CHARGES.		
City Departments:		
Welfare and Relief.....	\$15,116,977 32	\$13,621,147 43
Snow Removal.....	1,100,000 00	500,000 00
All Other.....	25,145,673 94	24,969,710 68
County Departments.....	3,638,862 32	3,656,523 71
School Department.....	16,482,113 35	16,400,000 00
Debt Service Charges.....	10,194,277 69	10,781,101 86
Pension Accumulation Fund.....	2,078,786 00	2,150,000 00
Summer Traffic Tunnel Deficit.....	365,045 61	305,525 23
Governor Square Subway Deficit.....	114,194 38	114,200 00
State Tax.....	3,821,760 00	3,657,400 00
Miscellaneous State Assessments.....	25,421 73	50,000 00
Metropolitan District Assessments.....	1,201,378 05	930,000 00
Elevated Deficit.....	1,826,240 98	1,674,000 00
Total Charges.....	\$81,110,731 37	\$78,809,608 91
CREDITS.		
Departmental Revenues.....	\$9,075,000 00	\$8,700,000 00
School Surplus and Income.....	1,020,541 88	1,100,000 00
Motor Vehicle Excise Tax.....	875,000 00	984,000 00
Poll Tax.....	501,546 00	501,546 00
Corporation Taxes.....	888,097 52	1,025,410 84
Income Tax.....	3,559,841 24	3,559,118 40
State Highway Fund Distribution.....	2,064,729 87	1,918,600 00
Traffic Tunnel Reimbursement.....	50,000 00	50,000 00
Tax Title Interest Refund.....	65,966 11	62,500 00
Reimbursement on account of State-Owned Land.....	53,864 72	53,864 72
1939 State Tax Overestimates.....	190,952 91	3,273 16
Municipal Relief Loan.....	4,862,000 00	3,510,000 00
Total Credits.....	\$23,207,540 25	\$21,468,313 12
Net Charges.....	\$57,903,191 12	\$57,341,295 79

BILL RE COSTS OF FIRE PREVENTION
DIVISION.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.
To the City Council.
Gentlemen,—I transmit herewith communication from the Corporation Counsel relative to your order of February 24, 1941, concerning the drafting a bill for presentation to the Legislature which will provide that insurance companies dealing in fire insurance be compelled to assume one half of the cost of maintaining the Fire Prevention Division of the Boston Fire Department.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, March 1, 1941.
Mr. William T. Doyle,
Chief Clerk, Office of the Mayor.
Dear Sir,—I am answering your communication of February 27, 1941, enclosing the following vote adopted by the City Council on February 24, 1941:

"Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draft a bill for presentation to the Legislature which will provide that insurance companies dealing in fire insurance be compelled to assume one half of the cost of maintaining the Fire Prevention Division of the Boston Fire Department."

I wish to advise you that the last day for filing in due course petitions for legislation in the current sitting of the General Court was Saturday, January 11. Of course, that date has long since gone by and no further petitions for legislation may now be filed as a matter of right by a municipality.

In view of the foregoing situation and of the grave doubt which exists as to whether the Legislature has the power to compel fire insurance companies or other companies to contribute to the cost of maintaining a fire prevention division of a municipal fire department, I shall await further advices in the foregoing connection.

Yours very truly,
ROBERT CUTLER,
Corporation Counsel.

Placed on file.

PRESIDENT'S CONFERENCE CARS.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the president and general manager of the Boston Elevated Railway relative to your order of February 24, 1941, concerning the advisability of placing three of the new so-called "President's Conference Cars" on each of the following lines: Dedham line, Hyde Park line, Cummins Highway line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
March 4, 1941.
Mr. William T. Doyle,
Chief Clerk, Office of the Mayor.

Dear Sir,—In reply to your letter of February 27, I would say that the twenty "President's Conference Committee" cars are being placed in service on the Newton-Brighton-Watertown line operating between Watertown Station and Park Street Subway Station, this being the most heavily traveled line with single cars through the subway.

Dividing a few cars on several lines would not give us the benefit of the efficiency of these new cars.

The trustees do not believe it feasible to comply with the request of the City Council that three of these cars be assigned to each of the Dedham, Hyde Park and Cummins Highway lines.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

LIGHTING BUTLER STREET,
DORCHESTER.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning the making of a survey in regard to the lighting conditions on Butler street, Dorchester, at the entrance to the Elevated Station, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the following order that was passed in the City Council on January 13, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey in regards to the lighting conditions on Butler street, Dorchester, at the entrance to the Elevated Station, Ward 17."

I shall make immediate arrangements to comply with the provisions of the above-referenced order and shall make further arrangements to improve the existing lighting conditions, if it is determined, upon the completion of the survey, that such action is necessary.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING NORWELL STREET, WARD
17.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning the resurfacing of Norwell street, Ward 17, under the W. P. A. plan of construction.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the following order that was passed in the City Council on January 13, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Norwell street, Ward 17, under the W. P. A. plan of construction."

I shall have an examination made of the above-referenced street in order to determine the necessity of complying with the provisions of the order during the current year.

In the event that it is determined, as a result of the examination referred to, that the street should be resurfaced, I assure you that I shall make arrangements to have a project submitted to the W. P. A. authorities providing for the necessary resurfacing work.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING WHITFIELD STREET,
WARD 17.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning

the resurfacing of Whitfield street, Ward 17, under the W. P. A. plan of construction.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 13, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Whitfield street, Ward 17, under the W. P. A. plan of construction."

If the department engineers determine that it is necessary to resurface the above-referenced street, you may be assured that a project will be submitted to the W. P. A. authorities providing for the necessary construction work.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

FLOOD LIGHT, ARMY BASE ENTRANCE.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning the installation of a flood light at the entrance to the Army Base on Summer Street Extension.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 13, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install a flood light at the entrance to the Army Base on Summer Street Extension."

In connection with the lighting of streets, the department does not install flood lights. Arrangements will be made, however, to increase the candle power of the existing street light that is located at the above-referenced location, or to install an additional standard type of street light in order to provide adequate lighting facilities at this location.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**RESURFACING VICTOR STREET,
WARD 13.**

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning the resurfacing of Victor street, Ward 13, and install sidewalks thereon, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 13, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Victor street, Ward 13, and install sidewalks thereon, as a W. P. A. project."

A project providing for the resurfacing of the above-referenced street in the current year will be forwarded to the W. P. A. authorities for approval, assuming, of course, that the department engineers find it necessary to effect the resurfacing work referred to above.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**LIGHT, BIRD AND VIRGINIA STREETS,
WARD 13.**

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of January 13, 1941, concerning the installation of an electric street light near the junction of Bird and Virginia streets, Dorchester, in Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on January 13, 1941.

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install an electric street light near the junction of Bird and Virginia streets, Dorchester, in Ward 13."

Arrangements will be made to improve the street lighting facilities at the above-referenced intersection, if the results of a survey determine that such action is necessary.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

STAIRS, JOHNWOOD ROAD, WARD 19.

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 24, 1941, concerning the repairing of the stairs on Johnwood road, Ward 19.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 24, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to repair the stairs on Johnwood road, Ward 19."

A project is being prepared, for submission to the W. P. A. authorities, providing for the repairs to the stairway referred to in the above-referenced order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**SEWERAGE SYSTEM, THOMPSON
STREET, HYDE PARK.**

The following was received:

City of Boston,
Office of the Mayor, March 10, 1941.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of February 24, 1941, concerning the

construction of a proper sewerage system under the W. P. A. plan of construction for the residents of Thompson street in Hyde Park.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 24, 1941:

"Ordered, That the Mayor of Boston require the Commissioner of Public Works to construct a proper sewerage system under the W. P. A. plan of construction for the residents of Thompson street in Hyde Park."

A study will be made in the near future by the engineers of the Sewer Division of the department in connection with the above-referenced order.

You may be assured that every effort will be made to provide proper sewerage facilities in the above-mentioned location.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

George W. Brooks, for compensation for damage to car caused by an alleged defect in Bennington street, East Boston.

Colonial Wood Heel Company, to be reimbursed for tax paid under protest.

Edward A. Cummings, to be reimbursed for accident which occurred while in performance of duty.

Morris Freedman, to be reimbursed for clothes which were destroyed by fire.

Agnes Gray, for compensation for injuries caused by an alleged defect at 2042 Centre street.

John J. Gueli, to be reimbursed for clothes destroyed by fire.

Teresa E. LaBomhard, for compensation for injuries caused by an alleged defect in Church green.

William J. Lyon, to be reimbursed as result of accident which occurred while in performance of duty.

Joseph Mancuso, to be reimbursed for clothes which were destroyed by fire.

Marie McIntyre and Ann Flannery, for compensation for injuries caused by ice falling from roof.

Helen R. Mercier, for compensation for injuries caused by an alleged defect at 1891 Columbus avenue.

Gertrude M. Mueller, for compensation for injuries and damage to clothing caused by an alleged defect at 28 Downer avenue.

Guy H. Northrop, for compensation for damage to car caused by snow falling from roof.

Charles H. Reilly, for compensation for injuries caused by an alleged defect at 37 Beach street.

Achille Risti, to be reimbursed for clothes which were destroyed by fire.

Alfred J. Torpey, to be reimbursed as result of accident which occurred while in performance of duty.

Samuel Waxman, for compensation for injuries caused by an alleged defect at 1891 Columbus avenue.

Ephraim Wise, for compensation for damage to property at 12 Rochester street, caused by defective water main.

Michael A. Woodford, to be reimbursed for clothes which were destroyed by fire.

Executive.

Petition of Skating Club of Boston for children to appear at Skating Club Hall, March 20-23.

Committee on Licenses.

Petition of Oakdale Community Garage Bus Line to operate motor vehicles from Dedham and Boston line on Washington street over Washington street to Columbus avenue and over Columbus avenue to and over Stuart street to and over Broadway to the B. & W. terminal.

BUS SERVICE TO SANATORIUM.

Coun. GOODE and WICKES offered the following:

Ordered, That the Trustees of the Boston Elevated be requested to arrange the schedule of bus service on the River street line so that buses will be available to visitors of the Boston Sanatorium during the visiting hours—two-thirty to three-thirty in the afternoon and six to seven in the evening.

Coun. GOODE—Mr. President, some time ago in conjunction with the councilor from Ward 17 (Coun. Wickes), I introduced an order into this Body to have a shelter erected in the vicinity of the Boston Sanatorium, so that those visiting patients in that institution might have the benefit of its protection. I understand that the Trustees of the Boston Elevated are considering the question at the present time. In the meantime, I have received requests that the bus service schedule be made to fit in with the visiting hours at the hospital, which would mean that the bus service would be increased at the hours when it is needed in that respect. I trust, therefore, that the Boston Elevated will see that there is increased bus service at those particular hours. I hope the order will receive the favorable action of this Body.

The order was passed under suspension of the rule.

EMPLOYMENT OF W. P. A. WORKERS ON DEFENSE.

Coun. CAREY offered the following:

Ordered, That his Honor the Mayor be requested to confer with the proper Federal officials both here and in Washington with a view to devising some plan that will provide employment on defense work for those being discharged from W. P. A. projects due to lack of funds or quota reductions.

Coun. CAREY—Mr. President, during the past few months the Federal government has appropriated billions of dollars for defense purposes, and as a result thousands of men and some women have secured employment at very high wages. With these many billions being spent for defense there has been a very pronounced reduction in the allowance for W. P. A., with the result that at the present time a quota cut is being effected that is working severe hardship on many who can ill afford it. I am heartily in favor of the expenditures that are being made for adequate national defense, but it is a pity that more citizens cannot benefit from it. It is pathetic to see fathers of families who have been on W. P. A. for three or four years discharged and unable to get the \$13.20 weekly for W. P. A. laborers, while so many are getting \$50, \$80 and \$150 a week on defense work. At the same time, these others who have been employed on W. P. A. and who have received as laborers as little as \$13.20 a week are now being forced to give up such employment. I trust that the Mayor will have a conference with the proper Federal officials and that, if possible, it will be taken up with the President of the United States, to see if this situation cannot be remedied, if some arrangement cannot be made whereby there can be a continuance of the W. P. A. work. As I say, I am heartily in favor of the defense work that is being carried on, but I also believe that these people who have been depending on W. P. A. should be given an opportunity to continue such work.

The order was passed under suspension of the rule.

LEVELING OF BLUE HILL AVENUE RESERVATION.

Coun. GOTTLIEB and GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to confer with the Manager of the Boston Elevated Railway relative to the leveling of the Elevated reservation from American Legion Highway to Mattapan square in order that uniform safety zones may be established on Blue Hill avenue.

Coun. GOTTLIEB—Mr. President, during the past year the construction of the new double-barreled highway from Seaver street and Blue Hill avenue to the American Legion Highway and Blue

Hill avenue was started. Part of that work has been done, the section from approximately a point near McClellan street to the American Legion Highway having been finished. I offer this order so that Blue Hill avenue from Seaver street to Mattapan square may have uniform safety zones provided for pedestrians, so that those crossing the boulevard may be assured of safety in close proximity to the car line. At present, there is no place at all for pedestrians to wait, when they are getting off or getting on to cars, for the passing of automobiles. I think the greater number of accidents that have occurred in that section during the last few years have resulted from the condition of that reservation, which is a raised reservation with very inadequate lighting and with no safety zones, extending now from American Legion Highway to Mattapan square. The condition has been remedied at Mattapan square, but it has not been remedied for the rest of the distance from the American Legion Highway to the square. If this proposed leveling of the Elevated reservation is carried out, and uniform safety zones are established on Blue Hill avenue, there will be protection to pedestrians and to those using the Elevated service that they do not now have. When you are getting on or alighting from the cars on Blue Hill avenue at the regularly designated car stops, you find it exceedingly difficult to avoid automobiles, and it is difficult for those driving automobiles at times to distinguish the pedestrians. I realize that from driving at times on the avenue myself. It results in these accidents, many of them fatal. With the leveling of the Elevated reservation that is proposed and the establishment of uniform safety zones, the present trouble will be avoided. I have talked with the Commissioner of Public Works on this matter, and he agrees with me that there might be a better lighting system for that area. I feel strongly that if a project of this nature was started at the present time there would be a considerable saving of human life in that section of Dorchester. I trust that the order will pass.

The order was passed under suspension of the rule.

SALE OF CHESTNUT HILL AVENUE LAND.

President GALVIN called up, under unfinished business, No. 2 on the calendar, viz.:

2. Order authorizing the sale at public auction at an upset price of 35 cents a square foot of about 31,000 square feet of land on Chestnut Hill avenue, being a portion of the large tract of land formerly used as a district yard by the Public Works Department.

On February 24, 1941, the foregoing order was read once and passed, yeas 17, nays 1.

The question came on the second reading and final passage of the order.

The order was given its final reading and passage, yeas 15, nays 3:

Yeas—Coun. Carey, Chase, Englert, Fish, Galvin, Goode, Gottlieb, Hutchinson, Linehan, Lyons, Russo, Scannell, Shattuck, D. F. Sullivan, Taylor, 15.

Nays—Coun. Coffey, M. H. Sullivan, Wickes—3.

Coun. COFFEY—Mr. President, I ask for reconsideration of the action on that order. I am glad to see the councilor from Brighton (Coun. M. H. Sullivan) opposing the sale of this land. I opposed it two weeks ago, when it came up and had its first passage. I object to 31,000 square feet of land on Chestnut Hill avenue, land in a very valuable section, being sold at an upset price of 35 cents a square foot. My sole purpose in opposing it is that this is a piece of land in a very busy section of Brighton, and I think there should be a starting upset price of at least a dollar a foot. I ask the councilor from Brighton if he does not feel that that is so?

Coun. M. H. SULLIVAN—Mr. President, I am quite confident that when an auction is had on this land it will be found that the price obtained will be very much more than the upset price here suggested. While it is true that the upset price is here put at 35 cents a square foot, and while I think the upset price should be higher than 35 cents, there is no doubt that the price obtained will be very much higher because this is one of the best sites in Brighton. It does not happen to be in my ward, incidentally.

Reconsideration was declared lost. Coun. Coffey doubted the vote and asked for the yeas and nays.

The motion to reconsider was lost, yeas 7, nays 9:

Yeas—Coun. Chase, Coffey, Hutchinson, Linehan, D. F. Sullivan, M. H. Sullivan, Wickes—7.

Nays—Coun. Carey, Englert, Fish, Galvin, Gottlieb, Lyons, Russo, Shattuck, Taylor—9

EXPENSES OF BOARD OF SPECIAL COMMISSIONERS ON REPRESENTATIVE DISTRICTS.

President GALVIN called up assignment No. 3 on the calendar, viz.:

3. Ordered, That the sum of five hundred dollars be, and hereby is, appropriated to meet the expenses of the Board of Special Commissioners on Representative Districts in the County of Suffolk through November 30, 1940, as certified by the State Treasurer under the provisions of section 2 of chapter 467 of the Acts of 1939; said sum to be charged to the Contingent Fund.

Coun. COFFEY—Mr. President, when this order came in a few weeks ago, I had very serious doubts. This is an order calling for the payment of \$500 to the Board of Special Commissioners on Representative Districts in the County of Suffolk. I also felt that the Commissioners representing the Democratic party had sold the Democratic party out in this particular case. For instance, my ward, with a population of 25,000, some years ago had four Representatives. The representation was cut down ten years ago to three, and last year it was cut down to two. So that is what has been done to my district. Then, in Roxbury the wards have been cut down from two to one, showing what has been done not only to East Boston but to Roxbury, while in the Back Bay they are still allowed to elect their two Representatives. I trust that this order will not be passed.

Coun. TAYLOR—Mr. President, I fully agree with the Councilor from Ward 1 (Coun. Coffey) with respect to the actions of this particular commission in gerrymandering the City of Boston. But I have learned, whether we pass the order or not, that the city must pay the bill. The state has charged it to the City of Boston, and Boston must pay this portion of the bill. Therefore, we cannot avoid it. If I thought for one moment that we could sting the state in this particular instance, I would vote accordingly because of the way they have treated the City of Boston. But I understand that we will have to foot the bill, anyway. If it is referred to the Executive Committee, however, we can obtain some further information upon it. I would move, therefore, that it be referred to the Executive Committee.

Coun. CAREY—Mr. President, if it goes to the Executive Committee, I would ask that the City Auditor be sent for.

The order was referred to the Executive Committee.

RESURFACING OF STILLMAN STREET.

Coun. RUSSO offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving Stillman street, Ward 3.

Passed under suspension of the rule.

EXEMPTION OF DOCTORS FROM TAGGING.

Coun. RUSSO offered the following:

Ordered, That the Police Commissioner be requested to instruct all members of his department to refrain from placing tags for parking violation on the cars of doctors bearing the insignia of the medical profession.

Coun. RUSSO—Mr. President, during the last week or so I have had two complaints from doctors who are residents of the City of Boston and practicing in this city in regard to this matter. I do not believe it is proper or fair that the Police Commissioner should instruct the officers who are engaged in this tagging campaign to tag cars

that belong to doctors who are engaged in their profession. The officers certainly know doctors' cars. I can realize that a doctor must have his car handy, and we cannot expect him to place his car in a garage. He holds a responsibility for the lives of people in this city, and he must be ready at any time to go to any place, getting there in the most expeditious way and parking at a handy spot. With all these facts in mind, I believe that all doctors' cars should be allowed to stand on the streets of the city without being molested or tagged. I trust, therefore, that this order will pass.

The order was passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor, March 3, 1941, of George Lee, L. C. Mullin, M. Passalacqua, to be Weighers of Coal; and Chester A. Clark, James F. Nee, Robert J. Carmichael, Charles F. Barry to be Weighers of Goods.

The question came on confirmation. Committee, Coun. Wickes and Chase. Whole number of ballots 14, yes 13, no 1, and the appointments were confirmed.

PHYSICIAN AT EAST BOSTON RELIEF STATION.

Coun. COFFEY offered the following:

Ordered, That his Honor the Mayor request the trustees of the Boston City Hospital to place a competent physician in the East Boston Relief Station in place of the interne now there.

Coun. COFFEY—Mr. President, this order is along the line of others I have introduced and spoken on in the past year. You all know the situation in which we are placed in East Boston in the matter of medical relief. At the present time, at the East Boston Relief Station we have an interne in charge. A young girl six years old suffered an accident as a result of which she lost a part of her chin. She was taken to the East Boston Relief Station, and as a result of the way that the skin was sewn up she will be disfigured for the rest of her life. I think that we should at least have in that Relief Station a competent physician in place of the interne now there. They have compelled us to get along on an eight-hour basis and have been subjecting us to other disabilities in connection with that Relief Station, but they should at least have there during those eight hours a competent physician and not the butcher who is now there.

The order was passed under suspension of the rule.

RACING SUPERVISION.

Coun. SCANNELL offered the following:

Ordered, That the Massachusetts Legislature, through his Honor the Mayor, be requested to amend the law relative to racing in this Commonwealth, so that the District Attorney of Suffolk County and the Attorney General of the Commonwealth be authorized to each employ two men whose duties shall be to keep constant daily vigilance over racing in order that no crooked racing or racing scandals may occur in this state, said employees to be paid by the race tracks at the rate of fifty to one hundred dollars per day.

Passed under suspension of the rule.

ROPING OFF STREETS, MARCH 17TH.

Coun. LINEHAN and SCANNELL offered the following:

Ordered, That the City Messenger be, and he hereby is, authorized to rope off the streets wherever necessary, along the route of the Evacuation Day parade, March 17th, in South Boston, the expense incident thereto to be charged to the appropriation for City Council, Flags, Ropes and Stakes.

Passed under suspension of the rule

CLEANING OF STREET FOR MARCH 17 PARADE.

Coun. LINEHAN and SCANNELL offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to arrange for the cleaning of all streets along the route of the Evacuation Day parade, March 17th, in South Boston.

Passed under suspension of the rule.

RE-SANDING OF SOUTH BOSTON BEACHES.

Coun. LINEHAN and SCANNELL offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to make arrangements for the re-sanding of the various beaches in South Boston.

Coun. LINEHAN—Mr. President, on the first two orders, dealing with the Evacuation Day parade, there is nothing further to be said except that I do wish to extend an invitation to all the councilors to come over to South Boston a week from today. But, speaking to the last order, dealing with sand, I would like to incorporate in the minutes an item quoted in one of Boston's papers, from Portland, Maine. This item reads as follows:

"English sand for Portland's beach. Portland, Me., March 5. Sand brought from England as ballast in ships coming here to load will be used to improve a Portland municipal bathing beach next summer. The City Council today authorized removal of one thousand tons of sand from wharves to the beach."

I sincerely hope that the Mayor will advise the Park Commissioner to get in touch with the English shipping concern that has occasion to use this beautiful fine white sand, so that some of that sand may be obtained for the beaches in South Boston or for the beaches in suburban cities and towns. I think there would be a good deal of advantage to us in getting some of that sand here, and probably it could be obtained at little expense to the City of Boston. I trust that an effort in this direction will be made.

The order was passed under suspension of the rule.

INVESTIGATION OF REST HOMES.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to consider the advisability of undertaking an investigation of rest homes to which payment is made by the City of Boston for the care of recipient of old age assistance, or welfare relief.

Coun. M. H. SULLIVAN—Mr. President, several times in the course of the year I have heard persons who have relatives or friends who are in rest homes to which payment is made by the city for the care of recipients of old age assistance or welfare relief, complain of the assistance received in these private homes. I picked up the Boston Post this morning and in one of the columns found a letter, unsigned, in which certain allegations are made relative to the treatment received by an old lady over seventy who is on old age assistance at one of these homes. The complaint is from a daughter. I think it is incumbent upon the Overseers of the Welfare Department to make an investigation of conditions existing in some of the rest homes or convalescent homes throughout the city. I am quoting from a letter which, as I say, is unsigned, but I think the allegations are of such a nature that they should be brought to the attention of the proper authorities. This lady says:

"I have seen my mother's tray brought to her many times, and it is always the same in every home, all food alike; for breakfast, half-cooked oatmeal, and a cheap egg, one thin slice of bread, weak coffee; for dinner, soup under from a pork shoulder bone with a can of cheap vegetable soup thrown in, or corn chowder of skimmed milk with evaporated milk in it to look like cream; supper, a dropped egg on toast, toasted on one side only, weak tea. In summer, tomato sandwich every night, cup of tea, two soda crackers. That isn't

much nourishment for weak people. I have had to take and send food to my mother or she would have had to go to bed hungry."

As I say, this letter is unsigned, but it does contain allegations substantially the same as members of the Council have heard for the past several years. I am not making any reflections on the authorities of the Welfare Department. They are doing a wonderful job. But I do think that this matter is at least worthy of investigation. The writer of the letter further alleges that when visits are made to these homes and when there is inspection by the welfare authorities, things are apparently improved for the time being, but they subsequently immediately go back to the old conditions. So I think it might well be enu-merated upon the authorities of the Welfare Department to make an investigation into these rest or convalescent homes. There are certain sections of the city, more or less given over to industrial or commercial enterprises, where there are more or less convalescent homes, and I don't think the rest homes should be placed in such sections. I ask, therefore, that the welfare authorities make an investigation. I do it without prejudice against the welfare authorities, because, as we all know, they are not at all to blame. But if such conditions as are suggested in this letter do prevail, they should be unearthed by the authorities, so that the unfortunate poor people receiving such assistance, people who are not in the best of health, may receive proper treatment.

The order was passed under suspension of the rule.

DISTRIBUTION OF MILK.

Coun. GOODE offered the following:

Ordered, That the Overseers of Public Welfare be requested to consider the advisability of providing facilities for the delivery of milk in the Ward 18 district in cases where sickness or infirmity prohibits any member of the family from visiting the local distributing station.

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to arrange for additional cashiers at milk distributing stations, as recipients are now compelled to stand in line for hours until the arrival of the cashier.

Coun. GOODE—Mr. President, it has been brought to my attention that the distributors of milk in the Hyde Park Municipal Building keep the recipients waiting two or three hours in the morning before the arrival of the supervisors of the distribution of the milk. When this matter was brought to the attention of the Public Health Commissioner, he said it was due to the shortage of cashiers, that the milk was first distributed in the early hours of the morning in the downtown section, and then the same cashiers moved with the milk drivers to the out-of-town sections, and that it was usually in the vicinity of eleven o'clock before the milk was distributed there. Ward 18 is the largest ward of the city in area, and many of these people have quite a distance to travel, and unfortunately in some of the homes where sickness and infirmity are prevalent, they are unable to have anyone contact the Milk Distribution Bureau. I made a visit to the Hyde Park Municipal Building where these facts were ascertained, and I saw a sign at the Municipal Building to the effect that the milk was distributed between the hours of 11 and 4. In the majority of homes where there are youngsters the milk should be available at some of the early hours of the morning, before these children set out for school, and these people certainly should not have to wait for two or three hours, much to their embarrassment, among the many people who go to the Municipal Building. I think in fairness to all concerned, and to the taxpayers interested in seeing that these people are taken care of, the milk should be delivered in the morning hours in those outlying sections, or even delivered to the homes of the children who should have milk for their breakfast. I certainly hope this order will receive favorable consideration from his Honor the Mayor and the Commissioner of Health, and that these conditions will be remedied in the near future. I trust that the Body will see fit to pass the order.

The order was passed under suspension of the rule.

SERVICE ON ARBORWAY LINE.

Coun. WICKES, for Coun. LANGAN, submitted the following:

Ordered, That the trustees of the Boston Elevated be requested, through his Honor the Mayor, to immediately increase the service on the Arborway-Subway line.

Passed under suspension of the rule.

ACCEPTANCE OF CEDAR AVENUE, WARD 19.

Coun. WICKES, for Coun. LANGAN, offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway Cedar avenue, Ward 19, under the W. P. A. plan of construction.

Passed under suspension of the rule.

TRAFFIC LIGHTS, MORaine AND CENTRE STREETS, WARD 19.

Coun. WICKES, for Coun. LANGAN, offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install traffic lights at the corner of Moraine and Centre streets, Ward 19.

Passed under suspension of the rule.

RECESS.

The Council voted, at 3.11 p. m., to go into executive session, on motion of Coun. GOODE. The members reassembled and were called to order by President GALVIN at 4.26 p. m.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

Report on petition of Patrick J. Connolly (referred February 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of fifty dollars (\$50) be allowed and paid to Patrick J. Connolly in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred March 3) transferring \$25,000 from Contingent Fund to be expended for Municipal Survey Committee—that same ought to pass.

The report was accepted, and the question came on the passage of the order.

Coun. COFFEY—Mr. President, I rise to a point of order. I doubt the presence of a quorum.

The Clerk called the roll, and it appeared that thirteen members, or a quorum, were in attendance.

The order failed of passage (fifteen votes being required for passage), yeas 14, nays 0.

Yeas—Coun. Carey, Coffey, Englert, Fish, Galvin, Goode, Gottlieb, Hutehinson, Lyons, Russo, Shattuck, D. F. Sullivan, M. H. Sullivan, Taylor—14.

Nays—0.

President GALVIN—The order is rejected, lacking the necessary votes.

On motion of Coun. SHATTUCK, the Council voted to reconsider and assign the order until later in the meeting.

President GALVIN, at 4.32 p. m., declared a recess of five minutes. The Council was called

to order at 4.37 p. m., and the above order was called up by President GALVIN.

The question came on the passage of the order, and the roll was called.

The order was passed, yeas 15, nays 1:

Yeas—Coun. Carey, Englert, Fish, Galvin, Goode, Gottlieb, Hutchinson, Linehan, Lyons, Russo, Scannell, Shattuck, D. F. Sullivan, M. H. Sullivan, Taylor—15.

Nay—Coun. Coffey—1.

2. Report on message of Mayor and order (referred today) that \$500 be appropriated for expenses of Board of Special Commissioners on Representative Districts in County of Suffolk—that same ought to pass.

The report was accepted, and the order was assigned to the next meeting.

3. Petition of Skating Club of Boston for children to appear at Skating Club Hall, March 20-23—recommending that leave be granted on usual conditions.

Report accepted; leave granted on usual conditions.

POLICE PROTECTION FOR SCHOOL CHILDREN, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to provide the services of a policeman at the junction of Mt. Hope street and American Legion Highway, Ward 18, while children are going to and coming from school.

Passed under suspension of the rule.

ACCEPTANCE OF CERTAIN MATTAPAN STREETS.

Coun. GOODE offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to lay out and accept the following-named streets in the Mattapan section of Ward 18: Roseberry road, Orlando street, Newcastle street.

Passed under suspension of the rule.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families for the month of March.

Report accepted; said order passed.

THE NEXT MEETING.

The Council voted, on motion of Coun. ENGLERT, that when it adjourn it be to meet on Monday, March 24, at 2 p. m.

W. P. A. PROJECT FOR PLAYGROUND, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to immediately start work on the W. P. A. project for the construction of a children's playground on the vacant lot bounded by Dudley, Folsom, Harlow streets and Howard avenue, Ward 13.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

Report on message of Mayor and ordinance (referred February 17) concerning prohibition of unnecessary noise—recommending passage of ordinance with the amendment that section 92 be stricken out.

The report was accepted, section 92 was ordered stricken out, and the ordinance as amended was passed.

Adjourned, on motion of Coun. HUTCHINSON, at 4.42 p. m., to meet on Monday, March 24, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, March 24, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly.

Preceding the regular meeting, the following exercises took place:

HONOR PAID TO COUNCILOR WICKES.

Preceding the regular Council meeting, Mayor Tobin and Mrs. Annie V. Hauer, accompanied by representatives of the Dorchester Mothers' and Dorchester Woman's Clubs, and a number of other citizens, appeared.

Mayor TOBIN—Mr. President of the City Council, City Clerk Wilfred J. Doyle, Ned Leary, members of the City Council and citizens of Boston, the duty which is mine today is indeed a most pleasant one, concerning a member of your Body who has been singled out for honor because of the outstanding heroism he showed last year in rescuing two small boys from drowning in Muddy river. As a consequence, he has become the recipient, at the hands of the Carnegie Foundation, of a medal rarely awarded, and only given in cases where unusual bravery has been shown by the recipient. For the heroism he displayed in rescuing from the Muddy river on March 7, 1940, two Roxbury boys, Henry and Elliot Gillard, aged eleven and nine years respectively, who had broken through rotten ice and were struggling in the water, he is entitled not only to the award of the Carnegie Foundation, but to the appreciation of his associates here and of the citizens of Boston generally. I can well remember the conditions that were prevailing in Boston at that time, because of the severe snowstorm we had had, and because of the had after-effects of the storm. As I remember the circumstances, Councilor Wickes was passing in his car and at once took in the situation, plunging into the icy water and rescuing one boy who had broken through the ice and was drowning, and then rescuing the second boy, who had fallen from his ice cake and was also in the same danger. He took both boys to the City Hospital in his car, where all received treatment. The rescue was accomplished after considerable difficulty and danger, and because of the bravery he displayed he has not only been awarded the Carnegie bronze medal but also the Massachusetts Humane Society medal. It now gives me great pleasure to present to Councilor Wickes the Carnegie bronze medal, given to him in token of his heroism on that occasion.

(Mayor Tobin here presented to Councilor Wickes the Carnegie medal, amid applause.)

Mayor TOBIN then said: It also gives me great pleasure at this time to present to you Mrs. Annie V. Hauer, president of the Dorchester Center Community Chorus, who also has a medal to present to Councilor Wickes on behalf of the Massachusetts Humane Society.

Mrs. Hauer, accompanied by representatives of the Dorchester Mothers' and Dorchester Woman's Clubs, and by other citizens, here stepped forward.

Mrs. HAUER—Your Honor Mayor Tobin, members of the City Council, and also many friends of Councilor Wickes, I represent the mothers of the Dorchester district, who are indeed happy to appear here today in recognition of the heroic act of our fine, courageous councilor, who risked his life to save two boys who were drowning in Muddy river. We are indeed happy to know that we have such a fine, brave councilor, and in recognition of his act I am very much pleased at this time to present to him this medal of the Massachusetts Humane Society.

(Mrs. Hauer here pinned the medal of the Massachusetts Humane Society on Coun. Wickes' coat, amid applause.)

The regular Council proceedings were opened by the salute to the Flag.

CLEANING OF PORTRAITS.

The following was received:

City of Boston,
Office of the Mayor, March 22, 1941.
To the City Council.

Gentlemen,—Before the reconstruction of the Council Chamber and rooms began in 1937 there were four valuable portraits hung on the walls, namely, George Washington, Zachary Taylor, Major Robert Anderson and Washington P. Gregg. While the work was going on these portraits were stored in the vaults of City Hall. I am informed by the chairman of the Art Commission that their condition is such that the commission would not permit them to be replaced in their former locations unless they were properly cleaned and repaired. To do a permanent job of restoration of these four portraits would cost several thousand dollars but the chairman agrees that for the sum of two hundred fifty dollars they can be put in sufficiently good condition to warrant rehanging them in the Council Chamber.

I accordingly recommend the passage of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the Art Commission be authorized to expend a sum not exceeding two hundred and fifty dollars in the cleaning and repair of portraits belonging to the city; the amount so expended to be charged to the Contingent Fund.
Referred to Executive Committee.

CHANGING LIGHTING SYSTEM IN
WARD 12.

The following was received:

City of Boston,
Office of the Mayor, March 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 17, 1941, concerning the changing of the lighting system in the Ward 12 section of Boston from gas to electricity.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 21, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 17, 1941:

“Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to change the lighting system in the Ward 12 section of Boston from gas to electricity.”

A study is being made at the present time by the department engineers, in conjunction with a representative of the Boston Edison Company, to determine the advisability of changing the existing street lighting system in Ward 12 from gas to electricity.

I feel reasonably certain that the study referred to will result in the adoption, in a large part of the ward, of an electrical street lighting system, to replace the existing gas system.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LEVELING OF ELEVATED RESERVATION
BLUE HILL AVENUE.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 10, 1941, con-

erning the conferring with the manager of the Boston Elevated Railway relative to the leveling of the elevated reservation from American Legion Highway to Mattapan square in order that uniform safety zones may be established on Blue Hill avenue.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 24, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 10, 1941:

"Ordered, That the Commissioner of Public Works be ordered, through his Honor the Mayor, to confer with the manager of the Boston Elevated Railway relative to the leveling of the elevated reservation from American Legion Highway to Mattapan square in order that uniform safety zones may be established on Blue Hill avenue."

While, unquestionably, it would be desirable to eliminate the existing street car reservation that is located in that section of Blue Hill avenue that extends from American Legion Highway to Mattapan square it is more urgent, due to the large number of accidents that have occurred in the area, to first eliminate the reservation that is located in that section of the avenue that extends from American Legion Highway to Seaver street.

Last year the department, in conjunction with the Boston Elevated Railway, removed the street car reservation and reconstructed that part of Blue Hill avenue that extends from American Legion Highway to Charlotte street. During the current year it is proposed to extend this work to Columbia road, and in 1942 to complete the work as far as Seaver street. By eliminating the street car reservation in the latter-referenced sections of Blue Hill avenue, a substantial improvement will be effected by providing additional roadway area for the use of vehicular traffic and also by reducing, to a substantial extent, the dangerous condition now existing to pedestrians, due to their being required to cross vehicular traffic that is moving in both directions. In the latter-referenced sections of the avenue there is no safety island dividing the movement of traffic that is proceeding in both directions.

The section of Blue Hill avenue referred to in the above order, however, is not so dangerous from a pedestrian standpoint as the section that extends from American Legion Highway to Seaver street, as the motor traffic in the American Legion Highway to Mattapan square section is already divided by the existing street car reservation, and the only improvement that would be effected by eliminating the reservation in this section would be that involving vehicular traffic. The eliminating of the reservation would not, however, reduce the pedestrian hazard existing in that section at the present time, and, in view of this, it is not my opinion that it is as important to remove the reservation in that section as it is in the section of Blue Hill avenue that extends from American Legion Highway to Seaver street.

I feel, therefore, that there is no necessity at the present time for considering the elimination of the street car reservation in the American Legion Highway to Mattapan square section until the reservation has been eliminated and the street reconstructed in that section of the avenue that extends from American Legion Highway to Seaver street.

I discussed this matter with Mr. Dana of the Boston Elevated Railway two years ago, and, as a result of that conference, it was decided to extend the American Legion Highway to Seaver street work over a period of three years and upon the completion of that work to consider the elimination of the reservation in the section from American Legion Highway to Mattapan square. In view of the above-referenced conference, there is no necessity of my discussing the matter with Mr. Dana at this time.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

EXCHANGE OF FOOD ORDERS FOR FOOD STAMPS.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of March 3, 1941, concerning the advisability of allowing welfare recipients to exchange food orders for food stamps.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 12, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated March 3, 1941, reading as follows:

"Ordered, That his Honor the Mayor be requested to confer with the Overseers of Public Welfare relative to the advisability of allowing welfare recipients to exchange food orders for food stamps."

May I inform the City Council through you that the Public Welfare Department has discontinued the issuance of grocery orders and now issues, by permission of the Surplus Marketing Administration, food stamps in their stead. This, I feel, is a very progressive step in that the recipient receives a food stamp book which has the orange stamp equivalent of the grocery orders formerly issued, and the blue stamps that are contained are an addition to that amount for food needs. In this way the person is allowed a much more extensive buying power.

Yours truly,
WILLIAM G. O'HARE, Secretary.

Placed on file.

ARC LIGHT, BOSTON STREET, WARD 7.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 3, 1941, concerning the installation of an arc light in front of 25 Boston street, Ward 7, near the first car stop coming from Andrew square.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 21, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 3, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light in front of 25 Boston street, Ward 7, near the first car stop coming from Andrew square."

I shall have an investigation made to determine the necessity of complying with the provisions of the above-referenced order.

In the event it is determined that street lighting conditions at the location referred to above are inadequate, you may be assured that I shall comply with the provisions of the order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF WARD 13 STREETS.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works rela-

tive to your order of February 10, 1941, concerning the resurfacing of the following streets in Ward 13, as W. P. A. projects: Brook avenue, Ingleside street.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Public Works Department,
 March 21, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.
 Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 10, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 13, as W. P. A. projects: Brook avenue, Ingleside street."
 In the event that it is determined by the department engineers that the above-referenced streets need to be resurfaced, I assure you that I shall make the necessary arrangements to comply with the provisions of the order.

Respectfully yours,
 GEORGE G. HYLANN,
 Commissioner of Public Works.
 Placed on file.

RESURFACING OF WEST FIRST STREET.

The following was received:
 City of Boston,
 Office of the Mayor, March 24, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 10, 1941, concerning the resurfacing with smooth pavement of West First street, from Farragut road to D street, and to install granolithic sidewalks thereon.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Public Works Department,
 March 21, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.
 Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 10, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement West First street, from Farragut road to D street, and to install granolithic sidewalks thereon."

In the event that it is determined by the department engineers that it is necessary to install granolithic sidewalks and to resurface the roadway area of the above-referenced street, you may be assured that I shall make the necessary arrangements to comply with the provisions of the order.

Respectfully yours,
 GEORGE G. HYLANN,
 Commissioner of Public Works.
 Placed on file.

RESURFACING OF CORLISS STREET, WARD 11.

The following was received:
 City of Boston,
 Office of the Mayor, March 24, 1941.
 To the City Council

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 3, 1941, concerning the resurfacing with smooth pavement of Corliss street, Ward 11.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Public Works Department,
 March 21, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.
 Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 3, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth pavement Corliss street, Ward 11."

In the event that it is determined by the department engineers that the above-referenced street needs to be resurfaced, I assure you that I shall make the necessary arrangements to comply with the provisions of the order.

Respectfully yours,
 GEORGE G. HYLANN,
 Commissioner of Public Works.
 Placed on file.

RESURFACING OF STILLMAN STREET, WARD 3.

The following was received:
 City of Boston,
 Office of the Mayor, March 24, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 10, 1941, concerning the resurfacing with smooth paving of Stillman street, Ward 3.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Public Works Department,
 March 21, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.
 Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 10, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving Stillman street, Ward 3."

In the event that it is determined by the department engineers that the above-referenced street needs to be resurfaced, I assure you that I shall make the necessary arrangements to comply with the provisions of the order.

Respectfully yours,
 GEORGE G. HYLANN,
 Commissioner of Public Works.
 Placed on file.

RESURFACING LENOX STREET, WARD 9.

The following was received:
 City of Boston,
 Office of the Mayor, March 21, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 3, 1941, concerning the resurfacing with smooth pavement of Lenox street, from Washington street to Tremont street, Ward 9, and also to reset the curb and resurface the sidewalks on said street.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Public Works Department,
 March 21, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.
 Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 3, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement Lenox street, from Washington street to Tremont street, Ward 9; and be it further

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to reset the curb and resurface the sidewalks on said street."

In the event that the department engineers should determine that it is necessary to resurface the roadway area of Lenox street and to reset the curb and resurface the sidewalks, you may be assured that I shall make the necessary arrangements to comply with the provisions of the above-referenced order.

Respectfully yours,
 GEORGE G. HYLANN,
 Commissioner of Public Works.
 Placed on file.

MEMORIAL, WORLD WAR VETERANS,
UNION SQUARE.

The following was received:

City of Boston,
Office of the Mayor, March 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 10, 1941, concerning the erection of a bronze plaque on the large circle at Union square commemorating the memory of the veterans who died in the World War.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 21, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 10, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to permit the erection of a bronze plaque on the large circle at Union square commemorating the memory of the veterans who died in the World War."

Before the Public Works Department is allowed to issue a permit in connection with matters similar to that referred to in the above order, the Board of Street Commissioners must, in accordance with existing City Ordinances, authorize the issuance of such a permit.

In view of this, therefore, it will be necessary for the Street Commissioners to act on this matter before this department is authorized to issue the necessary permit providing for the erection of the plaque.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PARKING EXEMPTIONS FOR PHYSICIANS,
CARS.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of March 10, 1941, concerning the members of the Police Department refraining from placing tags for parking violation on the cars of doctors bearing the insignia of the medical profession.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Police Department, March 20, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

My dear Mr. Doyle,—I have your communication of March 13 inclosing copy of City Council order passed on March 10, 1941, to wit:

"That the Police Commissioner be requested to instruct all members of his department to refrain from placing tags for parking violation on the cars of doctors bearing the insignia of the medical profession."

While there is a great deal of merit in the order passed by the City Council, I regret to advise you that the Police Commissioner, under the law, has no authority to effect any discrimination on the part of police officers in the matter of tagging cars for violation of the Parking Rules and Regulations.

The Boston Traffic Commission is the only authority empowered by law to modify any of the existing parking regulations from which relief may be desired by any particular group of motorists.

It is incumbent upon the Police Department to enforce the Traffic Rules and Regulations without discrimination, and this will continue to be the policy of this department.

I would thank you to have this information conveyed to the members of the City Council in

order that the position of this department may be thoroughly understood in the premises.

Yours very truly,

JOSEPH F. TIMILITY,
Police Commissioner.

Placed on file.

INFORMATION RE PROPOSED LEGISLATION
CONCERNING CITY.

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Legislative Agent relative to your order of March 3, 1941, concerning the keeping the City Council informed regarding legislation now pending or which may in the future be pending, if such legislation concerns the City of Boston and be it further requested that the said Legislative Agent furnish to the City Council the dates of hearings of such legislation.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston, March 14, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 3, 1941:

"Ordered, That the Legislative Agent of the City of Boston be requested, through his Honor the Mayor, to keep the City Council informed regarding legislation now pending or which may in the future be pending, if such legislation concerns the City of Boston and be it further requested that the said Legislative Agent furnish to the City Council the dates of hearings of such legislation."

I shall be pleased to cooperate with the members of the City Council, and shall keep them informed of all legislation pertaining to the city and the dates assigned for committee hearings on such legislation. I shall also send a weekly calendar.

Sincerely,
DAVID M. OWENS,
Legislative Agent.

Placed on file.

RESURFACING WARD 13 STREETS.

The following was received:

City of Boston,
Office of the Mayor, March 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of February 17, 1941, concerning the resurfacing of the following streets in Ward 13, as W. P. A. projects: Denny street, Spring Garden street, Mayfield street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
March 21, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on February 17, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his honor the Mayor, to resurface the following streets in Ward 13, as W. P. A. projects: Denny street, Spring Garden street, Mayfield street."

In the event that it is determined by the department engineers that the above-referenced streets need to be resurfaced, I assure you that I shall make the necessary arrangements to comply with the provisions of the order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**BUS SERVICE, MASSACHUSETTS AVENUE
TO BOYLSTON AND CHARLES STREETS.**

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of March 10, 1941, concerning the bus service from Massachusetts avenue to Boylston and Charles streets.

Respectfully,
MAURICE J. TOBIN, Mayor.
Boston Elevated Railway,
March 17, 1941.

Mr. W. T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your letter of March 11, with order of the City Council, the Board of Trustees plan to operate bus service from Massachusetts avenue to Boylston and Charles streets in the near future as soon as the street conditions are found to be reasonably satisfactory for such operation. They cannot operate this five-cent fare for a longer distance than set forth.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

**TRAFFIC SIGNALS, DOUGLAS SQUARE,
WARD 9.**

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Traffic Commissioner relative to your order of March 3, 1941, concerning the erecting of traffic signals at the junction of Hammond and Tremont streets, known as Douglas square, Ward 9.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, March 21, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated March 3, 1941, which reads as follows:

"Ordered, That the Traffic Commission be requested through his Honor the Mayor, to erect traffic signals at the junction of Hammond and Tremont streets, known as Douglas square, Ward 9."

I regret to state that at the present time there are no funds available for the installation of traffic signals.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:

Weiher of Goods; Miss Mary Conroy, 24 Bellingham avenue, Everett.

Laid over a week under the law.

**SURVEY RE EDUCATION OF REFUGEE
CHILDREN.**

The following was received:

City of Boston,
Office of the Mayor, March 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Secretary of the School Committee of the City of Boston relative to your order of February 10, 1941, concerning the making of a survey in the City of Boston to determine how many refugee children are now residing in this city with a view to providing for their education.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
School Committee, March 21, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—Under date of March 7, 1941, you referred to the School Committee an order passed by the City Council in meeting February 10, 1941: "That the Boston School Committee consider making a survey in the City of Boston to determine how many refugee children are now residing in this city with a view to providing for their education."

The School Committee would respectfully report that Boston now is providing education in the public schools for any refugee children who may be residents of the city. The number of such children is not available, but the School Committee is satisfied that the number is small and that there is no occasion for making any special survey to determine the actual numbers at this time.

Very truly yours,
ELLEN M. CRONIN, Secretary.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Alma Barbieri, for compensation for damage to car by city truck.

Lillian F. Baynes, for compensation for injuries caused by ice from roof of Old State House.

Edmond J. Boucher, for compensation for damage to car caused by an alleged defect in Green street.

Charles Burtman, for compensation for damage to property at 93 and 95 Heath street, caused by overflow of water.

Arnold Cairra, for compensation for damage to car by police car.

Leonard Carolan, to be reimbursed for clothing lost in fire.

Robert L. Cass, to be reimbursed as result of accident which occurred while in performance of duty.

Edward F. Conway, to be reimbursed for clothing lost in fire.

David Cook, for compensation for injuries by city car.

Thomas W. Crosby, to be reimbursed for clothing lost in fire.

George M. DeSario *et al.*, for compensation for injuries caused by an alleged defect at 40 Laurel street.

Eugene DiCenzo, for compensation for damage to car caused by an alleged defect in Carolina avenue.

James Driscoll, for compensation for damage to car by snowplow.

Lena Fucillo, for compensation for damage to car by city car.

Lester C. Harrington, for compensation for damage to car and injuries caused by car of Police Department.

Mabel C. Harrington, for compensation for injuries caused by an alleged defect at 339 Huntington avenue.

Harold E. Hayes, for reimbursement for clothing lost in fire.

Haymarket Tavern, Inc., for compensation for damage to property at 23 Endicott street, caused by water from truck.

Louis Hurwitz, to be reimbursed for clothing lost in fire.

Michael Jameson, for compensation for damage to car by police cruising car.

Thomas L. Kelly, to be reimbursed for execution issued against him.

John F. Kenneally, to be reimbursed for execution issued against him.

Michael A. Lagone, for compensation for injuries caused by an alleged defect at 13 Bowdoin street.

Harold LaMotta, to be reimbursed for clothing lost in fire.

Malcolm MacIver, for compensation for damage to car by city truck.

Jeremiah S. McCarthy, for compensation for damage to car by snow truck.

Joseph F. McCarthy, for compensation for iron gates taken by city men at 15 Allen street.

G. Blaine McDaniel, for compensation for damage to car by city car.

Frank McKeever, to be reimbursed for clothing lost in fire.

Thomas McManus, for compensation for damage to property at 32 Cherokee street, caused by backing up of sewage.

Mrs. Generosa Mercadante, for compensation for damage to property at 19 and 21 Endicott street, caused by water in cellar.

Giovanni Mercadante, for compensation for damage to property at 23 Endicott street, caused by water from truck.

Pellegrino Muollo, for compensation for damage to property at 17 Endicott street, caused by water in cellar.

Archie T. Murdock, for compensation for damage to property at 51 Keystone street, caused by water flooding cellar.

Frank Payn, to be reimbursed for clothing lost in fire.

Elizabeth J. M. Roberts, for compensation for injuries caused by an alleged defect at Washington and Foster streets.

Anthony Ryan, Inc., for compensation for damage to truck by city truck.

Jack Saranga, for compensation for damage to property at 292 Centre street, caused by snow loader.

James Scenna, for compensation for damage to property at 235 Harrison avenue, caused by leak in water main.

Mrs. Ralph B. Snow, for compensation for injuries caused by an alleged defect in Massachusetts avenue.

George Sperry, to be reimbursed for clothing lost in fire.

Helen D. Vincent, for compensation for injuries caused by an alleged defect at 390 Chelsea street.

James Mansour, for rebate on parking license.

Executive.

Petition of Mary E. Foster to be paid an annuity on account of death of husband, William J. Foster, late member of the Fire Department.

Petition of Mary E. Nary, to be paid an annuity on account of death of her husband, Thomas M. Nary, late member of the Fire Department.

Petition of Boston American League Baseball Company for license for Sunday sports.

SIDEWALK ASSESSMENTS.

Communications were received from the Commissioner of Public Works together with orders assessing half-cost of sidewalk construction in front of their estates to owners of said property, viz.:

	Half-Cost.
Bellflower street, Ward 7.....	\$59 85
Savin Hill avenue, Ward 13.....	61 81
Train street, Ward 16.....	55 70
Oakwood street, Ward 17.....	31 50
Gibson street, Ward 16.....	82 80

The orders were severally passed under suspension of the rule.

REPORT OF COMMITTEE ON APPROPRIATIONS.

Coun. GOTTLIEB, for the Committee on Appropriations, submitted the following report on the annual budget, viz.:

The Committee on Appropriations, to whom was referred January 27, 1941, appropriations and tax orders for the year 1941, commonly referred to as the budget, having considered the same, respectfully submit the following report:

Department heads appeared before this committee and were interrogated on all major items in their respective budgets. Appropriations were carefully checked in the hope that reductions might be made without impairment to municipal services required to be rendered. Public hearings were conducted by this committee and attended by representatives of various civic organizations. The committee was pleased to accord every possible consideration to recommendations made by parties interested in municipal administration. Every recommendation which was submitted was carefully scrutinized with the viewpoint of sound economy in city government.

The committee recommends that the allowance of \$75,000 for the partial reconstruction of the roof of the Central Library be cut from the budget

without prejudice, for the reason that it is still an unsettled question whether or not this roof should be entirely reconstructed or given extensive repairs. Whatever is decided can be made the subject of a later appropriation.

The committee recommends that the special appropriation, \$500,000, for snow removal be reduced to \$450,000.

The committee recommends that the Public Works appropriation for Sanitary Service be reduced \$10,000 in the B Schedule for Contractual Service.

It is significant that although no salary cuts have been made and no necessary services have been curtailed that there is a marked decrease in the expenditures in the city for personal service. The committee feels that it has now become a well-known fact that the taxpayers are aware that many appropriation schedules, such as the State Assessment, the Metropolitan District Assessment, the Boston School System, Debt Requirements, Pension Fund Assessments, Mandatory County Appropriations, and other expenses, under existing law, are not subject to reduction or revision by the City Council.

Many of the recommendations made to the committee should have been presented to the Legislature and were totally outside the scope and duties of the City Council. Moreover, it is the belief of the committee that several of the recommendations made did not take into consideration the human element involved.

The committee believes that the budget as submitted to the full membership of the City Council has effected every possible recommendation which, considering the scope of our jurisdiction, meets the needs, desires, and expectations of the city. We are of the opinion that at present no further reductions are feasible.

The committee therefore recommends passage of the accompanying orders which are the same as those submitted by the Mayor with the exception of the elimination of \$75,000 for the partial reconstruction of the library roof, a reduction of \$50,000 in the special appropriation for snow removal, and a reduction of \$10,000 in the appropriation of the Sanitary Division, B Schedule, Public Works Department.

Respectfully submitted,

JOSEPH J. GOTTLIEB,
For the Committee.

APPROPRIATIONS AND TAX ORDERS FOR THE FINANCIAL YEAR 1941.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, for performing the duties and exercising the powers devolved by statute or ordinance, or by vote of the City Council during the year, upon the City of Boston, or County of Suffolk, or the departments or officers thereof, the respective sums of money specified in the tables and schedules hereinafter set out be, and the same are, hereby appropriated for the several departments and for the objects and purposes hereinafter stated.

Ordered, That the appropriation for Water Service, current expenses, and the payment to the State, under the provisions of chapter 488 of the Acts of 1895, and acts in addition or amendment thereto, and for the interest and debt requirements or for loans issued for water purposes be met by the income of said works and any excess over income from taxes; that the appropriation for Printing Department be met by the department income and any excess over income from taxes; and the appropriation for the *City Record* be met by the income of said publication and any excess over income from taxes; and the appropriation for the Traffic Tunnel be met by the income from tolls and any excess over income from taxes, in accordance with the provisions of section 11, chapter 297, of the Acts of 1929, as amended by chapter 74 of the Acts of 1935; and the appropriation for the Foreclosed Real Estate Division be met by the income of said division, exclusive of proceeds from the sale of foreclosed property, and any excess over income from taxes; that the other appropriations hereinafter specified be met out of the money remaining in the treasury at the close of business on December 31, 1940, exclusive of the money raised by loan or needed to carry out the requirements of any statute, gift, trust or special appropriation by the income of the financial year beginning January 1, 1941, and by taxes on the polls and

estates in the City of Boston, and by the proceeds of any duly authorized loans.

Ordered, That all sums of money which form no part of the income of the city, but shall be paid for services rendered or work done by any department or division for any other department or division, or for any person or corporation other than the City of Boston be paid into the general treasury, and that all contributions made to any appropriation be expended for the objects and purposes directed by the several contributors thereof.

Ordered, That all taxes raised to meet the appropriations of the city, and all taxes assessed for meeting the city's proportion of the state tax for the year 1941, or for any other taxes or assessments payable to the Commonwealth shall be payable in two equal installments, on July first and on October first of 1941; that interest shall be charged on all taxes remaining unpaid after the first day of November, 1941, in accordance with the provisions of chapter 59, section 57, of the General Laws, as amended, until paid, except the taxes assessed upon shares of national banks, which shall bear interest at the rate of 12 per cent per annum from the first day of October, 1941, until paid, and that all interest which shall have become due on taxes shall be added to and be part of such taxes.

Ordered, That except as the appropriation for any purpose or item shall be increased by additional appropriations or transfers lawfully made, no money shall be expended by any department for any of the purposes or items designated in the tables and schedules hereinafter set out in excess of the amount set down as appropriated for such specific purpose or item.

AMOUNTS ALLOWED FOR 1941.
CITY DEPARTMENTS.

Art Department	\$407 00
Assessing Department	285,426 62
Auditing Department	83,155 42
Boston Port Authority	59,111 70
Boston Retirement Board	33,106 93
Boston Traffic Commission	144,360 77
Budget Department	13,883 00
Building Department	174,604 94
Board of Appeal	12,999 00
Board of Examiners	4,711 00
City Clerk Department	44,109 32
City Council	85,188 00
City Council Proceedings	10,650 00
City Documents	12,800 00
City Planning Board	25,240 00
Collecting Department	153,445 87
Election Department	197,323 34
Finance Commission	50,000 00
Fire Department	3,927,567 31
Wire Division	83,795 94
Health Department	902,087 28
Hospital Department	3,221,955 28
Sanatorium Division	634,087 21
Institutions Department:	
Central Office	43,859 00
Child Welfare Division	348,611 18
Long Island Hospital	743,669 97
Steamer "O'Meara"	33,500 00
Law Department	170,375 90
Library Department	1,272,380 00
Licensing Board	55,306 05
Market Department	15,283 17
Mayor, Office Expenses	74,270 00
Park Department	860,254 63
Cemetery Division	41,095 67
Police Department	5,859,646 92
Public Buildings Department	425,418 46
Public Welfare Department:	
Central Office	9,867,529 00
Temporary Home	9,530 00
Wayfarers' Lodge	12,965 00
Public Works Department:	
Central Office	32,463 00
Bridge Service	404,539 89
Ferry Service	217,374 23
Lighting Service	923,788 00
Paving Service	897,066 06
Sanitary Service	1,979,845 63
Sewer Service	441,982 99
Registry Department	57,961 48
Sinking Funds Department	2,715 00
Soldiers' Relief Department	702,633 28
Statistics Department	8,703 00
Street Laying-Out Department	150,682 93
Supply Department	54,470 00
Treasury Department	71,983 00
Weights and Measures Department	43,764 86

SPECIAL APPROPRIATIONS.

Bridge Repairs, etc.	\$20,000 00
Contingent Fund	300,000 00
Conventions and Entertainment of Distinguished Guests	10,000 00
Public Celebrations	39,000 00
Reserve Fund	125,000 00
Snow Removal	450,000 00
Reconstruction of Streets	21,000 00
Sewerage Works	148,323 45
Work Relief Program	1,858,850 00
Total	\$38,955,857 68

COUNTY DEPARTMENTS.

Suffolk County Courthouse, Custodian	\$333,362 66
County Buildings	82,617 36
Jail	221,428 22
Supreme Judicial Court	55,797 07
Superior Court, Civil Session, General Expenses	456,765 74
Superior Court, Civil Session, Clerk's Office	188,556 13
Superior Court, Criminal Session	486,878 99
Probate Court	26,897 50
Municipal Court, City of Boston	524,912 30
Municipal Court, Charlestown District	32,681 80
East Boston District Court	31,599 88
Municipal Court, South Boston District	35,782 08
Municipal Court, Dorchester District	45,836 32
Municipal Court, Roxbury District, Municipal Court, West Roxbury District	43,711 90
Municipal Court, Brighton District, Boston Juvenile Court	23,178 00
District Court of Chelsea	29,494 55
Registry of Deeds	41,262 02
Index Commissioners	191,853 98
Insanity Cases	24,886 42
Medical Examiner Service, Northern Division	38,110 00
Medical Examiner Service, Southern Division	24,804 86
Associate Medical Examiner Service, Northern Division	16,618 32
Associate Medical Examiner Service, Southern Division	2,045 00
Miscellaneous Expenses:	
Auditing	1,955 00
Budget	17,792 34
Collecting	6,020 90
Sheriff	800 00
Treasury	4,775 00
Granite Avenue Bridge	5,625 00
Penal Institutions:	
Office Expenses	3,076 70
House of Correction	34,580 44
Steamer "Michael J. Perkins"	422,352 41
Social Law Library	53,465 37
Work Relief Program	1,000 00
Work Relief Program	25,000 00
Total	\$3,656,523 71

REVENUE DEPARTMENTS.

Printing Department	\$332,420 95
Departmental Stationery and Postage	106,000 00
City Record, Publication of	26,920 00
Foreclosed Real Estate Division	22,600 00
Public Works:	
Water Service	1,019,096 35
Summer Traffic Tunnel	228,554 36
Collecting - Water Division	102,500 64
Auditing - Water Division	700 00
Total	\$1,838,792 30

GRAND SUMMARY.

City Departments	\$38,955,857 68
County Departments	3,656,523 71
Total	\$42,612,381 39
Revenue Departments	1,838,792 30
Grand Total	\$44,451,173 69

The report was accepted, and the question came on the passage of the appropriation orders.

Coun. D. F. SULLIVAN—Mr. President, before the vote is taken I would like to ask, if in order, that the Park Department budget be referred

back to the Mayor, not being passed today, but if possible being acted upon separately later. I realize, of course, that we have not the power to increase any item in the budget, that that power rests in the Mayor alone. But I would like to have the Park Department's budget referred back to the Mayor, with the hope that an increase may be made in the personal service schedule of the Park Department, so that the department may be better able to take care of our parks and playgrounds, which are in a deplorable condition. The department has been some 200-odd men short for a period of years, with the result that there has necessarily been a lack of such supervision as we should have. For example, we have this afternoon seen medals presented to our colleague, Councilor Wickes, for saving a couple of lives in Muddy river about a year ago, at which time, because of the ice conditions, which might have been remedied if there had been more employees, a very dangerous situation had arisen. If there had been an opportunity to have more complete supervision, those boys probably would not have been playing around Muddy river at that particular point. The playgrounds and parks, not only in my section, but in the entire city, even in spite of the W. P. A. work that has been going on, are still in disgraceful condition. Our parks need re-sodding, need to have benches repaired and replaced, and the houses and the grounds generally need a going over. In many of our playgrounds there is only one man in charge, and, of course, he is unable to completely take care of the playground. Something should be done about the hard stones that stick up in several of our playgrounds, with the result that youngsters have to go to the City Hospital frequently by reason of falling on these stones and being injured. The shortness of help, resulting in the impossibility of attending to these details, and the difficulty of proper supervision, is the reason why many children feel that they have to play out in the streets, with the resulting menace to life and limb. I hope, therefore, that this appropriation may be referred back to the Mayor for possible action, which, by giving a larger force to the department, will result in doing away with troubles of this kind. I would, therefore, favor this portion of the budget being referred back to the Mayor.

President GALVIN—The Chair will state that that is a matter that can be taken up later, if the Mayor feels that an additional appropriation should be made to cover what the gentleman has in mind.

Coun. TAYLOR—Mr. President, I was present at a great many of these Appropriation Committee hearings, and was rather impressed with what was said by most of the department heads who appeared before us, to the effect that there has not been for some years any increase in personnel in the different departments, but as a matter of fact a large decrease in personnel in many of the departments through the carrying out of the no-hiring policy. The reduction has been made, however, without firing one city employee or without cutting their pay one cent. I was also impressed by the fact in a great many of our departments, under the D supply of materials schedule, that there had been a considerable decrease from one year to another since 1937. As a result, at the present time the City of Boston is spending considerably less for supplies and materials than it had spent in years heretofore. This, of course, made it particularly difficult, in my opinion, for the Appropriations Committee to cut down the budget one red cent. So far as the removal of snow is concerned, by reason of recent favorable weather and on account of economy in the Public Works Department, something can be cut from that appropriation. As far as the library roof is concerned, while I believe that at some time in the future that matter can be taken up more intelligently when it is determined what it will really cost, I am in sympathy at the present time with the committee's suggested action in that matter, because of the city's finances. There was, however, one thing that particularly impressed me. We had before us at the public hearings, as usual, Mr. Loeffler, of the Municipal Research Bureau. Mr. Loeffler, who is the head of this particular bureau, this year came before the committee as usual and attempted to convince the members of the Body that certain reductions should be made. Year in and year out, for many years, he has come in and made the same recommendation in that respect, until many of us felt

that he was really serious in his attempt to reduce the tax rate of the City of Boston in the interest of the home owner, although he would from year to year recommend the reduction of wages and salaries of those employed by the city, and would recommend year by year the curtailment of personnel, to an extent in fact that would result in the people of the city not receiving the service to which they are entitled at the hands of the municipal government, in return for their payment of taxes; to an extent, in fact, where they would suffer because of curtailment of City Hospital, Fire Department, Police and other public services. Nevertheless, I had thought, as other members of the Body had probably thought, that this man was carrying out a job for which he was employed, and that he thought he was acting in the interest of the city. We were inclined to think that there might be some merit to his argument if he could give us some facts that could prove to us he was interested in spending this money in a way that would be to the advantage of the citizens. But this year Mr. Loeffler came in with some facts and we attempted to check up on them, and I am now convinced that Mr. Loeffler does not represent the taxpayers of the City of Boston. He represents the wealthy group, in my opinion, not the small real estate owners, but the bondholding group in the City of Boston. He is interested in securing these bonds, and he undoubtedly feels that the lower the tax rate of the City of Boston is, regardless of the shouldered upon whom it falls, the more it will help the bondholders of the City of Boston. I am convinced that this man represents those people, the bondholders, and not the ordinary citizenship of the City of Boston. But he has the nerve and tenacity to come before the Body and suggest certain things. For example, he suggests that the eight milk inspectors of the city, hired for the purpose of seeing that the milk that comes into the city is proper milk for the consumption of women and children, be dropped from our rolls. He has the nerve and tenacity to say that the City of Boston could save \$16,000 in that way. He claims that there is a duplication of those services, that this service is now handled by state inspectors, and that it is unnecessary for the City of Boston to have milk inspectors.

From various reliable sources I have learned that the state inspectors do not perform this work, that what they do is to visit the various farms once a year only for the purpose of determining whether the dairy farms have sufficient equipment. They do not go any farther than that, and they never call more than once a year, and they never have inspected the milk that comes to the City of Boston or made up a check-up in regard to the subsequent handling of the milk. They only look the farms over at the beginning. The City of Boston hires eight milk inspectors for the purpose of inspecting the equipment many times during the year, and determining whether the machines are kept in a sanitary condition, so as not to jeopardize the lives and safety of the children of the city. Statistics show that twenty to thirty years ago, out of every 100,000 infants in Boston, 300 would die chiefly because of improper milk coming into the city. Today there are only 33 such deaths out of 100,000, a drop from 300 to 33. When I put the question up to Mr. Loeffler, asking him if he knew that the state inspectors did not do the work that the city inspectors do, he said, "No, he did not know that." He was not at all familiar with that fact. Then I said, "Assuming that that statement is true and that the City of Boston is the only authority that takes it upon itself to inspect the milk, would you advocate making such a reduction in the city's inspectors?" And he said, "No, I wouldn't recommend it." So that is only one instance of this man coming before you and recommending the taking of \$16,000 out of the budget to carry these eight milk inspectors, and at the same time jeopardizing the health of the people of the City of Boston. If that is economy, I am afraid that I can never be a party to such economy. But the fact is that he cuts here, in order to save something for the bondholders of the city, and recommends the dropping of eight milk inspectors in that instance, when we all know that the most important duty of a member of the City Council or of anybody connected with the city government is to protect the health and welfare of the people of Boston. That is, however, only one instance. Then he came in and said, "Reduce the number of constables in the City of Boston."

ASSESSMENTS IN WARD 16.

We showed to him the fact that the City of Boston today hires some sixty-odd constables, whereas in other administrations the number was as high as 120, the number having been reduced one half. I said, "Don't you think it is necessary to have those constables?" He said, "No." I said, "What do you base your conclusion on?" He said that they were unnecessary, that they were only a source of expense. When I showed to him the amount of revenue collected by the constables of the City of Boston that we were receiving, and asked him whether, if he knew that such was the fact, he would recommend the reduction, he said he did not know whether or not what I sated was the fact. Now, Mr. President, how can we, as members of the city government today, take any stock in the advice of a man who comes here and says there should be a reduction, just because he desires a reduction, probably in the interest of the bondholders, the wealthy people whom he represents? He does not have the facts to back up his assertions. He also says, "Reduce the Police Department by so many policemen." Of course, Mr. Loeffler lives in Cambridge and does not have to be protected here in the City of Boston. He does not know that in my district we do not have enough policemen and that the people of the district continually have to submit to hold-ups and attacks on women. Doesn't he know that a proper number of policemen are required here to handle that sort of thing, to prevent hold-ups, breaks, and attacks on women? I showed him that in 1930 there were 2,400 policemen in this city, and today there are but 2,000, a reduction of 400. I said to him, "That being the fact, do you still want to reduce the number?" And he said, "Yes." I asked him upon what facts he desired to reduce the number of police. Well, it appeared that there was some out-of-town chief of police who said that we could reduce the number. So that is the character of the statements that he came and made to our committee. I don't think the members of the City Council are going to be influenced by any such so-called testimony.

The fact is, Mr. Chairman and gentlemen, that he comes here for one purpose, and one purpose alone,—because he is being paid by his wealthy bondholders of the city, trying to reduce the taxes and protect their security. We are not, however, interested in the bondholders of the City of Boston, but in the people of the City of Boston, in whom Mr. Loeffler is not very much interested. We all know what our problems are, and that their solution depends principally upon the Legislature. This Mr. Loeffler wishes to take away from the poor unfortunates money that they receive from the City of Boston through welfare. He is willing to allow them to starve on the streets. He knows, or should know, that the welfare expense of the City of Boston has increased to the extent of \$10,000,000 in ten years. Does he think that he can cut \$2,000,000 or more from the welfare recipients in order to pay \$2,000,000 or more of our money to bondholders? Is he making any attempt to reduce the amount paid the state, the millions that are paid to the Commonwealth? How can that be reduced? There is only one answer. The State of Massachusetts controls that, and I say to you, Mr. Loeffler, that that is the place to do your work, if you are really serious in your efforts. To sum up, Mr. President, we have not had one single decent recommendation from any outside interest that would help us in this matter. Mr. Loeffler is simply representing the bondholders, and I say that we should disregard his suggestions, and pass the budget as recommended by the Appropriations Committee.

The Council passed the budget as submitted by the Appropriations Committee, yeas 20, nays, Coun. Coffey—1.

ADDITIONAL SERVICE IN PARKS AND PLAYGROUNDS.

Coun. D. H. SULLIVAN offered the following:

Ordered, That his Honor the Mayor be requested to initiate an additional appropriation for personal service in the Park Department for the purpose of furnishing additional service for the parks, playgrounds and other play areas.

Passed under suspension of the rule.

Coun. FISH offered the following:
Ordered, That the Board of Assessors, acting in accordance with the law, set a fair cash value on real and personal properties in Ward 16.

Coun. FISH—Mr. President, I shall be very brief in speaking on this order. The present method of setting a fair cash value on real and personal properties in Ward 16 is the most absurd thing I have heard of for a long while. Just think of the idea that the assessors today should promote any movement to increase the valuations of property in Ward 16! The same remark could be applied, I think, to any ward in Boston today. I think all the members of the Council will agree with me on that. I appreciate the fact that many of the orders we put in here do not represent final reality. They are merely recommendations or requests. But this particular order that I have offered goes a little farther than that. This is a warning to the Board of Assessors from the people of Dorchester that we will not tolerate any increase in valuations in Ward 16. And, while I am standing on my feet, I will give one particular warning to one particular assessor, whose name I will mention,—Mr. Henry Hartmere,—that he will have to stop his insulting and contemptuous treatment of the people of Ward 16.

The order was passed under suspension of the rule.

SEATING ACCOMMODATIONS FOR WELFARE RECIPIENTS.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Welfare be requested, through his Honor the Mayor, to make arrangements for the installation of benches or chairs on the second floor of the welfare building on Hancock street, Dorchester, for the convenience of recipients of public welfare.

Coun. WICKES—Mr. President, recently when I went to the welfare office on Hancock street, Dorchester, I witnessed almost two hundred people standing for approximately two hours awaiting their turn to see those in charge to talk over their business. Those poor people had to stand there all that time. There are no chairs and no benches in that hall. Many of the women who go there are in delicate condition. There is no question that benches and chairs should be provided for those recipients who have to wait such a long period of time to have their business taken care of. I had been promised on my previous visit that something would be done, but I have been there since, and again found those people standing, those poor people who, for many years, practically all their lives, have been paying taxes, and who certainly deserve some consideration at the hands of those people. The least the City of Boston can do is to provide benches or chairs for them to sit down while awaiting their check or welfare relief. I certainly trust that the Commissioner of Public Welfare will see that something is done to relieve this condition, that the people up there will keep their promise and see that chairs or benches are supplied. I trust that the order will pass.

The order was passed under suspension of the rule.

PUBLIC REST ROOMS AT CITY HOSPITAL.

Coun. WICKES offered the following:

Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to make arrangements to have the doors of the ladies' and gentlemen's rest rooms, near the main entrance, open twenty-four hours a day.

Coun. WICKES—Mr. Chairman, recently when Doctor Manary and Mr. Dreyfus came before the Appropriations Committee, of which I am a member, I particularly asked Doctor Manary if he would see to it that those two rest rooms—namely, one for the ladies and one for the gentlemen—at the main entrance of the City Hospital remain open after eight o'clock at night, as well as during the day. I reminded him at that time that we human beings must use those rooms after eight o'clock just as much as before eight. He said at that time that he was amazed to learn that the doors of those rest rooms were not open to the public after eight o'clock at night. Mr. Dreyfus

also said that he would take care of it. I have been going there right along, as much as usual, and to my amazement I find that the doors are still locked after eight o'clock at night. Last Saturday night, when I went to the City Hospital, there were two ladies visiting a relative of theirs on the dangerous list, and it was necessary for those ladies to use the rest room, and there was no rest room, or, talking plainly, toilet for those ladies to use. The person at the desk said that after eight o'clock at night many people requested a key to those doors but he was sorry to inform the people that the doors were not kept open and that those rooms could not be used after eight. In my opinion and, I am sure, the opinion of the people of the City of Boston generally, that is a deplorable condition, especially when Doctor Manary promised me most emphatically that he would see to it that those doors would be unlocked after eight o'clock at night. I hope now that the Council will pass this order, and that those doors to the rest rooms will be open all night as well as all day.

The order was passed under suspension of the rule.

LIGHTING CONDITIONS, GREENWOOD SECTION, HYDE PARK.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of the lighting conditions in the vicinity of the newly developed Greenwood section of Hyde Park, particularly along West street, from Hyde Park avenue to the George Wright Golf Course.

Passed under suspension of the rule.

ACCEPTANCE OF WARD 18 STREETS.

Coun. GOODE offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, under the W. P. A. plan of construction, Stow road, Ward 18.

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, under the W. P. A. plan of construction, Burmah street, in the Mattapan section of Ward 18.

Severally passed under suspension of the rule.

CONSTRUCTION OF SIDEWALKS, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct sidewalks on River street, Ward 18, at the intersection of Perkins street, under the W. P. A. plan of construction.

Order, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct sidewalks on Harvard avenue, between Everett street and Hyde Park avenue, Ward 18, under the W. P. A. type of construction.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a sidewalk on the left-hand side of Almont street, from Blue Hill avenue to the Almont Street Playground.

Severally passed under suspension of the rule.

RECESS.

By direction of President GALVIN, the Council took a recess at 3.05 p. m. The members re-assembled and were called to order by President GALVIN at 3.35 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on petition of Boston American League Baseball Company (referred today)

license for Sunday sports, Fenway Park—that license be granted.

Report accepted; license granted under the usual conditions.

2. Report on message of Mayor and order (referred today) appropriating \$250 for cleaning of portraits—that same ought to pass.

The report was accepted and the order passed, yeas 18, nays 0.

PERSONS CALLED FOR JURY SERVICE.

Coun. ENGLERT offered the following:

Ordered, That the Board of Election Commissioners be requested, through his Honor the Mayor, to so arrange it that persons receiving notices in connection with jury service may call at the office of the Board after the usual hours in order that they may not lose any time from their employment.

Coun. ENGLERT—Mr. President, in introducing this order I might say that a number of men in my district went before the Election Board one day last week in regard to jury service between the hours of nine and five. Many of those men lost two or three hours in the day, and in some cases half a day's pay. I think some arrangement could be made through the Election Department to keep the office open after the usual hours, so that men having occasion to go there in connection with jury service may do so at night, without losing any pay.

The order was passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition of Vincent Mottola (referred December 30, 1940) for driveway opening at corner of Market and Faneuil streets—that same ought to pass.

Report accepted; license granted under usual conditions.

INDORSEMENT OF H. R. 3301.

Coun. COFFEY offered the following:

Resolved, That the City Council of Boston, in meeting assembled, hereby favors the enactment of H. R. 3301, now pending in Congress, which provides for the restoration of the percentage wage differential for a leading man and for a quarterman at any Navy Yard in the United States; and be it further

Resolved, That a copy of this resolution be sent to the Clerk of the House of Representatives and Clerk of the Senate in Washington.

Passed under suspension of the rule.

YOUTH CENTER, WARD 3.

Coun. RUSSO offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to erect a youth center in Ward 3.

Passed under suspension of the rule.

STATUE TO HEROES OF SPANISH-AMERICAN WAR.

Coun. RUSSO and GALVIN offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to erect a statue at a suitable location in commemoration of the heroes of the Spanish-American War.

Passed under suspension of the rule.

TRAINING MEN FOR NATIONAL DEFENSE, ETC.

Coun. D. F. SULLIVAN offered the following:

Ordered, That his Honor the Mayor instruct the Director of Public Welfare to consider the advisability of retraining eligible men on the Public Welfare by utilizing existing agencies such as the

schools so that these men may be prepared to fit into the National Defense Program; and be it further

Ordered, That his Honor the Mayor instruct the Director of Public Welfare to devise a sound educational program whereby eligible persons on the public welfare rolls may be prepared for American citizenship; and be it further

Ordered, That his Honor the Mayor instruct the Director of Public Welfare to cooperate with the Federal Government and instruct all eligible persons on the public welfare rolls to register at the State Employment Office in connection with the National Defense Program.

Coun. D. F. SULLIVAN—Mr. President, I am offering this series of orders so that we may utilize every possible source of aid to our Government. I feel that such a program as set forth in the above orders can be developed as a supplement to the existing National Defense Training Program as carried out in our schools. Selected W. P. A. workers are enrolled in these courses. I feel that there are many eligible workers on our welfare rolls who, due to technical restrictions of the W. P. A. quota system have been denied this opportunity for possible retraining and usefulness to the Government. As a possible rebuttal to the claim of some that many non-citizens are on our rolls and therefore ineligible for any such retraining program, although possibly qualified from a technical standpoint, I believe steps should be taken immediately to prepare these persons for citizenship. This is a plan which will take time but if started now may assist in preparing another source of labor for the Government. I trust that the orders will pass.

The orders were passed under suspension of the rule.

SIDEWALKS, SAVIN HILL AVENUE, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Savin Hill avenue, between Southview street and Evandale street, Ward 13, as a W. P. A. project. Passed under suspension of the rule.

RESURFACING OF CEYLON STREET, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Ceylon street, from Bid to Quincy street, Ward 13, as a W. P. A. project. Passed under suspension of the rule.

ARC LIGHT AT PEABODY SQUARE.

Coun. FISH offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install an arc light for the protection of the police officer directing traffic at Peabody square.

Coun. FISH—Mr. President, all I wish to say on this order is that some night they will find a dead officer out at Peabody square if an arc light is not installed there.

The order was passed under suspension of the rule.

FREE TRANSPORTATION FOR MEN IN SERVICE.

Coun. FISH offered the following:

Ordered, That the Trustees of the Boston Elevated be requested, through his Honor the Mayor, to extend half-fare transportation privilege to all men wearing the uniform of the military, naval and air force of the United States.

Coun. FISH—Mr. President, briefly, I think the time is going to come very soon, from information I have gathered from various sources, through the investigation by the Finance Commission and otherwise, when the people of Boston will once again be able to enjoy five-cent fares, which never in the first place should have been taken away from them. But I certainly think that uniformed

men should be given some such privilege as is suggested here at the hands of the Elevated.

Coun. CHASE—Mr. President, I would move that the order be amended so that the privilege of riding without paying a fare shall be extended to our armed forces the same as to the policemen and firemen of the City of Boston. I feel that young men who are taken away from their homes and taken away from jobs where they are getting good wages, to go into training for a whole year or more, should be given some such special privilege. I think they are sacrificing a lot, and I feel that the citizenry of Massachusetts, particularly of Boston, would be very much in favor of giving them this consideration. So I would move that the order be amended accordingly, striking out the words "half-fare transportation privilege" and inserting in place thereof the words "free transportation."

The question came on the adoption of the amendment.

Coun. CAREY—Mr. President, I think the order is a very good one. The only fault I find with it is that these young men, who are receiving only \$21 a month, are being given little enough consideration if they are allowed to ride free on the cars of the Elevated road. When they have an opportunity to go home and see their folks they should at least have a chance to ride free on the Elevated.

Coun. Chase's amendment was adopted, and the order as amended was passed.

OPPOSITION TO TAX ON WEEKLY WAGES.

Coun. FISH offered the following:

Ordered, That the members of the Massachusetts delegation in Congress be requested, through his Honor the Mayor, to register opposition to the proposed legislation which would place a tax of five per cent on weekly wages.

Passed under suspension of the rule.

MONUMENT TO 28TH MASSACHUSETTS VOLUNTEER REGIMENT.

Coun. GOODE and M. H. SULLIVAN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to erect at Camp Meigs, Readville, a suitable plaque, or monument, memorializing the 28th Massachusetts Volunteer Regiment which was disbanded here shortly after the Civil War, in which the regiment achieved an outstanding record for feats of heroism.

Coun. GOODE—Mr. President, it is surprising to me that in a city as Irish as Boston is, the exploits of the old 28th Massachusetts Volunteer Regiment, which was disbanded at Readville on July 6, 1865, should be forgotten. The regiment was composed pre-eminently of young Irishmen and men of Irish extraction, many of them coming from South Boston, and it distinguished itself particularly in the Civil War, under the leadership of Thomas Francis Meagher, at Fredericksburg, Appomattox and other important battles. It suffered many fatalities and had to have replacements by other young Irishmen in Boston, who were always ready to step in and fill the vacancies. They were inducted into the service at Camp Cameron, in North Cambridge, and were mustered out at Readville, near the race track. It seems to me that it is only proper that their services should be commemorated in some substantial form, and I trust that the Body will see fit to pass the order.

The order was passed under suspension of the rule.

ROPING OFF STREETS MARCH 29.

Coun. LANGAN, LYONS, ENGLERT, CAREY and GOODE offered the following:

Ordered, That the City Messenger be requested to arrange for the roping off of the streets at the points necessary along the route of the annual race conducted by the Reddish A. A. on March 29, the expense of same to be charged to the City Council appropriation for Stakes, Ropes and Flags.

Passed under suspension of the rule.

WARD 19 IMPROVEMENTS.

Coun. LANGAN offered the following:
 Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to pave Newbern and John A. Andrew streets, under the W. P. A. plan of construction.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on the following streets in Ward 19: Newbern street, Everett street and John A. Andrew street, under the W. P. A. plan of construction.

Severally passed under suspension of the rule.

EXORBITANT PARKING FEES.

Coun. M. H. SULLIVAN offered the following:
 Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, not to grant a renewal of any permit for the operation of an outdoor parking space to any individual charging exorbitant parking fees or to any concern which violates the law in connection with the parking of automobiles.

Coun. M. H. SULLIVAN—Mr. President, I understand that it is within the province of the Board of Street Commissioners to refuse a license for a parking space to any person or organization within the precincts of Boston that does not conform to certain necessary rules in connection with the granting of the license. I understand also that the Street Commissioners may refuse to grant a license to any such person or group charging more than reasonable fees. At the present time, on some of these parking spaces, a charge in the neighborhood of 75 cents has been made for parking, and I understand that in some cases even that fee has been exceeded. Now, Mr. President, the Board of Street Commissioners have the right, I understand, to refuse a license in such cases to any person or group of persons. If automobile owners are expected to pay any such parking fees, in many cases they might as well hand over their cars, because in six months the parking fees would in many cases exceed the value of the cars. Certainly, these parking space people should be obliged to comply with reasonable regulations. I went to the Metropolitan Theater the other night and placed my car in a parking area. When I came out of the theater, it took me exactly thirty-five minutes to get into my car and get out of the parking space onto the street. Because of the jam of all sorts of vehicles, I had to wait until everybody got away. I certainly do not think that those running that parking space were complying with proper regulations, or that they were observing any regulations whatever. If the proper authorities are going to allow that sort of thing, I am afraid they are striking a severe blow at automobile owners and are really injuring the automobile and parking industry, as well as greatly inconveniencing the parking public. I certainly do not know, either, why on parking spaces in the metropolitan area or in the City of Boston those running parking areas should be allowed to charge a fee for cars that are parked on the streets or sidewalks. I don't know why that sort of thing is allowed and why parking signs should be put up, as they are in Park square and on Tremont street, during some of the rush hours of the day and night. You will find cars parked, four and five next to each other, on the sidewalk and at the normal means of entrance and exit to some of these parking areas, certainly in violation of all rules for the clearance of the streets and sidewalks. I certainly cannot understand why these parking people should charge for parking space on cars that are parked on sidewalks and on the streets, which are supposed to be owned by the people and are supposed to be kept clear for their benefit. Nevertheless, those running these parking spaces are exercising such privileges, while the ordinary man coming here for business and parking his car for a short time on the street is subject to penalty. Certainly, also, the Assessing Department should assess every parking space within the city area, having this practice in mind; and the police, in any event, should not allow the blocking of our streets and sidewalks. It seems to me that the police should not allow these conditions to continue, and there

is no question that they create a serious fire hazard. It is evident, also, that the men running these parking spaces have been taking advantage within the past few weeks of the tagging campaign in Boston to increase their charges and to utilize every available bit of space, whether they are entitled to it or not. I think a number of members of this Body must realize the difficulty they are having in getting into and out of parking spaces, under present conditions. I am, therefore, asking the Street Commissioners, through the Mayor, not to grant a renewal of any permit for the operation of an outdoor parking space to any individual charging exorbitant parking fees or to any concern which violates the law in connection with the parking of automobiles, such as the improper blocking of streets and sidewalks. No people engaged illegally in this sort of business should be allowed to continue. I think also it is a matter which should be called to the attention of the Police Commissioner and those who at the present time are attempting to increase the normal flow of traffic in Boston. We all know the difficulty that pedestrians are having at the present time, at various places in this city, to get by automobiles which inappropriately block their way. The proprietors of such places certainly should not be allowed special privileges not accorded to the ordinary automobilist or pedestrian in Boston. I therefore repeat that I trust the Street Commissioners will see that such licenses are not continued where exorbitant fees are charged and where there is not a proper observance of the parking law. As I have said, this trouble has increased in the last few weeks, largely undoubtedly because of the tagging campaign, which has been intended to clear the streets for traffic and for the passage of pedestrians.

Coun. CAREY—Mr. President, some weeks ago I had an order similar to the one the gentleman has now offered, and I certainly trust that the abuse which we have all seen of parking in our highways and on our sidewalks will be discontinued. We have all witnessed this improper parking of cars for a period of an hour or two during the day or night, with the charge that has been made for improper parking privileges. I think, however, that it would be well to have the matter referred to the Executive Committee and have the public officials dealing with this question come before us, so that we may thoroughly understand the situation. We could have them, for instance, appear before us at our meeting next Monday. The baseball season is looming up, and if something is not done, we will have to continue to tolerate what we have at times tolerated in the past in the way of improperly blocking streets and sidewalks in the vicinity of the ball fields. The time has come when a stop should be put to that sort of thing. I ask, therefore, that the order be referred to the Executive Committee and that the Street Commissioners and other interested officials be requested to come before us with suggestions as to how the situation may be remedied.

Coun. COFFEY—Mr. President, I don't see any sense in referring this to the Executive Committee. We have already had the matter before that committee, taking it up in executive session with the Street Commissioners, the Traffic Commissioner and the Police Commissioner, in order to find out what authority they had in the matter and what could be done about it. I asked the Police Commissioner what authority he had over these parking lots and in regard to the fee charged, and whether he had any right to set a fee for parking for a certain number of hours. He said that he did not. The only conclusion I can come to is this, that the members of the City Council should get together and draw up an ordinance, for example, saying that there should not be a fee of over 35 cents for an eight-hour period. Otherwise, I don't think we can get anywhere with this matter. I trust that it will be referred to the Committee on Ordinances.

The order was referred to the Committee on Ordinances.

SOLDIERS RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of March.

Report accepted; said order passed.

CONFIRMATION OF EXECUTIVE AP-
POINTMENT.

On motion of Coun. CAREY, the Council took from the calendar No. 1, under unfinished business, viz.:

1. Action on appointment submitted by the Mayor, March 10, 1941, of George B. Goslin, to be a Weigher of Goods.

The question came on confirmation. Committee, Coun. Hurley and Coffey. Whole number of ballots 16, yeas 16, and the appointment was confirmed.

Adjoined, on motion of Coun. WICKES, at 4.03 p. m., to meet on Monday, March 31, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, March 31, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly, D. M. Sullivan, Ward.

The meeting was opened by the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:
Weigher of Coal: Thomas H. Pilcher, 51 Pearl street, Charlestown.
Laid over a week under the law.

ENFORCEMENT OF SPEED LAWS,
WARD 19.

The following was received:

City of Boston,

Office of the Mayor, March 31, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of February 24, 1941, concerning the enforcing of the speed laws on lower South street, between Roslindale square and the Arborway, Ward 19.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Police Department, March 24, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your communication of February 27 inclosing order of the City Council, dated February 24, reading as follows:

"Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to enforce the speed laws on lower South street, between Roslindale square and the Arborway, Ward 19";

please be advised that the commanding officer of Division 13, Jamaica Plain district, has assigned two officers to that part of South street located on his division to enforce the speed laws.

The commanding officer of Division 17, Roslindale district, reports that lower South street on his division runs mostly between the Arnold Arboretum and vacant land abutting the tracks of the New York, New Haven & Hartford Railroad, along which there are no residents for about a half mile. He states that the populated end of the street is narrow and curved, and with parked cars speeding is practically impossible.

However, he has instructed officers to visit this section from time to time to see that the speed laws are observed.

Very truly yours,
JOSEPH F. TIMILTY,
Police Commissioner.

Placed on file.

MACHINE SHOP DEFENSE TRAINING
IN HIGH SCHOOLS.

The following was received:

City of Boston,

Office of the Mayor, March 31, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Secretary of the School Committee of the City of Boston relative to your order of February 24, 1941, asking that the present plans for providing machine shop defense training in certain Boston high schools be modified to include the Hyde Park and Roslindale Schools.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

School Committee, March 25, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—The School Committee has received through your Honor an order passed by the City Council on February 24, 1941, asking that the present plans for providing machine shop defense training in certain Boston high schools be modified to include the Hyde Park and Roslindale High Schools so that a more equitable opportunity may be made available to young men who are desirous of obtaining instruction in defense trades.

In response to the suggestion of the City Council, the School Committee respectfully reports that the situation in Roslindale and Hyde Park is as follows:

Roslindale District: In Roslindale there is no available space in a school building which would be suitable for the installation of heavy machinery. In the Roslindale High School there is no room available for any shop additions at the present time.

Hyde Park High School: The Hyde Park High School already uses its shops during the regular school period, for the evening classes, and forty hours a week for National Defense Training. As soon as the evening classes close in April, this occupancy will be increased to eighty hours a week. It is planned to introduce a two-platoon system in the Hyde Park High School beginning next September. If this is done, it will mean that the building will be used practically on a twenty-four-hour-a-day basis.

The equipment now being requested from the United States Government may be used on the basis of twenty-four-hour-a-day use for National Defense trainees only.

Respectfully yours,
ELLEN M. CRONIN, Secretary.

Placed on file.

REPLACING OF EAST BOSTON TREES.

The following was received:

City of Boston,

Office of the Mayor, March 31, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of February 10, 1941, concerning the replacing of all trees on the streets of East Boston which were blown down by the hurricane of September, 1938.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, March 25, 1941.

William T. Doyle,

Secretary, Mayor's Office.

Dear Sir,—I have your memorandum of March 7 with inclosure, order of the City Council that the Park Commission be requested to replace all trees on the streets of East Boston which were blown down by the hurricane of September, 1938.

Please be assured that the department will try to comply with this request in so far as its limited Federal funds will allow.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

SIGN DESIGNATING WILLIAM F. SMITH
PLAYGROUND.

The following was received:

City of Boston,

Office of the Mayor, March 31, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of February 24, 1941, concerning the erection of a sign designating the William F. Smith Playground in Allston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, March 25, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of February 27 with inclosure, order of the City Council

that the Park Commission be requested to erect a sign designating the William F. Smith Playground in Allston.

Please be assured that this request will be attended to immediately.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

TABLET IN HONOR OF PATRICK T. CAMPBELL.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Director of the Public Library of the City of Boston relative to your order of February 10, 1941, concerning the erection of a suitable tablet on the Jeffries Point Branch Library in East Boston in honor of the late Patrick T. Campbell, Superintendent of Boston Public Schools.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Library Department, March 25, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—To the trustees of the Public Library at their meeting on March 21, 1941, I presented your transmittal of the order of the City Council under date of February 10, 1941, requesting the trustees of the Public Library, through his Honor the Mayor, to erect a suitable tablet on the Jeffries Point Branch Library in East Boston in honor of the late Patrick T. Campbell, Superintendent of Boston Public Schools.

The trustees gave careful consideration to the proposal and directed me to reply on their behalf that they have had a long-standing policy not to place tablets or portraits of individuals in the public library system except when the individual commemorated has had himself an active connection with the library. While they would like to commemorate an individual as distinguished as the late Mr. Campbell, they believe that they cannot with justice to other cases make in this instance an exception to their long-standing policy.

Yours very sincerely,
MILTON E. LORD, Director.

Placed on file.

BUS LINE TO EAST BOSTON HIGH SCHOOL.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of February 10, 1941, concerning the establishing a bus line from Orient Heights and Jeffries Point in East Boston to the East Boston High School and return, with a five-cent fare.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
March 21, 1941.

Mr. W. T. Doyle,
Secretary, Mayor's Office.

Dear Sir,—The trustees are perfectly agreeable to the operation of a bus line from Jeffries Point to Lexington street via Meridian street. It will be necessary, of course, in order to avoid duplicate service, to discontinue the car line which now runs, or else the deficit will simply be increased by a duplication of service which could not be justified.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

BUS SERVICE ON RIVER STREET.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of

the Boston Elevated Railway relative to your order of March 10, 1941, concerning the arranging the schedule of bus service on the River street line so that buses will be available to visitors of the Boston Sanatorium during the visiting hours—2.30 to 3.30 in the afternoon and 6 to 7 in the evening.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
March 26, 1941.

Mr. W. T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Referring to your letter of March 13, with order of the City Council concerning the arrangement of schedule of bus service on the River street line so that buses will be available to visitors of the Boston Sanatorium during the visiting hours—2.30 to 3.30 in the afternoon and 6 to 7 in the evening, the schedule on this line during the afternoon and early evening on week days and Sundays is 15 minutes, plus an extra bus from Ashmont at 3.30 p. m. and from Mattapan at 3.27 p. m. on week days, and on Sundays extra buses at 2.12 p. m. and 2.45 p. m. from Ashmont and 2.35 p. m. from Mattapan. The present schedule, therefore, provides service to meet the riding requirements during visiting hours at the Sanatorium.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SERVICE ON ARBORWAY-SUBWAY LINE.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of March 10, 1941, concerning the immediately increasing of the service on the Arborway-Subway line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
March 26, 1941.

Mr. W. T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Referring to your letter of March 13, with order of the City Council, concerning increase in service on the Arborway-Subway line, since the opening of the Huntington Avenue Subway the number of trips operated via Huntington avenue has been increased from 351 to 382 per day, and riding on the line is being constantly watched with the view of adjusting the service to meet the riding requirements.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

PARKER HILL PLAYGROUND, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of February 24, 1941, concerning the alterations and improvements at the Parker Hill Playground, Ward 10, as will permit the flooding of this playground for skating purposes next winter.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, March 25, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of February 27 with inclosure, order of the City Council that the Park Commission be requested to make such necessary alterations and improvements at the Parker Hill Playground as will permit it to be flooded for skating purposes next winter.

Pleased be informed that a survey will be made to determine the possibility of complying with this request. If it is possible to provide a skating area on this playground next winter, please be assured it will be done.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

**SALE TO UNITED STATES GOVERNMENT
OF WEST ROXBURY LAND.**

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I inclose herewith an order providing for the sale to the United States Government of approximately thirty acres of land located in West Roxbury at Spring street and Veterans of Foreign Wars Parkway.

This property is commonly known as the old "Parental School" property, acquired by the city in 1892 and in 1901, and variously used since that time as a school for truant and absentee school children, United States Veterans' Hospital, and branch hospital for the City of Boston.

At the present time the property is in the custody of the Commissioner of Public Works. All buildings on the property have been demolished.

The attached communication from the Corporation Counsel gives, in orderly sequence, the various changes which have occurred in this property since its acquisition.

This property is no longer needed for any public purpose and, in my opinion, should be disposed of by the city. It was my original intention that this large tract of land be sold by the city for home sites and were it not for the fact that the United States Government is most desirous of obtaining this property for a diagnostic hospital and main administrative offices for the Veterans' Bureau in New England, our original intentions would have been carried out.

The Veterans' Administration of the United States Government, after a thorough survey of this section of the country, of possible sites for a veterans' hospital, decided upon this location in West Roxbury. An offer of \$40,000 has been made for the purchase of the property.

The site is admirably located for the purpose intended and will not in any way injure the surrounding properties. The hospital will be conducted in accordance with rigid governmental standards and will meet a long recognized necessity for such a hospital near the largest center of population in this section of the country.

Both the State Departments of the American Legion and the Veterans of Foreign Wars are strongly in favor of a veterans' hospital in Boston and have approved this location.

The accompanying order authorizes the execution of an agreement to sell and the sale of the property above-mentioned at a purchase price of \$40,000, and I respectfully recommend its passage by your Honorable body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, March 28, 1941.
William J. Wallace, Esq.,
Secretary to the Mayor.

Dear Mr. Wallace,—I inclose herewith the original and four carbon copies of an order which may be transmitted to the City Council authorizing the execution of an agreement to sell and the sale of the so-called "Parental School" property to the United States of America.

The facts relative to this property are substantially as follows:

1. Property purchased by the City of Boston:
 - (a) About 1,207,918 square feet, October 13, 1892, Suffolk Deeds, Book 2089, page 123, purchase price, \$30,000.
 - (b) About 709,072 square feet, October 7, 1901, Suffolk Deeds, Book 2783, page 605, purchase price, \$35,262.27.

2. Taking of land, Veterans of Foreign Wars Parkway:

The Department of Public Works of the Commonwealth by an order dated December 8, 1931, recorded with Suffolk Deeds, Book 5300, page 201, took in fee about 649,000 square feet. Award, \$36,800.

3. This property was purchased by the City of Boston to provide for the establishment of a school for truant and absentees from school in the County of Suffolk in accordance with the provisions of chapter 282 of the Acts of 1886.

4. The Parental School was abolished March 23, 1915, in accordance with the provisions of chapter 738 of the Acts of 1914.

5. This property was transferred to the care and custody of the trustees of the Boston City Hospital by an order of the City Council, March 23, 1915, in accordance with the provisions of chapter 34 of the Special Acts of 1915.

6. This property was leased to the United States Government by an order of the City Council passed October 21, 1918, for the term ending June 30, 1919, with the right to renew said lease annually for the duration of the war and for the period of one year thereafter. Rent, \$1 per year.

7. By an order of the City Council passed January 17, 1921, a new lease was authorized on the basis of rental payment equal to 7 per cent of the assessed valuation of April 1, 1920 ($7\% \times \$502,000 = \$35,140$). Term July 1, 1921—June 30, 1926.

8. By an order of the City Council passed July 12, 1926, a new lease was authorized on basis of annual rent of \$35,175. Term one year, July 1, 1926—June 30, 1927.

9. Premises vacated by the United States Government sometime in 1927.

10. Premises used by City Hospital, West Department, 1928—1938.

11. By an order of the City Council passed February 14, 1939, the premises were transferred to the care and custody of the Department of Public Works of the City of Boston.

12. A W. P. A. project sponsored by the Public Works Department of the City of Boston demolished the buildings on this property.

13. The 1941 assessment is to be based at five cents a square foot.

Inclosed please find a plan of the said area, and also please find inclosed the original and three carbon copies of the proposed sales agreement.

Very truly yours,
JOHN J. TOBIN,
Assistant Corporation Counsel.

The engineers of the Street Laying-Out Department are working on the preparation of the above plan but due to the complications arising out of the laying out of the State Highway—Veterans of Foreign Wars Parkway—through this land this plan will not be completed before Tuesday or Wednesday of next week, therefore, I have prepared the inclosed order to be submitted to the City Council. The letter of transmittal of this order to the City Council, it is my understanding, is to be prepared by your office.

JOHN J. TOBIN.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 30 acres, situate in that part of Boston called West Roxbury. This parcel of land was acquired by purchase and the deeds of conveyance to the City of Boston are recorded with Suffolk Deeds, Book 2089, page 123, and Book 2783, page 605. This parcel of land is shown, hounded and described on a plan marked City of Boston, Spring Street, Veterans of Foreign Wars Parkway, Gardner Street, Wycliff Avenue, Linden Street, Webster Street, West Roxbury, March 28, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department"—Plan of land in West Roxbury District belonging to the City of Boston, Scale 80 feet to an inch", on file in the office of the Street Laying-Out Department of the City of Boston, City Hall, Boston, Massachusetts, and incorporated herein and made a part of this order.

Whereas, The City of Boston does maintain and is to extend and construct surface drainage sewerage works in and through this parcel of land in the location shown, hounded and described on the plan hereinbefore referred to and marked thereon, "Location, City of Boston, Surface Drainage Sewer"; and

Whereas, This parcel of land is now in the care and custody of the Commissioner of Public Works of the City of Boston; and

Whereas, This parcel of land, except as to that part thereof shown, bounded and described on the plan hereinbefore referred to necessary for the maintenance, extension and construction of surface drainage sewerage works, is no longer needed by the City of Boston for public purposes; and

Whereas, The United States of America desires to purchase this parcel of land and has through the Administrator, Veterans' Affairs, offered to the City of Boston the sum of \$40,000 as the purchase price therefor; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized, in the name and behalf of the City of Boston, to execute an agreement to sell and to sell without public auction this parcel of land shown, bounded and described on the plan hereinbefore referred to, subject, however, to the right and easement in the City of Boston to maintain, extend and construct surface drainage sewerage works in the location shown, bounded and described on the plan hereinbefore referred to, to the United States of America for the sum of \$40,000; and it is hereby further

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized, in the name and behalf of the City of Boston, to convey this parcel of land shown, bounded and described on the plan hereinbefore referred to, excepting and reserving the right and easement in the City of Boston to maintain, extend and construct surface drainage sewerage works in the location shown, bounded and described on the plan hereinbefore referred to, by an instrument in writing, satisfactory in form to the Law Department of the City of Boston and in consideration of the sum of \$40,000, to the United States of America.

Referred to Executive Committee.

MAINTENANCE OF CHELSEA STREET BRIDGE.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—I am informed by the Commissioner of Public Works that the City of Boston is assuming all maintenance and repair charges of the Chelsea Street Bridge which connects the City of Boston with the city of Chelsea. I am further informed that under the provisions of chapter 581 of the Acts of 1911 there exists a provision whereby the Supreme Judicial Court may be appealed to to appoint a commission which will determine how the charges for the reconstruction, repair and maintenance of this bridge may be apportioned among the cities which are benefited from the bridge, including Boston, Chelsea and Revere.

The attached order authorizes the Corporation Counsel to apply to the Supreme Court for the appointment of such a commission of apportionment of costs, and I recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
January 15, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor—Since the completion of the new Chelsea Street Bridge, East Boston, which is located across Chelsea Creek and connects Boston with Chelsea, the City of Boston has assumed all charges and costs in connection with the maintenance and repair of the structure. This is an inequitable situation that should be corrected, as it seems only fair and reasonable that the city of Chelsea and possibly the city of Revere should assume part of these costs.

I have discussed the matter with the Corporation Counsel and he has prepared an order, to be introduced in the City Council, which provides for the appointment of a Board of Commissioners, under the provisions of statute law, to apportion

the above-referenced costs among the cities and towns that, in the opinion of said Board of Commissioners, are benefited by this structure.

I, therefore, respectfully recommend that you transmit to the City Council, for approval by that Body, the inclosed order that has been prepared by the Corporation Counsel in connection with this matter.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, Section one of chapter five hundred and eighty-one of the Acts of nineteen hundred and eleven provides as follows:

"Upon the application of the city of Boston, after a vote thereupon by its city council, to any justice of the supreme judicial court, and after notice to and hearing of the cities of Boston and Chelsea, the towns of Revere and Winthrop, and such other cities and towns and street railway corporations as are affected by the application, said court shall appoint three disinterested persons as commissioners, neither of whom shall reside in either of said cities or towns, who, after notice and a hearing shall apportion among the cities and towns which receive special benefits from the bridges hereinafter named a just and equitable share of the cost of construction, reconstruction, repairs and maintenance of said bridges, and shall also assess upon any street railway having a location upon any of said bridges a just and equitable share of the cost of construction and repairs; provided, however, that no costs shall be so assessed for any work done or contracted for previous to the passage of this act. Said bridges are, (1) Chelsea bridge, so-called, between Charlestown and Chelsea; (2) Meridian street bridge between East Boston and Chelsea; (3) Chelsea street bridge between East Boston and Chelsea."

Whereas, No apportionment of the cost of the construction, reconstruction, repairs and maintenance of the bridge designated in the above-quoted section as "(3) Chelsea Street bridge between East Boston and Chelsea" has been made; it is hereby,

Ordered, That the Corporation Counsel be, and he hereby is, authorized, in the name of the City of Boston, to apply to the Supreme Judicial Court for the appointment of commissioners, under chapter five hundred and eighty-one of the Acts of nineteen hundred and eleven, to apportion among the cities and towns and street railways the cost of construction, reconstruction, repairs and maintenance of the Chelsea Street Bridge between East Boston and Chelsea.

Referred to Executive Committee.

USE OF BALANCE IN WATER DIVISION.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—During the fiscal year 1940 the receipts of the Water Division of the Public Works Department exceeded expenditures for all purposes by \$418,454.34. Under the provisions of chapter 324 of the Acts of 1914, this balance can be used for only one purpose, namely, "to meet Interest and Sinking Fund Requirements or Serial Loan payments on any debt of the City of Boston." In accordance with this statutory provision, I submit herewith an order authorizing the use of this balance to meet debt requirements of the current year. This action will serve to reduce the amount to be provided in the tax levy for redemption of debt and the payment of interest, thus affording direct relief to the property owners and taxpayers of the city. I respectfully recommend adoption of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of section I of chapter 324 of the Acts of 1914 the City Auditor be authorized to use \$418,454.34 of the balance in Water Income to meet Interest and Sinking Fund Requirements or Serial Loan payments on any debt of the City of Boston.

Referred to Executive Committee.

FEDERAL SURPLUS COMMODITY STAMP PLAN.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—Under the provisions of chapter 92 of the Acts of 1941 municipalities are authorized to borrow for the purchase of stamps utilized in connection with the Federal Surplus Commodity Stamp Plan. Through a temporary arrangement with the First National Bank, purchases of stamps since the establishment of the plan in Boston have been financed through funds advanced by the bank. Under the agreement covering this arrangement, the bank may terminate its cooperative participation on or after April fifteenth. While I have every reason to believe that the bank will continue this temporary financial assistance as long as is required by the city, nevertheless, I believe it desirable to provide, at the earliest possible moment, funds which will permit the Public Welfare Department of the City to make direct and independent purchases of the stamps. I accordingly submit the attached appropriation order and recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 92 of the Acts of 1941 a loan in the sum of \$250,000 outside the debt limit be, and hereby is, authorized, and that the City Treasurer, upon request of the Mayor, be authorized to issue bonds or notes therefor, and that the said sum of \$250,000 be, and hereby is, appropriated, to be expended in accordance with the provisions of chapter 92 of the Acts of 1941 for the following purpose:

Public Welfare Department.	
Installation of Federal Surplus Commodity Stamp Plan.....	\$250,000
Referred to Committee on Finance.	

LOAN FOR PUBLIC WELFARE, SOLDIERS' RELIEF AND W. P. A. PROJECTS.

The following was received:

City of Boston,
Office of the Mayor, March 31, 1941.
To the City Council.

Gentlemen,—Under the provisions of chapter 92 of the Acts of 1941 municipalities are authorized to borrow, after satisfying certain requirements, on account of appropriations made for Public Welfare, Soldiers' Relief and W. P. A. projects. This act, while it continues the policy established by the state in 1933 to relieve municipalities through borrowing from the direct burden of heavy welfare requirements resulting from the depression, differs in certain material respects in its requirements from the legislation previously enacted. Under its provisions, cities and towns must first provide by direct taxation appropriations for Aid to Dependent Children, Old Age Assistance and Soldiers' Relief in amounts equal to actual expenditures for these purposes in the previous financial year. On all other forms of welfare disbursements, municipalities must, by direct appropriations, provide amounts equal to 65 per cent of the actual expenditures of the previous year.

To date, budget appropriations totaling \$13,863,916.02 have been made for welfare requirements and projects. Under the formula provided in chapter 92, \$10,352,937.30 must be provided through the medium of the tax levy, leaving \$3,510,978.72 which may be made the subject of a loan. This latter amount represents a reduction of, roughly, \$1,350,000 from actual borrowings in 1940 for welfare purposes. I submit herewith an order authorizing the borrowing of \$3,510,000 under the provisions of chapter 92 of the Acts of 1941. I respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 92 of the Acts of 1941 the sum of \$3,510,000 be, and hereby is, appropriated for Public Welfare, Soldiers' Benefits and Federal Emergency Un-

employment Relief Projects, to be used for meeting appropriations heretofore made, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount, the same to be issued outside the debt limit.
Referred to Committee on Finance.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

- George Anastos, for compensation for damage to car by city truck.
- Louis Caporale, for compensation for damage to car by city truck.
- Arthur Dillon, for compensation for injuries caused by an alleged defect at 64 River street.
- George Doughty, for compensation for damage to car by city truck.
- Rosa Falcetta and Joseph Campanale, for compensation for damage to property and injuries caused by city truck.
- William H. Flanagan, for compensation for damage to car by city car.
- Alice C. Geizinis, for compensation for injuries caused by an alleged defect at Charles Street Station.
- Aroline M. Goodwin, for compensation for injuries caused by an alleged defect at 18 Temple street.
- Hathaway Bakeries, Inc., for compensation for damage to truck by snowplow.
- Bertha A. Hutchings, for compensation for injuries caused by an alleged defect in Queensberry street.
- Gloria H. Irving, for compensation for injuries caused by an alleged defect in Revere street.
- Gilbert E. Kemp, for compensation for injuries caused by an alleged defect in Devonshire street.
- Joseph F. Lighthall, to be reimbursed for accident which occurred while in performance of duty.
- Joseph G. McNeil, for compensation for damage to car by city truck.
- Theresa D. Moran, for compensation for injuries caused by an alleged defect at Charles and Boylston streets.
- Rocco Morano, for compensation for injuries received caused by defective stairs at Mount Carmel Church.
- John Moyer, for compensation for damage to car by fire engine.
- Lewie Quoekwing, for compensation for damage to property at 421 Bowdoin street, caused by city tractor.
- August Reis, for compensation for collapse of water boiler at 116 Williams street, caused by water being shut off.
- Giovanni Rizzotto, for compensation for damage to property at 21 Endicott street, caused by water in cellar.
- Sarah Shaddock, for compensation for injuries caused by an alleged defect at 100 Lanark road.

Committee on Licenses.

- Petition of Jacob J. Neitlich, for driveway opening at 783 Blue Hill avenue.
- Petition of Boston Elevated Railway Company for license to operate motor vehicles between junction of Market and Washington streets and junction of Arlington and Faneuil streets, Brighton, over Market, Arlington, South Hobart, Harriet and Faneuil streets, in either direction.

Executive.

- Petition of Rose A. Devine, to be paid an annuity on account of death of husband, John J. Devine, late member of Fire Department.
- Petition of Mary H. Brophay, to be paid an annuity on account of death of her husband, Frederick R. Brophay, late member of Fire Department.
- Petition for children under fifteen years of age to appear at places of public amusement, viz.:
Sibyl H. Balch, Hotel Bradford, April 5.

MINORS' LICENSES.

Petitions for minors' licenses were received from fifteen newshays and two bootblacks. Licenses granted under usual conditions.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works together with orders assessing half-cost of construction of sidewalks against owners of estates bordering thereon, viz.:

	Half-Cost.
Westbourne street, Ward 20.....	\$645 45

The order was passed under suspension of the rule.

BOND OF BOSTON AMERICAN LEAGUE BASEBALL COMPANY.

The liability policy of the Boston American League Baseball Company was submitted to the Council.

Approved and placed on file.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Harry P. Sheehan (referred March 3) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Park Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred twelve dollars (\$112) be allowed and paid to Harry P. Sheehan in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Park Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

2. Report on petition of Thomas L. Kelly (referred March 24) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of thirty-two dollars and thirty-eight cents (\$32.38) be allowed and paid to Thomas L. Kelly in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

INFORMATION FROM CITY CENSOR.

Coun. COFFEY offered the following:

Ordered, That the City Censor be requested, through his Honor the Mayor, to explain his failure to act on a recent order of the Boston City Council whereby burlesque houses be closed for the entire day on Good Friday.

Passed under suspension of the rule.

CLEANING OF EAST BOSTON STREETS.

Coun. COFFEY offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to have the streets of East Boston cleaned and to do patchwork where necessary.

Passed under suspension of the rule.

REPAIR OF EAST BOSTON PLAY-
GROUNDS.

Coun. COFFEY offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to make the necessary repairs to the playgrounds in East Boston in order to have them in readiness for the baseball season.

Passed under suspension of the rule.

FIRE HOUSE FOR ORIENT HEIGHTS
SECTION.

Coun. COFFEY offered the following:
Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to consider the advisability of establishing a fire house in the Orient Heights section of East Boston.
Passed under suspension of the rule.

RESURFACING OF HAVRE STREET.

Coun. COFFEY offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement Havre street, Ward 1, from Marion street to Bennington street, under the W. P. A. plan of construction.
Passed under suspension of the rule.

CHARGE FOR ALL-DAY PARKING.

Coun. COFFEY offered the following:
Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to draw up plans to have parking lots charge 35 cents or less per day.
Passed under suspension of the rule.

TWENTY-FOUR BASIS FOR EAST BOSTON
RELIEF STATION.

Coun. COFFEY offered the following:
Ordered, That the trustees of the Boston City Hospital be requested, through his Honor the Mayor, to make arrangements for the opening of the East Boston Relief Station on a twenty-four-hour-day basis.

Coun. COFFEY—Mr. President, the reason why I have introduced this order today to open the Relief Station in East Boston on a twenty-four-hour basis, is because three years ago the Mayor, under an economy program, decided to close that station and to save the money of the taxpayers. I have introduced at least eleven orders to have the station opened, but without avail so far. A week ago yesterday I happened to be present at a communion breakfast in East Boston, when the Mayor made the remark that the East Boston Relief Station was a fake. I ask you to bear with me while I go back a year ago, to the last Columbus night, when the Mayor gave the people of that section a large appropriation to stage a big celebration of Columbus Day. That night, the Mayor stated that he had made a mistake when he closed the Relief Station, that he was man enough to come back to the people and tell them that he had made a mistake, and that he was going to rectify the mistake. I was present at the banquet, and I thought from what he said that he was going to re-open the station on a twenty-four-hour basis. But the Mayor opened the Relief Station from ten o'clock in the morning until six in the evening, as a clinic. And now he makes the statement that the East Boston Relief Station is a fake, and that statement was carried in all the papers Thursday and Friday. I now ask the Mayor why he made that statement, what he meant when he said at the Columbus Day celebration last year that he had made a mistake in closing that station, and when he now says that the East Boston Relief Station is a fake, that it has not saved lives but loses them. Two weeks ago I introduced an order asking the Hospital Trustees, through his Honor the Mayor, to supply that station with a doctor instead of an interne. The Mayor started last week by sending a doctor there instead of an interne who had been there since it was opened, a year ago last January. But the station has not been placed on a twenty-four-hour basis. That Relief Station was built in 1904, during the administration of Pat Collins, I don't remember the exact order of the Mayors who followed Collins, but we had Mayor Curley, Mayor Peters, Mayor Nichols, Mayor Curley again, and Mansfield. None of those gentlemen thought that the East Boston Relief Station was a fake, or saw fit to close it, and I now ask the Mayor why a district that has 70,000 residents should be expected to go back to the horse and

buggy days and not be given proper consideration in this matter of hospital accommodations. I ask the Mayor to take steps to open that relief station twenty-four hours a day.

The order was passed under suspension of the rule.

REMOVAL OF SNOW AND DEBRIS.

Coun. RUSSO offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for the immediate clearance of all snow and debris from the streets of Boston.

Coun. RUSSO—Mr. President, last week I had occasion to go around some of the streets of my district and of the city, on a personal tour of investigation, and I found that there are many streets still cluttered up with the snow that fell some time ago. I am, of course, particularly referring to streets in my own ward, and it is still surprising to see the quantity of snow in some of those streets and the condition in which they are today. It is disheartening to go through the streets and see the small children who are forced to play on them under the present conditions. It is about time that the Public Works Commissioner took action towards removing the snow and debris so as not to impair the health of the children of the city. I would also like to have the Fire Commissioner instructed to have the streets where those children play flused so that they will be at least able to play there under proper conditions and without the fear of perhaps being subjected to some serious disease. Having these facts in mind, I certainly hope that action will be taken immediately along this line, to remove this menace to the children of my district, and I know that every councilor here feels the same as I do, that they are entitled to action that will benefit their health. I trust also that the Street Commission will see fit to make a survey in my district so that these streets may be roped off this coming summer, giving play areas to the small children. I trust that this order will be passed.

The order was passed under suspension of the rule.

W. P. A. PAYMENT BEFORE EASTER.

Coun. CHASE and M. H. SULLIVAN offered the following:

Ordered, That the Boston Director of W. P. A. activities be requested, through his Honor the Mayor, to arrange for the distribution of pay checks the Friday before Easter instead of the Monday after Easter.

Coun. CHASE—Mr. President, I trust that the Boston Director of W. P. A. activities in this city will be so requested, to arrange for the distribution of pay checks on the Friday before Easter instead of the Monday after. At least 50 per cent of all the W. P. A. workers in Boston will, under normal conditions, receive their two weeks wages after Easter, and I am sure the members of the Body will agree with me that those people should be given an opportunity to follow the old custom of buying things to eat and wear before Easter. It will certainly be a great help to these people who are on W. P. A. relief to receive their checks on the Friday before instead of the Monday following Easter, and I trust that the order will pass.

The order was passed under suspension of the rule.

ROPING OFF STREETS FOR B. A. A. MARATHON.

Coun. SHATTUCK offered the following:

Ordered, That the City Messenger be directed to rope off the streets at the points necessary along the route of the Annual Marathon Race to be conducted by the B. A. A. on April 19, 1941, the expense of same to be charged to the City Council fund for Flags, Ropes and Stakes.

Passed under suspension of the rule.

CLEANING OF WARD 10 STREETS.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to devise some plan whereby a thorough cleaning may be given the streets throughout the city, particularly in the Ward 10 area, immediately.

Coun. CAREY—Mr. President, this order is practically identical with the order introduced by the councilor from Ward 3 (Coun. Russo) and also along the line of a similar order introduced by the councilor from Ward 1 (Coun. Coffey). I wish to say, in introducing the order, that I have no intention of criticizing the Commissioner of Public Works, as I know that he is doing his best and trying to get along without adequate equipment. Therefore, he certainly should not be criticized too harshly. But there has been considerable snow and dirt left on certain of the streets and the high winds of the past week have made conditions particularly hard for housewives and pedestrians. I think the commissioner might have in mind the possible flusing of the streets, as suggested by the councilor from Ward 3. I certainly trust that immediate attention will be given to this request.

The order was passed under suspension of the rule.

RESURFACING OF G STREET.

Coun. SCANNELL and LINEHAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement G street, Wards 6 and 7, from Broadway to Thomas park, under the W. P. A. plan of construction.

Passed under suspension of the rule.

SURVEY OF WARD 6 SIDEWALKS.

Coun. SCANNELL offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of the sidewalks in Ward 6 for the purpose of installing granolithic walks wherever needed.

Passed under suspension of the rule.

REMODELING OF LOCKER BUILDING, COLUMBUS PARK.

Coun. LINEHAN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to remodel the old locker building at Columbus Park, South Boston, so that it may be available for the use of the greatly increased number of children in the district as a result of the Old Harbor Village housing unit and the new South Boston unit to be opened in the near future.

Passed under suspension of the rule.

POSTPONEMENT OF TAX SALE ADVERTISING.

Coun. CAREY offered the following:

Ordered, That the City Collector be requested, through his Honor the Mayor, to defer advertising for tax sale until next September those properties in which there are outstanding water bills and which the collector plans to advertise in April.

Coun. CAREY—Mr. President, I understand that at the present time the City Collector is planning in the early part of April advertising for sale properties on which there are outstanding water bills, some of them for small amounts. It may be true that some of the bills date as far back as 1937. I understand that this is the first time when the collector has advertised sales solely for water bills. I feel, also, that no doubt in many cases there has been some mistake, or oversight in not paying the bills, and that the owners should be given more of a chance to pay the bills before the property is advertised for sale. I feel that if the advertising is deferred until September the owners will then be in a better position to clean the thing up. We all know how reluctant property owners are to see their property advertised, even if it is only in the *City Record*, certainly until they have been given a good opportunity to pay the bills. I believe no harm will be done by delaying the advertising until September, and I trust, therefore, that the collector will be asked to comply with this request.

The order was passed under suspension of the rule.

FEES FOR PERMANENT VAULTS.

Coun. FISH offered the following:

An Ordinance Concerning the License Fees of the City of Boston, to be it ordered by the City Council of Boston, as follows:

Section 1. Acting under the authority of chapter 173 of the Acts of 1939 the following fee is hereby established:

1. The fee provided for under chapter 486, section 28, Acts of 1909, for the commercial use of permanent vaults commonly known as areas under public ways shall be on a rental basis.

2. The Council and Mayor in establishing rents shall be guided by the assessed value of adjacent land.

3. The rents shall be collected by the Board of Street Commissioners.

The ordinance was declared by the President referred to the Committee on Ordinances.

Coun. FISH—Mr. President, the purpose of that ordinance, I think, will be clear. Under our sidewalks there is a great deal of space that can be used for commercial purposes, for vaults and that sort of thing. As I understand it, the assessors have only a right to assess to the inside line of the sidewalk. I see no justice, however, in levying a heavy fee, for example, on marquises that extend over the sidewalk, even though not used for advertising purposes but simply for architectural effect, and not charging a fee for the commercial use of the land underneath the sidewalks. I would, therefore, request that the Committee on Ordinances have a meeting on this matter as soon as possible.

The ordinance was referred to the Committee on Ordinances.

CLEANING OF WARD 16 STREETS.

Ordered, That the Public Works Commissioner, through his Honor the Mayor, be instructed to order the streets of Ward 16 be cleaned.

Coun. FISH—Mr. President, this seems like clean-up week in Boston. But it is discouraging, in walking through our districts, to see the gutters littered up with broken sticks and debris and refuse of one kind and another. As Councilor Russo has said, if these conditions are not cleaned up, we will have some disease going through the city.

The order was passed under suspension of the rule.

FIVE-CENT FARE ON ELEVATED.

Coun. FISH offered the following:

Ordered, that the City Council, through his Honor the Mayor, request the trustees of the Boston Elevated Railway to immediately establish a five-cent fare to replace the present ten-cent fare.

Coun. FISH—Mr. President, we are going to receive a report from the Finance Commission very shortly. At least, I assume that we are. We called for an investigation and appropriated \$30,000 for it, and I understand that the report is about to be made. I have a very good idea of what the report will be. It proposes to institute court action by the Attorney General for the state, and, if there is any fairness, after the matter is presented in court, I think the citizens will enjoy a five-cent fare and that there will be material benefits to the city all around. But why should we wait? If the Finance Commission are coming out with a report of the investigation by the attorney, Mr. Callahan, showing that there has been a deliberate fraud in the Boston Elevated situation, why should we have to await the customary court procedure of a year or two? For that reason, I ask that an immediate five-cent fare be established by the Boston Elevated.

Coun. TAYLOR—Mr. President, will the gentleman yield?

Coun. FISH—Not at the moment. I think we have enough to go ahead on. I suppose presently the Governor of the Commonwealth will have the report in his hands. If my memory serves me right, he was Speaker of the House when this largest steal ever made was thrust on the people of Boston. As I say, we are finally going to get a five-cent fare. The Elevated Trustees seem to be on the run, and I think we can and should get it now, rather than wait for action by the courts. I think it would be somewhat futile for us to wait until action is finally taken by the courts. I believe action should be taken as soon as possible.

Coun. SHATTUCK—Mr. President, this order is just plain hokey. As anyone who examines the figures will know, while there may be some savings as the result of this investigation, the savings will not be nearly enough to justify the five-cent fare. Anyone who has gone into the figures showing the wages of the employees, to say nothing of the other expenses of the company, must know that nearly five cents, I think 4½ cents or in that neighborhood, goes for wages. In addition, there is the fuel, the operation of the power plant and cars, the equipment the road must have, the amount that must be paid to the City of Boston for use of the subways, the taxes that are paid, the interest paid on the Metropolitan Transit District bonds, all those things. The transit district has to meet the interest on those bonds, with the Sinking Fund, and there are a lot of other expenses that go into that ten-cent fare. The road must, if it is not going into bankruptcy, meet the interest on those bonds; it must pay the taxes to the City of Boston and the rentals on the subways, on which our city bonds depend. So if we adopt this order, we are just fooling the people. I move you, sir, therefore, that the order be referred to the Executive Committee, and that the Executive Committee study the last reports of the Trustees of the Elevated road, which demonstrates in themselves that a five-cent fare is impossible.

Coun. TAYLOR—Mr. President, I am not opposed to the order offered by the gentleman from Ward 16 (Coun. Fish), but I am certainly in favor of a reduction of the carfares paid in the City of Boston if we can get it. I read in the newspaper the article to which the councilor has referred, regarding the report to the Finance Commission, and where there is smoke there is probably fire. I am certainly interested in the results of that particular investigation. I am the one who was responsible for bringing the order before the Council for the purpose of having the Finance Commission investigate the Boston Elevated Railway Company. I have always felt that there was something rotten in Denmark. I could never understand how the Boston Elevated Railway Company charged a ten-cent fare, when in New York City and when on other street railways throughout the Commonwealth the fare is only five cents, and the roads are running at a profit. I certainly trust that this investigation, about which we have read in the newspapers, will give the facts to the public. I believe there is a great deal of truth in what the councilor has said, and I believe that the report will substantiate the remarks that I made to the effect that the Boston Elevated had put over this steal on the public in order to pay to the stockholders this guaranteed dividend every year, at the expense of the taxpayers of the City of Boston and of the metropolitan district. I never could understand it, except that the powerful lobbyists of this great corporation were able to manipulate through the Legislature that act, through which the stockholders of the road are receiving gains to which they are not entitled. I have always contended that they were thereby receiving benefits that the stockholders of no other company in the United States obtain. I see that they recently purchased twenty-five or thirty new cars, at an expense of about \$17,000 per car, and the people of Boston have to pay that and other expenses along that line. Of course, the expense for rehabilitating the road is being met by the taxpayers of the City of Boston. There is no doubt in our minds on that point. I am certainly in favor of reducing the fares that must be paid by the people of the City of Boston, who are primarily interested in a reduced fare, and I also believe that the taxpayers, who are carrying the burden of over \$40 per thousand on their tax rate, should be relieved of as much as possible of their burden. I personally feel that this investigation may possibly bring results that will be beneficial to the taxpayers of the City of Boston, and I hope the investigation will bring that about. I am particularly interested in the people who must pay the \$2,000,000 annually at the present time to meet the so called deficit in the operation of the road. I believe that if the road should adopt a five-cent car fare on short hauls and a proportionately increased rate, according to distance, on longer hauls, this whole question of fares could be easily settled. But, of course, that will not be done while the people of Milton, Arlington and other distant parts of the metropolitan district are simply paying the same ten-cent fare that the people of Boston pay when they ride short distances in this city.

I suppose the order should wait until we receive the report of the Finance Commission, in which, of course, we are all interested.

Coun. M. H. SULLIVAN—Mr. President, reference has been made to the twenty-six de luxe cars for which \$17,000 apiece was paid, on the Watertown, Newton and Brighton street car line. I flatter myself that I was the one who was instrumental in having those cars placed there. I don't know about the purchase price of those cars, although I read the statement that each cost \$17,000. But I do think that those cars were necessary, and I believe Councillor Taylor would think so if he had ridden out there on one of the old cars on that line. So I think the Boston Elevated Trustees showed good sense when they purchased those cars, and I feel that it would be a good thing if they had twenty or twenty-five more.

Coun. TAYLOR—Mr. President, will the gentleman yield for a question?

Coun. M. H. SULLIVAN—If it refers to the welfare of the district I represent.

Coun. TAYLOR—Do you think, even if the cars are necessary, that the taxpayers of the City of Boston should pay the bills?

Coun. M. H. SULLIVAN—I don't know just who would pay the bills, unless the taxpayers. But, apparently unlike him, I would like far better equipment on the Boston Elevated.

The order was referred to the Executive Committee.

Coun. TAYLOR—Will the gentleman yield for another question?

President GALVIN—No. The order has been referred to the Executive Committee, and no debate is in order.

Coun. CHASE—Mr. President, I would ask unanimous consent to make a statement. (No objection.) What I am going to say is not a lot of hooey, but is going to be based on facts. Up to the time when the Huntington Avenue Subway was completed, the people of my district and other sections of Boston had a five-cent fare from Brigham Circle to Arlington street. On the completion of that subway the Boston Elevated Trustees took away that privilege, and to date have not replaced it with any bus line, although the Council is on record as favoring the replacement of a bus line in that area. Nobody can tell me that the trustees would not be justified in establishing a local five-cent line in that area. But the wishes of the people in that respect are ignored, while people can ride from Arlington Heights, from Milton and other parts of the metropolitan district through that section for ten cents, while residents of that area are obliged to pay ten cents simply to ride down to Park street. I say that the trustees are absolutely not taking into consideration the rights of the citizens of my district and of other parts of Boston. The Boston Elevated Trustees are charged with the duty of providing transportation at adequate and reasonable cost, and I say that that duty is just as strongly placed on their shoulders as the duty of trying to run the transportation system on a paying basis. The Boston Elevated is a public institution. It is under the control of the State government. The stockholders are guaranteed a dividend, and the people of Boston are more than paying their share of the deficit of the Boston Elevated. My section is one of the largest taxing districts in Boston, and the merchants and people who reside in that area are losing business and being inconvenienced and robbed by the Boston Elevated Trustees, when they are not provided adequate five-cent transportation. I am more than sympathetic with what the gentlemen from Dorchester and Roxbury say about the Boston Elevated Trustees. I say that absolutely they do not act within the bounds of reason in charging the people inside of Boston more than a five-cent fare. The transportation in Boston should not be more than five cents, and the sooner the people generally realize that we are helping to pay the fares of the people of Newton, Arlington and other outside places, who are simply paying the same ten-cent fare that the people of Boston pay, the better. We are paying the same price for a half-mile or a mile ride that the people out of town are paying for a long haul.

Later in the session Coun. SHATTUCK said: Mr. President, I ask unanimous consent to make a statement. (No objection.) When speaking on the Elevated order, I meant to add a statement of fact relative to something said by the gentleman from Ward 16 (Coun. Fish), relative to the action of the Governor. The Public Control Act

was passed in 1918, which was six years before the Governor was a member of the Legislature. He entered the Legislature in 1924.

Coun. FISH—I think in my remarks I stated, "if my memory serves me correctly."

Coun. SHATTUCK—Yes, but I had not finished the statement I was going to make. I became a member of the Legislature in 1920 and served for several years before the Governor entered the Legislature. The Public Control Act, as I say, was passed in 1918. It was extended subsequently, I think, in 1931. At that time the Governor was the Speaker of the House, but before action was taken on the extension a referendum was submitted to the people asking them three questions,—“First, Did they want Public Control discontinued? Second, Did they want Public Control continued? Third, Did they want public ownership?” The greater number of voters voted for the continuation of Public Control, and that is what the Legislature voted.

Coun. TAYLOR—Mr. President, will the gentleman yield for a question, please?

President GALVIN—No. There is nothing before the house.

PAYMENT IN CASH TO HOSPITAL EMPLOYEES.

Coun. HURLEY offered the following:

Ordered, That the City Treasurer be requested, through his Honor the Mayor, to discontinue the practice of paying employees of the City Hospital by check, and to reestablish the old system of payment by cash.

Coun. HURLEY—Mr. President, it has been called to my attention that they are experimenting with a new system of paying the employees of the Boston City Hospital,—instead of paying in cash, paying by check. I think that is a very poor system. The employees of the Boston City Hospital, as members of the Council know, are among the lower salaried groups, their pay checks running from \$10 to \$18 or \$20 a week. They are now being paid by check as an experiment, starting from the South Department and going out to the Mattapan Sanatorium. I think paying those employees in that group by check is one of the worst mistakes that could be made. They have no bank accounts, not having money enough to have a bank account, and so there is a strong temptation to them to go to the taverns and saloons to cash the checks, with the result that when they get through there is little or no money for their families. They certainly get little enough money, anyway, and I hope the Mayor will consult with the City Treasurer and do away with this plan of paying by check.

The order was passed under suspension of the rule.

WARD 14 PLAYGROUND IMPROVEMENTS.

Coun. GOTTLIEB offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to construct a backstop behind home plate in the Ceylon Playground, Ward 14.

Ordered, That the Park Commission be requested, through his Honor the Mayor, to resurface the tennis courts on the Ripley Road Playground and to prohibit football and baseball games on same.

Severally passed under suspension of the rule.

W. P. A. DENTAL PROJECT.

Coun. GOTTLIEB offered the following:

Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to report on the advisability of setting up a W. P. A. dental project to provide for the dental care of adults receiving welfare aid and employed under W. P. A.

Coun. GOTTLIEB—Mr. President, a short time ago I introduced several orders requesting the Health Commissioner and the trustees of the George Robert White Fund to confer with the Mayor as to the advisability of establishing dental clinics for the care of adults in the City of Boston who were receiving welfare aid or W. P. A. compensation and who were unable to pay for the dental work they required. Nothing has ever

come of these orders, and the problem of care of the teeth of many of these adults in the City of Boston is still unsolved. It appears that months and years may go by before any provisions are made for taking care of these poor unfortunate people. I see no reason why the City of Boston should not assume, in addition to the obligation of feeding its needy citizens, also the obligation of giving them medical and dental care. I think that is an obligation of every city, every state and every government in civilized days and in civilized countries. If I can get the city to do it, I would like it done by W. P. A. workers. In the city of New York today they have a W. P. A. project that provides dental care for citizens who are receiving welfare aid and who are on W. P. A. The project has proved very successful, and I believe a project of this kind, sponsored by the Mayor, would also be successful in Boston. It will not interfere with the work of the dentists, because the people who would take advantage of such a project could not afford to go to the ordinary dental practitioner. You and I know that people on W. P. A. or on welfare do not go to local dentists, because they could not afford to pay the compensation for the services rendered. I think if such a plan were adopted, the welfare department would save money, because it is now the practice in that department in relief cases to give dental plates, where the recipients have no money for the dental plates. I also think we would save considerable money by utilizing dentists on W. P. A. I understand that there are now dentists, graduates of dental schools, who are unable to make a living in the practice of their profession and who would be glad in a case of this sort to accept W. P. A. employment. Why cannot we give them that opportunity to make a decent, respectable living in the profession for which they were educated, and why not give poor people an opportunity to have their teeth cared for? If we can spend billions on war defense, this is a thing that should be certainly recognized as entering into the matter of war defense. We have seen time and time again young men rejected by the draft because of defective teeth, and if this action is taken we will help to make them good soldiers. I hope the order will pass, and that immediate action will be taken looking toward the establishment of such a project for the City of Boston.

The order was passed under suspension of the rule.

INVESTIGATION OF ELEVATOR FATALITIES.

Coun. WICKES offered the following:

Ordered, That the Building Commissioner be requested, through his Honor the Mayor, to conduct an investigation into the causes of recent fatalities which have occurred in elevator shafts in this city, and of conditions of elevator safety devices throughout the city, and submit a report of same to the City Council.

Passed under suspension of the rule.

RESURFACING OF WARD 17 STREETS.

Coun. WICKES offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Thane street, Ward 17, under W. P. A. construction.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Sanford street, Ward 17, under W. P. A. construction.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Whitfield street, Ward 17, under W. P. A. construction.

Severally passed under suspension of the rule.

REPAINTING OF CROSSWALKS, WARD 17.

Coun. WICKES offered the following:

Ordered, That the traffic commissioner be requested, through his Honor the Mayor, to make arrangements for the repainting of crosswalks at intersections and in front of schools in Ward 17.

Passed under suspension of the rule.

BETTER SERVICE ASHMONT-MORTON AND WASHINGTON STREET-DUDLEY STREET LINES.

Coun. WICKES offered the following:

Ordered, That the Boston Elevated Trustees be requested, through his Honor the Mayor, to make arrangements for better and more frequent service on the Ashmont-Morton street bus line and on the Washington street-Dudley street car line.

Passed under suspension of the rule.

REPAIR OF WARD 17 STREETS.

Coun. WICKES offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of all streets in Ward 17, with a view to making repairs on streets which have been damaged as a result of this year's severe winter.

Passed under suspension of the rule.

LOWERING OF LICENSE FEES.

Coun. FISH offered the following:

Ordered, That the City Council consider the advisability of a revision downward of all license fees that come under the control of the Mayor and City Council.

Coun. FISH—Mr. President, just a word about what prompts me to offer this order. While we have of late imposed larger license fees on every type of legitimate business in the City of Boston today, we cannot impose a fee of one penny on vending machines, a million-dollar business operated by racketeers. I don't mind stating here now that it will not be long before I shall recommend the abolition of all license fees unless we can impose a large penalty on racketeers who are getting more profits today than legitimate business people. What prompts me to put this order in is that I have here a letter stating that it costs \$2.00 to license a flagpole and fly the American flag in Boston. That is not my statement, but the statement of a gentleman who occupies an office on State street. I don't blame this man for sending in the letter calling attention to the fact that we penalize people of this city \$2.00 for flying the American flag while we allow the racketeers complete immunity.

The order was referred to the Committee on Ordinances.

FOOD STAMP ABUSES.

Coun. GOODE offered the following:

Ordered, That the Overseers of public Welfare be requested, through his Honor the Mayor, to seek the services of the Federal Bureau of Investigation to investigate and determine the extent of food stamp abuses in this city, by both the recipients and merchants.

Coun. GOODE—Mr. President, I would like to state at the outset that I have only the highest regard for the Commissioner of Public Welfare on his administration of the office. At various times the members of the Body have offered suggestions to the commissioner and he has been very much in sympathy with the cause of the welfare recipients. The food stamp plan was introduced some months ago in the City of Boston, after this Honorable Body had been recorded in favor of it, after a lengthy struggle by his Honor the Mayor to bring the food stamp plan into the city, and after the favorable results in other cities of the nation had been shown. Unfortunately, there are those who have taken advantage of this plan and have taken advantage of the welfare recipients and their families to profit themselves. It has been brought to my attention recently that a welfare recipient who spent \$6.00 for food stamps and received in return \$9.00 of stamps, could go to his grocer or small store-keeper and make a deal. Ordinarily he should receive the equivalent of \$9.00 in surplus commodities, but this grocer, in collusion with the recipient, works out an agreement whereby the recipient receives \$6.00 worth of food and \$1.50 in cash, while the grocer pockets the other \$1.50. I have received complaints from the families of these men who have thus taken the money and

hought liquor with it. I hope that whoever is guilty of that sort of thing will be punished, and that this order will receive the favorable consideration of the Body.

The order was referred to the Executive Committee.

FEE ON GEORGE WRIGHT GOLF COURSE.

Coun. GOODE offered the following:

Ordered, That the Park Commissioner be requested to reduce the present membership and green fees at the George Wright Golf Course.

Coun. GOODE—Mr. President, as chairman of the Committee on Parks and Playgrounds, I took it upon myself to investigate the fees at the George Wright golf course, where the annual membership fee at the present time is \$35. Upon investigation at the Brookline municipal golf course and the Ponkapog, Milton course, I find that in comparison the fees at the George Wright golf course are much too high. In fact, if the fee charged at the George Wright golf course were \$25, it would still be much higher than that of the Brookline, Canton and Milton courses. I feel that the membership of the George Wright golf course would be very much enlarged and that the taxpayers would correspondingly benefit if the fees at that course were reduced accordingly.

The order was passed under suspension of the rule.

ELIMINATION OF RAGWEED.

Coun. GOODE offered the following:

Ordered, That the Health Commissioner and the Park Commissioner be requested, through his Honor the Mayor, to formulate plans to curtail the growth of ragweed and similar weeds which aggravate conditions of hay fever and relative diseases that cause misery to those persons allergic to these afflictions.

Passed under suspension of the rule.

REINSTATEMENT OF CHARLES C. BROWN.

Coun. M. H. SULLIVAN, for Coun. WARD, offered the following:

Resolved, That the City Council of Boston hereby favors the enactment of legislation authorizing the reinstatement of Charles C. Brown as a member of the Police Department of said city.

Passed under suspension of the rule.

ROPING OFF OF STREETS.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the City Messenger be directed to rope off the streets at the points necessary along the route of the Annual Road Race to be conducted by the Presentation Literary and Social Club of Brighton, on April 5, the expense of same to be charged to the City Council fund for Ropes and Stakes.

Passed under suspension of the rule.

PLAY AREAS FOR CHILDREN UNDER TWELVE.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Park Commissioner be requested to establish play areas for children under twelve in Ward 22, in accord with plans recently announced by his Honor the Mayor for other sections of the city.

Passed under suspension of the rule.

REFUSAL OF LICENSES FOR CERTAIN PARKING SPACES.

Coun. M. H. SULLIVAN and LANGAN offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to refuse licenses to all owners of intown parking spaces who charge in excess of 50 cents for all-day parking privileges.

Passed under suspension of the rule.

REQUESTED BAN OF BOOK.

Coun. M. H. SULLIVAN offered the following: Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to ban all sales of the book "H. M. Pulham, Esquire," in Boston.

Coun. M. H. SULLIVAN—Mr. President, when an order of this type is introduced in the Boston City Council or any legislative body, those in favor of the sale of such books immediately say that to ban them means an increased sale of the books outside of Boston, human nature being what it is. But certainly with the criticism that we have found of this book in the past week, I feel that in the public interest we must take cognizance of the demoralizing effect of such a book on the public mind, and I feel that the sale of the book will not be increased to any extent thereby, certainly in metropolitan Boston. I have long been a Marquand fan, having read several of his books, and I recently read in one of the Boston papers a criticism of this book, referring to it as a fine so-called social study, written in an attractive style. However, I have read the book, and I don't think that it is a social study. I think that it is a very dirty book, and a book that is certainly against Boston womanhood. The Police Commissioner has from time to time made an investigation of certain magazines and books, for sale in this city, and I believe that Commissioner Timilty deserves the commendation of every decent citizen of Boston in that regard. I feel that he deserves the thanks of the community for the work that he has done from time to time in keeping dirty magazines and books from the book stores in this city, and I know that he will not be deterred from banning such a book as this by the claim that it is a social study. In banning such a book he will be performing a social service to the decent-minded people of Boston, who are proud of Boston womanhood.

The order was passed under suspension of the rule.

ORDINANCE RE PARKING SPACES.

Coun. M. H. SULLIVAN, LANGAN, GOODE and SCANNELL offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draw up an ordinance containing such of the following provisions as may be found legal:

1. To limit prices which may be charged for all-day parking privileges.
2. To provide a fine as a penalty for the owners of such spaces which do not provide sufficient space for egress.
3. To establish liability for theft from or damage to any car parked in a space where the owner demands the key.
4. To provide for the fencing in of all lots in view of the fact that owners of various parking spaces are using the streets and sidewalks for the purpose of parking cars.

Coun. M. H. SULLIVAN—Mr. President, this order is substantially in accord with one that I introduced last week. It asks the Corporation Counsel to draw up an ordinance including four provisos, or such provisos as may be found advisable, to enable the authorities to deal with this parking problem. I understand that it is in the province of the Street Commissioners of Boston to refuse a license or a parking space where a reasonable fee is not charged for the parking. I am, therefore, asking the Corporation Counsel, if in his opinion it is legal, to draw up an ordinance which includes these provisions. The first is that there shall be a reasonable limit to the price which may be charged for all-day parking privileges, perhaps 35 cents, in intown parking areas. The second proviso asks that a penalty may be provided for the owners of such parking spaces who do not furnish sufficient space for egress. The third proviso, which I think is specially vital, is that a liability of the parking space people shall be established for theft from or damage to any car parked in a space where the key is demanded. The owner of the car receives a little check stating that the parking people do not admit liability. I don't see how they can refuse liability under such circumstances where there is any theft from or damage to the car. The fourth proviso is for the fencing in of all lots, in view of the fact that owners of various parking spaces are using the streets and sidewalks for the purpose of parking

cars. That is a matter that I discussed here last week. The fact is that the owners of these parking spaces are using the streets and sidewalks for the parking of cars that are left with them, I believe improperly. I think the parking space owners should rise up in this matter, as far as Boston is concerned. I think if they do not take warning, they will find themselves behind the eight ball, instead of their patrons. Certainly, great care should be used in the operation of these parking spaces to take care of cars coming into Boston daily. In the operation of these parking spaces the ordinary rights of our citizens should be protected. Some of the cities of the country have themselves established municipal parking spaces, charging not over 20 cents for all-day parking. I understand that that is the situation in Washington, for example, from the reports that I have got, and certainly the daily traffic in Washington, when Congress is in session, is greater than it is in Boston. Chicago also, I believe, has a large municipally-owned parking space which will take care of in excess of 20,000 cars, with a charge for an all-day period of not in excess of 20 cents. I trust, therefore, that the Corporation Counsel will draw up an ordinance upon which we can act which will take care of this parking problem, for people coming in here to transact business and for our own citizens. If Boston does not meet the situation, our citizens and those from outside, instead of doing business in our city, will go to Quincy and other places to do their shopping and for their recreation, and in that case Boston will certainly be the loser. It is my belief that the Council wants to help, from the traffic and business point of view. Therefore, I have introduced this order, trusting that the Corporation Counsel will draw up such an ordinance, and that proper action will be taken under it.

Coun. COFFEY—Mr. President, I want to oppose this order. I don't think it is a good order. The councilor refers to the use of sidewalks, for instance, by some of these parking space owners. That may be true in the City of Boston proper, but it is not true in my section, or, I believe, in the sections of some of the other members of the Body. Let me say, also, that a number of the parking lots, certainly in my section and I believe also in other parts of the city, are free. There are two such within 100 yards of my home, where free parking is allowed because, as a rule, those who park their cars buy gas, oil and fuel from the man who owns a gas station and who allows the patrons of his place to park free. If some of these provisions which are suggested are going to be put into effect, it is going to prove a hardship to those who now park free in those sections. Such a hardship might arise under the second provision of this proposed ordinance. As far as the third provision is concerned, to establish liability for theft from or damage to any car parked in a space where the key is demanded, I read a municipal court decision recently in favor of a man who parked his car on a Boston parking lot and the car later was missing. The judge ruled in favor of the car owner, and the owner of the parking lot had to reimburse the car owner with a new automobile. As far as the price to be charged for all-day parking of a car is concerned, I believe the members of the City Council should get together and draw up an ordinance saying there should not be a fee of over 35 cents charged for any eight-hour period. Otherwise, I don't think we can get anywhere with this matter. I would move that this order be referred to the Committee on Ordinances. I think it should be acted upon by that committee, and if they see fit to draw some ordinance which will force the parking lot owners to charge not over 35 cents a day for parking, that is all right. But there are other parts of this proposed ordinance that I think are very objectionable. Taking the fourth provision, for instance, for the fencing in of all lots in view of the fact that the owners of various parking spaces are using the streets and sidewalks for the purpose of parking cars, I believe from my experience in my district that that would be a hardship upon the lot owners, and that it would not be a benefit to the parking car owners. I think the matter might well be referred to the Committee on Ordinances, but as the order stands I believe it should be defeated.

Coun. M. H. SULLIVAN—Mr. President, this is merely a request that the Corporation Counsel draft an ordinance, with a suggestion that there be certain provisions, or provisions that are legal or constitutional. The ordinance drafted would not necessarily have to include the provisions that are

suggested here, and when the Committee on Ordinances—if the matter is referred to that committee—are considering the matter, the councilor from East Boston (Coun. Coffey) and other councilors might appear and present their views, and provisions agreeable to the members of the Council and to the Corporation Counsel could be incorporated in the proposed ordinance. But I thought it would save time to draft this order as presented, and later on, if the Committee on Ordinances wishes to draft an ordinance, they can include in it anything that may be thought to be desirable in connection with the conduct of these parking spaces. Of course, in any ordinance that might finally be drafted, the ideas of Councilor Coffey or of other members of the Body would be considered.

The order was referred to the Committee on Ordinances.

STAMP PLAN FOR OLD AGE ASSISTANCE RECIPIENTS.

Coun. LYONS offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to allow recipients of old age assistance to participate in the stamp plan.

Passed under suspension of the rule.

WARD 20 IMPROVEMENTS.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Chesbrough road, Ward 20, as a W. P. A. project.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install edgestones on both sides of Albright street, Ward 20, as a W. P. A. project. Severally passed under suspension of the rule.

RECONSTRUCTION OF SAVIN HILL AVENUE.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Savin Hill avenue, from Dorchester avenue to Savin Hill Station, Ward 13, as a W. P. A. project.

Passed under suspension of the rule.

ADDITIONAL BUS LINE SAVIN HILL.

Coun. HUTCHINSON offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a bus line between Savin Hill Station and the Jeremiah E. Burke High School, and return.

Passed under suspension of the rule.

ROPING OF STREET APRIL 12.

Coun. HURLEY offered the following:

Ordered, That the City Messenger be directed to rope off the streets at the points necessary along the route of the annual ten-mile road race to be conducted by the Cathedral Club of Roxbury, on Saturday, April 12, 1941, the expense of same to be charged to the City Council Fund for Ropes and Stakes.

Passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointment submitted by the Mayor March 24, 1941, of Mary Conroy, to be a Weigher of Goods.

The question came on confirmation. Committee, Coun. Coffey and M. H. Sullivan. Whole number of ballots 16; yeas 16, and the appointment was confirmed.

RECESS.

By direction of President GALVIN, the Council took a recess at 3.55 p. m., subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 4.37 p. m.

EXECUTIVE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Petition for children under fifteen years of age to appear at places of public amusement, viz.: Sibyl H. Balch, Hotel Bradford, April 5,—recommending that leave be granted, under usual conditions.

Report accepted; leave granted, under usual conditions.

2. Report on message of Mayor and order (referred March 10) for sale of apparatus at North Ferry,—recommending passage of accompanying new draft, viz.:

Ordered, That the Commissioner of Public Works be, and hereby is, authorized to sell, at public auction, at an upset price of twenty-four hundred dollars (\$2,400) the two ferry bridges, gallows frames, and appurtenances that are located at the site of the abandoned North Ferry piers on the Boston side, at the foot of Battery street, and on the East Boston side, at the foot of Border street.

The report was accepted and the order was passed.

3. Report on message of Mayor and order (referred today) that City Auditor be authorized to use \$418,454.34 of balance in Water Income Division to meet interest and Sinking Fund requirements or serial loan payments—that same ought to pass.

Report accepted; said order passed, yeas 15, nays 0.

4. Report on message of Mayor and order (referred today) for apportionment of cost of charges of bridges to Chelsea from East Boston—that same ought to pass.

Report accepted; said order passed.

DEFENSE HOUSING PROJECT,
CHARLESTOWN.

Coun. GALVIN offered the following:

Ordered, That the Defense Housing Committee be requested, through his Honor the Mayor, to make a survey of Charlestown, with the view of establishing a defense housing project in Charlestown, because of the easy accessibility to the Charlestown Navy Yard, and organizations doing defense work under Government control, and be it further

Ordered, That the Massachusetts Congressmen be requested to urge the establishment of such a project for the housing of employees performing Government defense work.

Passed under suspension of the rule.

FINANCE COMMISSION'S REPORT
ON BOSTON ELEVATED.

Coun. FISH offered the following:

Ordered, That the Finance Commission immediately forward a copy of its investigation of the Boston Elevated to the Attorney General of the Commonwealth.

Referred to the Executive Committee.

COURT ACTION AGAINST ELEVATED.

Coun. FISH offered the following:

Ordered, That his Honor the Mayor request the Attorney General of the Commonwealth to proceed immediately with court action against the Boston Elevated Railway.

Coun. FISH.—Mr. President, if I had introduced this order before our Executive meeting I possibly would have been told that the order was out of order because the Attorney General had nothing to act upon. As a matter of fact, no copy of the investigation of the Elevated had been presented then, but since the Executive meeting I understand that the report of the Finance Commission has been received. My first order, therefore, calls upon the

Finance Commission to waste no time in getting the matter into the hands of the Attorney General and this second order contains a request that anyone of us can make,—asking the Mayor, after we have contributed \$30,000 for the investigation, to have the Attorney General act immediately. As a layman, I don't know so much about the courts, but I believe this a matter that would go through the ordinary court procedure, after the Attorney General had made a thorough study of the bill. But that might involve delay of a year or more. I don't see any reason for further extended study on the part of the Attorney General when he will have in his possession the report for which we have spent \$30,000. If wrong, I can be corrected, but I believe he could call a special session and that action could be taken by the courts within two or three months.

The order was referred to the Executive Committee.

RESCISSION OF FEE FOR FLAGPOLES.

Coun. FISH offered the following:

Ordered, That the fee of \$2, now charged for flagpoles upon which the American flag is displayed he immediately rescinded.

Referred to Committee on Licenses.

COMMODITY CARDS FOR FORMER
W. P. A. WORKERS.

Coun. RUSSO offered the following:

Ordered, That the Surplus Commodities Division be requested, through his Honor the Mayor, to allow commodities cards to be issued to persons formerly on W. P. A. whose employment has been discontinued, but who are not receiving in private employment wages equal to the salary and other benefits received while employed under W. P. A.

Coun. RUSSO.—Mr. President, what has prompted me to put in this order is the fact that several people who have in the past been employed on W. P. A. and who have perhaps been fortunate or unfortunate in receiving private employment, find that their earnings under private employment are not equal to the wages that they were receiving on W. P. A., considering the benefits that went with it. They have automatically found themselves without the commodities that have been supplied, such as milk and other necessities of life. I feel, therefore, that these individuals who have gone from W. P. A. work or from welfare to private employment should have some consideration given to them so that the salaries they are receiving in private employment will at least equal what they received under W. P. A. or through welfare aid. In order that they may continue to receive such benefits as fuel oil, milk, and other things that they were receiving, I feel that they should be given a commodity card, so that they will not be deprived in private employment of these previous benefits that they received. If something of the sort is not done, I fear that they will return to the welfare and W. P. A. rolls, which will mean an added expense to the taxpayers of the City of Boston. I hope, therefore, that this order will pass. Before closing, may I also remind the Commodities Division that some of those who have been receiving \$13.20 per week under W. P. A. have four adults in the family, with nobody working but the individual who receives that amount, and to now deny milk and other things to such a family means a great hardship. I certainly believe that such cases, with four adults in a family, who receive only that small amount of money, should at least be given a milk card that will allow two quarts of milk a day to the family, because they cannot afford to go out and buy milk when receiving only such a small amount.

The order was passed under suspension of the rule.

GRASS PLOTS, HUNTINGTON AVENUE.

Coun. CHASE offered the following:

Ordered, That the Public Works Commissioner and Transit Commissioner and Park Commissioner be requested, through his Honor the Mayor, to construct grass-plotted safety islands on Huntington avenue instead of concrete or slate safety islands and

Be it further ordered, That they use every possible means to beautify Huntington avenue.

Coun. CHASE—Mr. President, two years ago the City Council passed an order directing the Public Works, Transit and Park Commissioners to beautify Huntington avenue upon the completion of the subway construction by erecting safety islands. I understand that the present plan adopted by these gentlemen calls for the construction of concrete or slate safety islands. As representing the section of Boston where those safety islands are to be constructed, I am personally very much against the erection of concrete or slate safety islands. I think they would be an eyesore to the public, and that it would be a disgrace to put such islands in the center of that new highway. So I am certainly against the erection there of such safety islands, having in mind the concrete safety islands on Dartmouth street. The situation that exists on Dartmouth street, between Beacon and Boylston streets, I personally don't care to have exist in my district. The City of Boston and the Federal Government have spent millions of dollars for the new subway construction, and it will spend many thousands more to improve Huntington avenue. But the expenditure for these concrete safety islands positively would be a waste of money. They will be far from beautifying Huntington avenue, and I trust that these three commissioners will abide by the will of the Council and do everything in their means to have grass-plotted safety islands on Huntington avenue. There is no reason in the world why they cannot so construct them. They have such a system on Park Drive and Commonwealth avenue. Of course, perhaps, once a month the grass would have to be trimmed. That would be an occasional job for one man. But I see no reason why the City of Boston cannot afford grass-plotted safety islands in the area I have referred to, and why the Park Department cannot afford to put a man up there at intervals to keep the grass islands in shape. Probably the only reason that the grass islands are not planned for is that the Park Department does not care to have a man go there once a month to cut the grass. I say it is about time that the City of Boston spent some time and effort in beautifying Huntington avenue instead of making it ugly.

Coun. SHATTUCK—Mr. President, the gentleman has spoken about planting grass there, but he hasn't told us how it is going to grow. Suppose it doesn't grow? It is not simply a question of planting the grass. There is no soil there, and there is only the subway beneath. There is only a small thickness of soil. It would seem to me better, under the circumstances, to have a concrete safety island, which could easily be kept clean and which people could walk on when crossing the street. To my mind, that would be much preferable to a moth-eaten grass plot, which, I am afraid, is all they would otherwise have.

Coun. TAYLOR—Are these safety islands?

Coun. CHASE—Yes, sir.

Coun. TAYLOR—Are people supposed to walk on safety islands?

Coun. CHASE—Yes, I guess they are supposed to in Councilor Shattuck's district.

Coun. TAYLOR—You wouldn't put a fence around them?

Coun. CHASE—Mr. President, to me this is not a foolish matter, but is very important. It happens that Huntington avenue, where the islands are to be installed, is solely in my ward. If the gentlemen from Ward 5 (Coun. Shattuck) would favor something else for his ward, I would have no objection to that. The islands on Dartmouth street are solely within the confines of Ward 5, and I am not going to argue with him on those, because those are in his district. But I do say that any of these safety islands constructed in my district positively should be grass-plotted islands. I don't care to have any ugly concrete or slate safety islands saddled on my district, and I know that I am speaking for my constituents when I say this. The councilor from Ward 5 (Coun. Shattuck) says that grass cannot be grown there. Now, I don't pretend to be a landscape artist, but I know that it can be done. I have inquired into it. I have seen what the Christian Science Church has done on the area in front of its church, and I know what can be done on Huntington avenue if the City of Boston will buy some rich loam for the purpose. Grass-plotted safety islands positively can be provided. This is a matter that comes entirely within the jurisdiction of my ward, and I say that the people of my district are vitally interested in the provision of ample facilities for beautifying that area. I certainly trust that the

gentlemen of the Body will at least extend to me the courtesy of supporting my plea to the Park Commissioner and these other commissioners to have grass-plotted safety islands along Huntington avenue, instead of concrete and slate affairs.

Coun. M. H. SULLIVAN—Mr. President, I am sorry to see such dissention between the minority members in this Body. I have always admired Councilor Chase's efforts for his district. I know of no councilor who works more assiduously for the welfare of his district, and I think we should go along with the gentleman in favor of putting grass-plotted safety islands along Huntington avenue. I think in that way we can beautify the avenue and the feelings of the councilor's constituents can be recognized.

Coun. HUTCHINSON—Mr. President, I move that this order be referred to the Committee on Public Safety.

Coun. FISH—Naturally, Mr. President, safety islands are for the safety of the people, and if we have grass-plotted areas there people might be reluctant to walk upon the islands when they were constructed. I think this is a matter that requires deep study, and I also would suggest that it be referred to the Committee on Public Safety.

Coun. COFFEY—Mr. President, I am heartily in favor of the order offered by the councilor from Ward 4 (Coun. Chase). In the first place, if you have grass islands there, people can lie down upon them more comfortably. I think the only difficulty would be in the winter, when it would be hard to get snow off the islands.

Coun. RUSSO—Mr. President, I don't know what side I am on. The only thing I can recall is that when Park Commissioner Long was in before us on the budget, he made the statement that grass would grow almost anywhere. When I asked him why it was not growing in the North End Park, he couldn't answer me. So I don't know whether to be with the councilor from Ward 4 or with the councilor from Ward 5. But I do say that the parks of the City of Boston should be given first preference, when it comes to growing grass. I think it is a good thing for our children and adults who go to the parks to exercise and to free themselves of the problems and burdens of the day, to have grass and trees to look at and to enjoy. I think, also, that all possible facilities should be extended to our youngsters so that they may grow up with sound bodies and minds. Therefore, I hope that the Park Department will see to it that grass grows in the North End Park.

Coun. CHASE—Mr. President, I understand that the only serious objection to grass-plotted safety islands is that the Park Commissioner is either too lazy to provide maintenance or else does not care to have a man go over there once a month to cut the grass. That is not a sound and reasonable objection. There is no reason why we should not beautify Huntington avenue, upon which the Federal Government and the City of Boston have spent millions, and I trust that the members of the Body will support me in my plea.

Coun. GOODE—Mr. President, I would like to ask if the concrete islands could not be painted green? Might that not solve this question of the safety islands, having them covered with green paint?

President GALVIN—The gentleman from Ward 4 desires to have grass-plotted safety islands, and feels that the grass will grow there.

Coun. CHASE—I do not need any information from any of these gentlemen, Mr. President. I have investigated the matter sufficiently to know that it will grow. Of course, it is all right to have fun —

Coun. FISH—But you want grass!

Coun. CHASE—This is a matter that is not only important to me but, I believe, to the whole city. Huntington avenue is going to be one of the most traveled thoroughfares in the City of Boston, traveled by people coming from all parts of the state and the country through that highway into Boston, and I say that we should do something to beautify that avenue. I say that concrete or slate islands, or whatever they may be, will make it ugly. Up on Park Drive they have the center of the highway a 12-foot grass plot, with trees about fifteen yards apart, and if this can be done there, there is no reason why grass-plotted safety islands could not be constructed on Huntington avenue. You have the same conditions on Huntington avenue that originally you had on Park Drive, and I repeat that the only reason why grass safety islands are not to be

provided under the present Huntington avenue plan is because of the Park Commissioner's unwillingness to provide maintenance.

Coun. GOTTLIEB—Mr. President, will the gentleman yield for a question?

Coun. CHASE—Yes.

Coun. GOTTLIEB—I would like to ask whether the construction of grass safety islands might not affect sufferers from hay fever, due to the fact that there might be something there to which they would be allergic?

Coun. CHASE—Well, I can appreciate the fun that you gentlemen are trying to have at my expense, but I also have in mind that on more than one occasion practically every member of this Body has taken the floor and urged other members of the Body to support him in something he desired for his particular district, in order that the people of the district might benefit from it. This proposition that I have presented is far from being the foolish thing that some gentlemen here today are apparently trying to make it out to be. I think everyone here should have some interest in it, because Huntington avenue, after all, is a part of the whole City of Boston and the people of that district, along with the people of the whole city, are interested in seeing one of the main avenues of the city beautified and not made uglier.

Coun. LYONS—Mr. President, I agree that the gentleman from the Back Bay is working hard to try to beautify his particular section, and it seems to me that a good way to beautify Huntington avenue would be to have trees at intervals, say of about sixteen yards apart, all the way along. Trees at intervals along the avenue would greatly beautify it. As far as safety islands are concerned, the main purpose of safety islands is the safety of the people, and it might be that there would be greater safety through concrete or slate safety islands. But rows of trees would add greatly to the beauty of that avenue, and I would suggest that it would be a good thing to get some of those W. P. A. trees and plant them along the avenue. I think that they will beautify Huntington avenue, Mr. President.

The order was passed under suspension of the rule, by roll call, yeas 14, nays 1:

Yeas—Coun. Carey, Chase, Coffey, Englert, Fish, Galvin, Goode, Gottlieb, Hutchinson, Lyons, Russo, Scannell, M. H. Sullivan, Taylor—14.
Nay—Coun. Shattuck—1.

BETTER LIGHTING FACILITIES, WARD 19.

Coun. LYONS, for Coun. LANGAN, offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install better lighting facilities on Patten street, in the vicinity of the Francis Parkman School, Ward 19.

Passed under suspension of the rule.

NEW BOILERS, ROSLINDALE MUNICIPAL BUILDING.

Coun. LYONS, for Coun. LANGAN, offered the following:

Ordered, That the Superintendent of Public Buildings be requested, through his Honor the Mayor, to install new boilers in the Roslindale Municipal Building, for the purpose of having continuous hot water for persons using said building.

Passed under suspension of the rule.

CLEANING OF ALL CITY STREETS.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to clean up and repair all streets in the city.

Passed under suspension of the rule.

Adjourned, on motion of Coun. M. H. SULLIVAN, at 5.11 p. m., to meet on Monday, April 7, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, April 7, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., Coun. SHATTUCK in the chair in the temporary absence of President GALVIN. Absent, Coun. Kelly.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn under the law, Coun. LINEHAN presiding at the box in the absence of the Mayor, as follows:

One hundred two traverse jurors, Superior Criminal Court, to appear May 5, 1941:

Francis P. Healy, Ward 1; Thomas E. Hanlon, Ward 1; Henry W. Johnson, Ward 1; Frederick J. Murphy, Ward 1; James H. Stone, Ward 1; Harry Stott, Ward 1; Joseph W. Thibodeau, Ward 1; John T. Farren, Ward 2; Nicholas Kelley, Ward 2; John A. J. McGaffigan, Ward 2; James F. Bowen, Ward 3; Nicholas J. Fabiano, Ward 3; William Hadje, Ward 3; Arthur W. McGrath, Ward 3; Arthur J. Beaudette, Ward 4; Charles F. Colton, Ward 4; Raymond G. Maxwell, Ward 4; Louis J. St. Amand, Ward 4; Ralph C. Vinal, Ward 4; Thomas G. Walsh, Ward 4; W. Phoenix Belknap, Jr., Ward 5; Amos A. Peterson, Ward 5; Charles J. Travers, Ward 5; Joseph Connolly, Ward 6; Herbert L. Johnson, Ward 6; Joseph O'Neill, Ward 6; Walter N. Shea, Ward 6; William L. Graham, Ward 7; Walter Richard Jones, Ward 7; John J. McGowan, Ward 7; Daniel J. O'Connor, Ward 7; William J. Welch, Jr., Ward 7; Dennis F. Burke, Ward 8; William H. Gallagher, Ward 8; Samuel W. Magrath, Ward 9; Timothy F. O'Keefe, Ward 9; John Conway, Ward 10; Eugene J. Ferris, Ward 10; James B. McCarty, Ward 10; Theodore P. Pemberton, Ward 11; Ernest A. Harrison, Ward 12; Samuel Marcus, Ward 12; William F. Breen, Ward 13; James F. Madden, Ward 13; George W. McKenzie, Ward 13; Philip Berkowitz, Ward 14; James A. Coughlin, Ward 14; Hyman Gehr, Ward 14; Harry Gerber, Ward 14; Hyman Shapiro, Ward 14; Bertram H. Stahl, Ward 14; John G. Goggin, Ward 15; James L. Connor, Ward 15; Edward M. Maguire, Ward 15; William J. Shaughnessy, Ward 15; Frank R. Smith, Ward 15; Frank R. Beede, Ward 16; Richard F. Boyd, Ward 16; John F. Collins, Ward 16; John P. Connolly, Ward 16; Charles W. Flood, Ward 16; Frank B. Mace, Ward 16; John W. Moore, Ward 16; Alfred L. Barrett, Ward 17; Gerard A. Duffy, Ward 17; Leo J. Higgins, Ward 17; William B. Morek, Ward 17; Archie Shaiken, Ward 17; Arthur F. Whidden, Ward 17; Alfred J. Borges, Ward 18; George F. Fellows, Ward 18; Walter F. Gadsby, Ward 18; Laurence J. Hunter, Ward 18; Chester J. Janik, Ward 18; Norman F. Maxwell, Ward 18; John P. Mooney, Ward 18; Edward J. O'Malley, Jr., Ward 18; Dennis F. Shea, Ward 18; Andrew N. Wilson, Ward 18; James A. Croke, Ward 19; William A. Dowd, Ward 19; Paul Flynn, Ward 19; Albert F. Sproul, Ward 19; Ernest K. Swanson, Ward 19; John H. Watson, Ward 19; Edward J. Denon, Ward 20; Edward C. Dimock, Ward 20; John J. Kelley, Ward 20; Carl M. Lundstrom, Ward 20; George McAllister, Ward 20; John F. Murray, Ward 20; John F. York, Ward 20; Irving E. Fireman, Ward 21; Bertram E. Kellogg, Ward 21; Harold A. Ross, Ward 21; Emory Douglass, Ward 22; William Farrell, Ward 22; Eric L. Higgins, Ward 22; Everett B. Keeler, Ward 22; Terrence F. McGovern, Ward 22; John W. Morrison, Ward 22; Charles A. O'Connell, Ward 22.

One hundred three traverse jurors, Superior Civil Court, to appear May 5, 1941, April Sitting:

Frank Chiango, Ward 1; Guy Gubitose, Ward 1; Sullivan Matt, Ward 1; William Richard, Ward 1; Daniel J. Coughlin, Ward 2; William A. Smith, Ward 2; Robert J. Tegan, Ward 2; William Berenstein, Ward 3; Anthony D. Bille, Ward 3; Joseph Bova, Ward 3; George M. David, Ward 3; Michael Ficociello, Ward 3; Thomas A. Ryan, Ward 3;

Fritz B. Scheer, Ward 4; Edward Todd, Ward 4; F. Lowell Curtis, Ward 5; Henry A. Hill, Ward 5; Edward A. Lavin, Ward 5; William L. McLaughlin, Ward 5; Frederick C. Weld, Ward 5; Ernest H. Wilson, Ward 5; Frank L. Irwin, Ward 6; Jeremiah Pryor, Ward 6; Joseph Francis Coyne, Ward 7; Edward C. Donahue, Ward 7; John J. Donahue, Ward 7; Frederick F. Donald, Ward 7; Earl B. Grant, Ward 7; Arthur C. Kulda, Ward 7; Thomas E. O'Connor, Ward 7; Thomas J. Ransom, Ward 7; Arthur R. Haskard, Ward 8; James F. Russell, Ward 8; James P. Doherty, Ward 9; James H. O'Neil, Ward 9; Richard A. Clifford, Ward 10; Michael E. Kiley, Ward 10; William D. Lahar, Ward 10; Arthur F. McKenzie, Ward 10; Francis J. Woods, Ward 10; John A. Cohan, Ward 11; William H. Kelly, Ward 11; William M. Kleinberg, Ward 11; Michael Cotter, Ward 12; Harry P. Frank, Ward 12; John M. Keenan, Ward 12; James P. Strang, Ward 12; Walter A. Todd, Ward 12; Richard L. White, Ward 12; Gerald L. McHale, Ward 13; James J. Quinn, Ward 13; Maurice Betterman, Ward 14; John T. Blong, Jr., Ward 14; William Copel, Ward 14; Charles Fishman, Ward 14; Joseph Frank, Ward 14; David Kramer, Ward 14; Arthur Levenson, Ward 14; Benjamin Shaevl, Ward 14; Samuel H. Sherman, Ward 14; Cassil Wein, Ward 14; Edward Weinstein, Ward 14; Kenneth F. Boden, Ward 15; James H. Butler, Ward 15; Walter D. Dannahy, Ward 15; Benjamin Edwards, Jr., Ward 15; John F. Collins, Ward 16; Arthur F. Donovan, Ward 16; Maurice E. Foley, Ward 16; John F. Madden, Ward 16; Joseph A. McGuigan, Ward 16; John P. O'Neill, Ward 16; David C. Dempster, Ward 17; Perry T. Goodwin, Ward 17; Thomas MacDougall, Ward 17; Michael F. Manning, Ward 17; Francis E. Murphy, Ward 17; Richard J. Sullivan, Ward 17; Stephen H. Oonley, Ward 18; Vincent J. Furlong, Ward 18; George H. Lawrence, Ward 18; George L. Murphy, Ward 18; John J. O'Brien, Ward 18; Andrew J. Stack, Ward 18; Nicholas F. Bulger, Ward 19; Thomas F. McDonough, Ward 19; Samuel E. Merrill, Ward 19; Edward A. Morash, Ward 19; John A. Nolan, Ward 19; Joseph S. Condon, Ward 20; William O. B. Little, Ward 20; Albert A. Richwagen, Ward 20; Arthur K. A. Rohmann, Ward 20; Francis V. Tyner, Ward 20; John D. Cole, Ward 21; John J. Goldrick, Ward 21; Henry W. Kaliss, Ward 21; George Murphy, Ward 21; Ronald J. O'Brien, Ward 21; Frank M. Carney, Ward 22; Walter C. Emery, Ward 22; James J. Graham, Ward 22; Aaron A. Hodgkins, Ward 22.

President GALVIN in the chair.

POLICE PROTECTION FOR SCHOOL CHILDREN, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of March 10, 1941, concerning the providing the services of a policeman at the junction of Mt. Hope street and American Legion Highway, Ward 18, while children are going to and coming from school.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Police Department, March 20, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

My dear Mr. Doyle,—I have your communication of March 13 relative to the City Council order of March 10, 1941, to wit:

"Concerning the providing of the services of a policeman at the junction of Mt. Hope street and American Legion Highway, Ward 18, while children are going to and coming from school."

Please be advised I have transmitted the order of the City Council to the commanding officer of Division 18 for attention and compliance therewith.

I would thank you if you would cause this information to be conveyed to the attention of the members of the City Council.

Yours very truly,
JOSEPH F. TIMILTY,
Police Commissioner.

Placed on file.

PAYMENT OF HOSPITAL EMPLOYEES BY CHECK.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the City Treasurer relative to your order of March 31, 1941, concerning the discontinuing of the practice of paying employees of the City Hospital by check, and to re-establish the old system of payment by cash.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
April 4, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From James J. McCarthy, City Treasurer, Treasurer's Office.

Subject: Payment of Certain Hospital Employees by Check.

I received several weeks ago a written request from Doctor Manary, Superintendent of the Boston City Hospital, that the employees of the hospital be paid by check in accordance with the vote on this subject by the Hospital Trustees. I then conferred with Doctor Manary and Mr. Dreyfus, Chairman of the Trustees, pointing out to them some of the difficulties which would be encountered if check payments were adopted. When they left my office, after this consultation, they seemed convinced that the cash method of payment was the better.

Later, another request addressed to Mr. Foster, Director of the Survey Committee, was sent by the hospital again purporting that a vote of the trustees was the basis for the request for check payments. It was then decided to attempt to prove to the trustees by an actual demonstration just what the reaction of the employees would be. Consequently, on March 29, we paid the South Department by check. I then conferred with Doctor Place at the South Department and found that there was considerable difficulty experienced by the employees in the cashing of these checks, all of which I anticipated and which I explained to Doctor Manary and Mr. Dreyfus.

The matter was then directed to the attention of Councilor Hurley, who conferred with Doctor Manary. Councilor Hurley quotes Doctor Manary as saying that the request for check payment originated in the Survey Committee. This statement is untrue. Check payments have been made again for this week's pay roll and orders have been issued that in the future cash payments only will be made.

JAMES J. MCCARTHY,
City Treasurer.

Placed on file.

INCREASE OF WELFARE AID.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of February 10, 1941, concerning the granting of welfare aid in the amount of \$5 per week to single men, or women, now the recipients of \$4 per week.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention, William T. Doyle.
Dear Sir,—This department has received your communication with copy of order from the City Council dated February 10, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to grant welfare aid in the amount of \$5 per week to single men, or women, now the recipients of \$4 per week."

May I report that the Board of Overseers of the Public Welfare has presently under its con-

sideration the whole question of allowances for Dependent Aid cases and the order of the Council as passed will be given every consideration in the preparation of this budget schedule.

Sincerely yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

OIL FURNISHED TO WELFARE RECIPIENTS.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of March 3, 1941, concerning the furnishing each welfare recipient with one hundred gallons of oil instead of seventy-five gallons.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention, William T. Doyle.
Dear Sir,—This department has received your communication with copy of order from the City Council dated March 3, 1941, reading as follows: "Ordered, That the Public Welfare Department be requested, through his Honor the Mayor, to furnish each welfare recipient with one hundred gallons of oil instead of seventy-five gallons."

The establishment of seventy-five gallons of oil as the equivalent of one half ton of coal was made some years ago. I have presently a report from a qualified engineer showing that seventy-five gallons of oil gives out more heat units than does one half ton of coal, and because of this fact, I do not see how we could increase gallonage of oil without increasing the amount of coal for distribution.

Sincerely yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

INVESTIGATION OF REST HOMES.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of March 10, 1941, concerning the advisability of undertaking an investigation of rest homes to which payment is made by the City of Boston for the care of recipients of old age assistance, or welfare relief.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention, William T. Doyle.
Dear Sir,—This department has received your communication with copy of order from the City Council dated March 10, 1941, reading as follows: "Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to consider the advisability of undertaking an investigation of Rest Homes to which payment is made by the City of Boston for the care of recipients of old age assistance, or welfare relief."

May I report on this matter as follows:

The State Department of Public Welfare has a division which is supervisory in its control of rest homes for aged persons. In the practice of our department, the Supervisor of Old Age Assistance and the Assistant Supervisor in charge of the District Office make frequent inspections of these homes. The various social workers calling on their clients see the homes at different hours, without any notice ahead of time, so that they have a thorough understanding of the care that is given the aged in these homes.

Further, may I state that if an aged person makes a request for transfer from one home to another, the request is complied with as soon as it is possible to do so.

Each worker is given a copy of the rules governing these boarding and nursing homes, and I feel that the matter is well in hand at the present time.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

ADDITIONAL CASHIERS, MILK
DISTRIBUTING STATIONS.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of March 10, 1941, concerning the arranging for additional cashiers at milk distributing stations, as recipients are now compelled to stand in line for hours until the arrival of the cashier.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated March 10, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to arrange for additional cashiers at milk distributing stations, as recipients are now compelled to stand in line for hours until the arrival of the cashier."

May I state that after checking with the Surplus Commodities Division of the State Department of Public Welfare I am informed that there would be no way of increasing the staff of cashiers at present because the companies which now handle the milk are contracted as they are presently situated, and these contracts do not expire until June 30, 1941.

However, I shall gladly refer this matter again for further consideration before the end of the contract year.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

ADDITIONAL MILK STATION,
SOUTH BOSTON.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of February 17, 1941, concerning the communicating with the W. P. A. commodity officials relative to the advisability of opening a milk station in the lower end of South Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention of Mr. W. T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated February 17, 1941, reading as follows:

"Ordered, That his Honor the Mayor communicate with the W. P. A. commodity officials relative to the advisability of opening a milk station in the lower end of South Boston."

The Surplus Commodities Division informs me that at present in the South Boston area there are three milk stations, one located at 323 Dorchester

street, one at 301 West Third street, and one at 609 East First street. From this analysis it would seem that the South Boston district surely is well serviced with milk stations.

Very truly yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

DELIVERY OF FREE MILK.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Welfare Department relative to your order of February 10, 1941, concerning the finding of some method of seeing that recipients of free milk may have deliveries of milk made to their homes when it is ascertained that said recipients are incapacitated to the extent of being unable to call themselves personally, or through a representative, for the milk.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention, William T. Doyle.

Dear Sir,—This department has received your communication with copy of order from the City Council dated February 10, 1941, reading as follows:

"Ordered, That the Commissioner of Public Welfare be requested, through his Honor the Mayor, to find some method of seeing that recipients of free milk may have deliveries of milk made to their homes when it is ascertained that said recipients are incapacitated to the extent of being unable to call themselves personally, or through a representative, for the milk."

In this matter I have consulted with the Surplus Commodities Division of the State Department of Public Welfare, and have been informed by them that there is no way available at the present time for delivering milk to homes under the set-up of the distribution of milk as it now exists. There is provided by the Surplus Commodities Division the opportunity to have people obtain their milk through an authorized agent, and it is felt that this is the only thing that can be done in connection with this matter, inasmuch as the cost of home delivery to persons unable to call at the stations would be prohibitive.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

DELIVERY OF FREE MILK, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of March 10, 1941, concerning the advisability of providing facilities for the delivery of milk in the Ward 18 section in cases where sickness or infirmity prohibits any member of the family from visiting the local unit or distributing station.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
March 31, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated March, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested to consider the advisability of providing facilities for the delivery of milk in the Ward 18 district in cases where sickness or infirmity prohibits any member of the family from visiting the local unit or distributing station."

In this matter I have consulted with the Surplus Commodities Division, State Department of Public Welfare, and they have informed me that there is no way available at present for delivering milk to homes under the set-up of milk distribution as it now exists.

There is provided by the Surplus Commodities Division the opportunity to have people obtain their milk through an authorized agent, and it is felt that this is the only thing that can be done in connection with this matter, inasmuch as the cost of home distribution to persons unable to call at the stations would be prohibitive.

Very truly yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

EVENING INTERVIEWS FOR PROSPECTIVE JURORS.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Board of Election Commissioners relative to your order of March 24, 1941, concerning the arranging that persons receiving notices in connection with jury service may call at the office of the Board after the usual hours in order that they may not lose any time from their employment.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Election Department, April 4, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reply to your communication with attached City Council order in regard to arranging for evening interviews for prospective jurors in this office.

May we explain that in 1940 we did keep the office open for this purpose with the result that on no night did more than ten prospective jurors present themselves for examination after 5 p. m. In view of this fact and in view of the amount of night work done by our registrars in other connections, we felt that it was hardly worthwhile to keep the men working evenings on jury work. May we also say that we were greatly surprised to hear of the City Council order in this connection, since we had not a single complaint about the hours from the men who presented themselves here for examination.

Inasmuch as jury examinations for the current year have now been completed, there is no action we could take at the present time. May we assure you, however, that next year when we draw up our schedule for this work we will give consideration to establishing evening hours for at least part of the period of examinations.

We trust that this disposition of the matter will meet with your approval.

Very truly yours,

BOARD OF ELECTION COMMISSIONERS,

WILLIAM A. MOTLEY, JR., Chairman.

Placed on file.

HOT WATER, ROSLINDALE MUNICIPAL BUILDING.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Superintendent of Public Buildings relative to your order of March 31, 1941, concerning the installation of new boilers in the Roslindale Municipal Building for the purpose of having continuous hot water for persons using said building.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Buildings Department,
April 4, 1941.

Mr. William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—Referring to the order of City Councilor Langan concerning the installation of new boiler at the Roslindale Municipal Building

for the purpose of providing continuous hot water. I have to inform you that what was actually needed to provide the hot water was a new oil burner in the domestic hot water heating boiler. The new oil burner has been installed and there is hot water sufficient to meet the most urgent demands at the present time.

I trust that Councilor Langan will have no further complaints from his constituents regarding the lack of hot water.

Sincerely yours,

LEO F. POWERS,
Superintendent of Public Buildings.

Placed on file.

LEGAL OPINION RE PROPOSED CENTRAL TRAFFIC ARTERY.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.

To the City Council.

Gentlemen,—I submit herewith an opinion of the Corporation Counsel in answer to the questions asked in the order of your Honorable Body passed on February 24, 1941, relative to the proposed central traffic artery.

The opinion is dated March 11, 1941, and in the usual course would have been submitted March 24, 1941. The delay in transmitting it was caused by an oversight in this office.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, March 11, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—The City Council, by order passed on February 24, 1941, and received by the Law Department on February 28, 1941, has requested, through your Honor, the opinion of the Law Department on the following questions with respect to a bill, filed by Henry J. Nichols, President of the Boston Chamber of Commerce, and other citizens in the current sitting of the General Court, concerning a central traffic artery and other related thoroughfare improvements in and near the City of Boston (being now Senate Bill No. 592):

"(1) Do the provisions of said bill as filed — which authorize the City of Boston to issue its bonds to defray the cost of said improvements and which provide that the State Treasurer shall pay the City to meet the principal and interest due on said bonds annually certain sums from the Highway Fund of the Commonwealth — impose a binding legal obligation on the Commonwealth, and upon the Legislatures thereof subsequent to the General Court elected for the years 1941 and 1942, to continue to provide for such payments?

"(2) Would it be possible for the General Court to repeal said provisions requiring payments from the Highway Fund to meet said principal and interest payments on the said bonds, after said bonds had been issued by the City of Boston?

"(3) Would it be possible to frame a legislative provision requiring such payments from the Highway Fund (to the extent that it contained adequate funds from time to time) which would impose an obligation upon the Commonwealth and upon subsequent Legislatures which could not be repealed without impairment of the obligation of contract in violation of the Constitution of the United States?

"(4) Would any constitutional provision prevent the enactment of a statute requiring the State Treasurer to place upon the City of Boston bonds issued for such highway improvements a statement that the revenues from the gasoline tax, to the extent of a specified annual amount for a specified period of years, were pledged to the payment of the principal and interest of said bonds and were permanently segregated and appropriated to said purpose, so as to make said statement a binding endorsement or guaranty of said bonds to the extent set forth in such statement?

"(5) If the answer to the preceding question is in the affirmative, would the authorization of such an endorsement require a two-thirds vote of both houses of the General Court?

"(6) Would it be competent for the General Court to authorize a special excise of one cent

or some other amount per gallon upon all gasoline sold within the Metropolitan Parks, Sewer, and Water districts, or within some other defined area of Metropolitan Boston, the revenues from which would be devoted to defraying the principal and interest on said bonds so long as any of said bonds were outstanding?"

Section 2 of Part III of the foregoing bill as filed provides as follows:

"The commonwealth of Massachusetts shall annually for twenty years, beginning in nineteen hundred and forty-three, pay to the city of Boston from revenues accruing or accrued in the Highway Fund such sum, not in excess in any year of one million five hundred thousand dollars, as may be required to pay all costs for interest and amortization of the bonds issued under this act, and the amount of such annual payments thereby provided is made a charge in each such year upon the revenues accrued or accruing in the said Highway Fund. Each such payment by the commonwealth shall be made upon and according to a certificate in writing of the treasurer of said city to the treasurer and receiver general of the commonwealth."

I submit my answers to the foregoing questions in the order in which the questions are presented:

(1) In my opinion the foregoing Section 2 of Part III of the said bill imposes a binding legal obligation on the Commonwealth to make payment to the City of such annual amounts as may be required to meet the interest and principal payments on the bonds to be issued under said bill, if enacted as initially filed, to the extent that funds sufficient therefor may be available in the Highway Fund or any other fund established with legislative sanction in the place thereof. The bill, however, if enacted as initially filed, would not bind the Legislature to make an appropriation to the Highway Fund or to such other substitute fund to the extent required to make such payments. One Legislature cannot bind itself or its successors as to a future appropriation for any purpose. See *Opinion of the Justices*, Mass. Adv. Sheets (1936) 1285, 1291. Also see *Opinion of the Justices*, Mass. Adv. Sheets (1939) 345, 350. The compulsion upon the Legislature to see to it that there should be in existence each year a Highway Fund or other like fund sufficient in amount to meet the debt service on the bonds would rest, under the bill as initially filed, upon the practical, rather than the legal, necessity of the Commonwealth honoring bonds purchased by the public in obvious reliance upon the good faith of the Commonwealth to continue in existence a sufficient Highway Fund or like fund to service the bonds.

But although one Legislature cannot bind another as to future appropriation, "there is no constitutional objection to the passage of a bill

embodying a declaration of policy and prescribing a method of dealing with any appropriation that may be made in conformity with its terms." *Opinion of the Justices*, Mass. Adv. Sheets (1939) 345, 350-351. And it is well established that a Legislature has power to bind the Commonwealth to make future payments, irrespective of appropriations or the source of the payments, creating thereby a contract in behalf of the Commonwealth which no Legislature may subsequently impair. *U. S. Const. Art. I, sec. 10*. Likewise, the Legislature, or an appropriate administrative officer without express legislative sanction, may constitutionally provide for placing upon bonds issued pursuant to legislative act the applicable statutory provisions creating the contract obligation of the Commonwealth to make the payments upon the bonds. *Opinion of the Justices*, 261 Mass. 523.

Amendments to the bill as initially filed, appropriate to obviate any possible doubt as to the obligations of the Commonwealth to provide funds continuing until all of the bonds should have been paid in full, have for some time been in the hands of this department, for submission at such date as Senate No. 592 shall be the subject of public hearing.

(2) Inasmuch as the proposed expenditures under the foregoing bill are for a public purpose, the Legislature constitutionally may obligate the Commonwealth to the payments provided for by Section 2 of Part III of said bill. It is my opinion that said Section 2 is to be construed as a contract between the Commonwealth and the City, and, accordingly, could not properly be repealed

in view of the provisions of Section 10 of Article I of the Constitution of the United States.

(3) The answers to this question have been stated in (1) and (2) above.

(4) The answer to this question has been stated in (1) above.

(5) The Constitution of the Commonwealth required that except for borrowings in connection with defense or in anticipation of revenue receipts, "the Commonwealth may borrow money only by a vote, taken by the yeas and nays, of two thirds of each house of the General Court present and voting thereon". *Articles of Amendment to the Constitution*, Art. LXII, sec. 3. The proposed bill here under discussion does not provide for the borrowing of money by the Commonwealth. It provides for the pledge of the credit of the Commonwealth. The credit of the Commonwealth may be given or lent in aid of a proper public purpose. See *Opinion of the Justices*, 291 Mass. 567, 571. The Commonwealth may, in the opinion of the Justices of the Supreme Judicial Court, pledge its credit, without a two thirds vote of the General Court, to the payment of deficiencies annually incurred in the operation of a street railway under public control. See *Opinion of the Justices*, 261 Mass. 523, 543. Therefore, it is my opinion that legislation providing for the payment annually by the Commonwealth to the City of specified amounts for a specified period of years for the purpose of paying the interest and principal of bonds of the City to be issued for highway improvements would not require a two thirds vote of the Legislature and would not violate the Sixty-second Amendment to the Constitution of the Commonwealth.

(6) In view of the fact that the foregoing bill does not contain provisions for the special excise referred to in the sixth question and of the known opposition to the imposition at this time of an additional gasoline excise, answer to this question has been for the time being deferred in the interest of submitting expeditious answers to the other five questions.

Yours very truly,
ROBERT CUTLER,
Corporation Counsel.

Placed on file.

APPROPRIATION FOR FINANCE COMMISSION.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the City Council.

Gentlemen,—I submit herewith a communication from the chairman of the Finance Commission containing a request that additional funds be made available for the activities of the commission. As pointed out in the communication, certain special activities carried on in the early part of the year depleted the original budget appropriation made for investigation purposes. I submit herewith an order providing for the transfer from the Reserve Fund of the additional amount requested and respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3 of chapter 486 of the Acts of 1909, the City Auditor make the following transfer:

From the appropriation for Reserve Fund, \$3,500, to the appropriation for Finance Commission, \$3,500.

Referred to Executive Committee.

CONVEYANCE OF LAND ADJOINING AIRPORT.

The following was received:

City of Boston,
Office of the Mayor, April 7, 1941.
To the Honorable the City Council.

Gentlemen,—I submit herewith an order for the conveyance to the United States of America, a certain parcel of land containing 57,222 square feet adjacent to the municipal airport in East Boston. This parcel of land is a part of a parcel of land containing approximately 470,895 square feet, acquired by the City of Boston for airport purposes by eminent domain proceedings in 1932.

The City of Boston was authorized and empowered to transfer this parcel of land containing 57,222 square feet to the United States of America, with or without monetary consideration and subject to such terms and conditions as the Mayor and City Council of the City of Boston shall in writing approve, for airport purposes, by chapter 15 of the Acts of the Commonwealth of Massachusetts, approved February 13, 1941.

The United States of America has at the present time a lease of a parcel of land at the airport. This lease dated April 1, 1929, is on a year-to-year basis but in no event is this lease to extend beyond August 9, 1948. The United States of America has erected upon this parcel of leased land a portable hangar and now desires to erect a permanent hangar upon land owned by it.

I am informed by the Park Department that the acquisition of this portable hangar together with the permanent fixtures attached thereto will be utilized to great advantage by the said department.

Major-General J. A. Woodruff, Commanding First Corps Area, United States Army, has requested that the transfer of this parcel of land as authorized by chapter 15 of the Acts of 1941 be made at this time and has agreed that this transfer be made in the consideration of \$1.00 and the assignment and transfer by the United States to the City of Boston of its present lease together with the buildings erected on the leased land and all fixtures permanently affixed thereto, and subject to certain building and use restrictions set forth in the accompanying order.

I am of the opinion that a transfer of this parcel of land authorized by chapter 15 of the Acts of 1941 in accordance with the consideration, terms and conditions as set forth in the accompanying order is of equal mutual benefit to both the United States of America and the City of Boston.

I inclose herewith a certified photostatic copy of chapter 15 of the Acts of 1941; a blueprint of the said parcel of land herein referred to; a copy of the lease between the United States of America and the City of Boston hereinbefore referred to.

I recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 470,895 square feet, adjoining the location of the Boston, Revere Beach and Lynn Railroad and land of the Commonwealth in the East Boston district. This parcel of land was taken for airport purposes by an order of the Board of Street Commissioners of the City of Boston, approved by the Mayor of the City of Boston, January 22, 1932; and

Whereas, By the provisions of chapter 15 of the Acts of the Commonwealth of Massachusetts approved February 13, 1941, the City of Boston is authorized and empowered to transfer to the United States of America, with or without monetary consideration and subject to such terms and conditions as the Mayor and City Council shall in writing approve, for airport purposes, a certain part of this parcel of land, described in said chapter 15 and bounded and described as follows:

Starting at a point on the southeasterly boundary line of the location of the Boston, Revere Beach and Lynn Railroad Company, said point being distant northeasterly one hundred and ninety feet from the present northeasterly side line of Porter street; thence running northeasterly by the said line of the location of the Boston, Revere Beach and Lynn Railroad Company, two hundred and twenty feet; thence turning and running southeasterly parallel with Porter street, two hundred and sixty and ten one hundredths feet; thence turning and running northwesterly by land of the Commonwealth of Massachusetts, two hundred and twenty feet; thence turning and running northwesterly by other land of the Commonwealth of Massachusetts, two hundred and sixty and ten one hundredths feet to the point of beginning; containing fifty-seven thousand two hundred and twenty-two square feet of land, more or less.

All of said measurements are shown on a plan marked "City of Boston, Porter street, East Boston, September 24, 1931, William J. Sullivan, Chief Engineer, Street Laying-Out Department,"

*Note: Parcel containing 57,222 square feet,

authorized to be conveyed to the United States of America under the provisions of chapter 15 of the Acts of 1941"; and

Whereas, The United States of America is the lessee under a lease between the City of Boston as a lessee of the Commonwealth of Massachusetts and the United States of America of a tract of land containing 55,000 square feet, dated April 1, 1929, for the term of one year with the option to renew said lease annually, provided no renewal shall extend beyond the ninth day of August, 1948. The United States of America has erected a portable hangar on the said parcel of leased land; and

Whereas, The City of Boston has been requested by J. A. Woodruff, Major General, First Corps Area Commander, United States Army, to convey the above described parcel of land to the United States of America, for airport purposes, in accordance with the provisions of said chapter 15 of the Acts of 1941 in order that the United States of America may erect a permanent hangar thereon; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to convey the said parcel of land, hereinbefore described, to the United States of America, by an instrument in writing satisfactory in form to the Law Department of the City of Boston, in accordance with and subject to the provisions of said chapter 15 of the Acts of 1941 and subject to the following consideration, terms and conditions:

1. Monetary consideration of \$1 and the assignment and transfer by the United States to the City of Boston of the "Lease between the City of Boston and the United States of America" dated April 1, 1929, of the tract of land containing 55,000 square feet, together with the building or buildings erected thereon and all fixtures permanently affixed thereto, provided that the United States of America is permitted to continue the use of this tract of land together with the building or buildings erected thereon and all fixtures permanently affixed thereto until such time as a new hangar and suitable fixtures have been constructed on the parcel of land herein authorized to be transferred to the United States of America.

2. The United States of America may erect a building or other structure upon the said premises the plans of which shall first be approved in writing by the airport authority.

No building or structure shall be erected or placed on the said premises within 42 feet of the northeast boundary line of the said premises.

3. The United States of America shall have full airport privileges in so far as the City of Boston may grant same during the period of operation and maintenance of the airport by the City of Boston.

4. The United States of America shall conform to and be governed by all rules and regulations established at the said airport in so far as said rules and regulations are applicable and not in conflict with rules and regulations established by the War Department of the United States of America, the laws of the United States of America or of the Commonwealth of Massachusetts.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

William H. Anderson, to be reimbursed as result of accident which occurred while in performance of duty.

Frederick H. Bond, for compensation for damage to car caused by an alleged defect in Hallett street.

Edward H. Butler, to be reimbursed for execution issued against him.

Thomas F. Cashman, to be reimbursed as result of accident which occurred while in performance of duty.

Richard Doherty, to be reimbursed for execution issued against him.

Domnic Fralli, for refund on awning permit.

Henry Henrikson, for compensation for damage to property at 34 Halliday street, caused by broken water pipe.

William O. Kane, to be reimbursed for accident which occurred while in performance of duty.

Thomas J. Kelley, for compensation for damage to car caused by an alleged defect in M street.
 Katherine H. Lyman, for compensation for damage to car by fire truck.

John J. Norton, to be reimbursed as result of accident which occurred while employee of Fire Department.

Grace Robertson, for compensation for injuries caused by an alleged defect in West Newton street.
 Wilfred Rousseau, for compensation for damage to car by car of Fire Department.

Irene Stewart, for compensation for damage to property at 110 Humboldt avenue, caused by firemen.

Emi Sztinski, for compensation for damage to car by city truck.

Thomas J. Watson, for reimbursement for execution issued against him.

Thomas J. Watson, to be reimbursed for execution issued against him.

Thomas J. Watson, to be reimbursed for execution issued against him.

Ralph E. Young, for refund on used car dealer's license.

Executive.

Petition of National League Baseball Club for Sunday sports.

Petitions for children under fifteen years of age to appear at places of public amusement, viz.:
 Sylvia B. Robinson, Recital Hall, May 3.
 Sidney Weinstein, Peabody Playhouse, April 27.

COMMITTEE ON LICENSES.

Petition of Antonio Capodilupo for driveway opening at 31 Cross street, Ward 3.

APPOINTMENT OF DANIEL J. LYNCH.

Notice was received from the Secretary of the Commonwealth of the appointment of Daniel J. Lynch of Belmont as Clerk of Municipal Court of Boston, Criminal Business.
 Placed on file.

APPOINTMENT OF JAMES J. MCCARTHY.

Notice was received of appointment of James Joseph McCarthy, 76 Bennett street, Brighton, to be member of Boston Port Authority for term ending July 24, 1947.
 Placed on file.

HEARINGS RE EVERETT AND SARATOGA STREET BRIDGES.

Communications were received from the Department of Public Utilities setting Wednesday, April 9, 1941, as date of hearings to be given on petitions of City of Boston relative to maintenance and repair of Everett and Saratoga Street Bridges.
 Severally placed on file.

BORROWING CAPACITY OF CITY.

The following was received:
 Board of Commissioners of Sinking Funds,
 February 17, 1941.
 To the City Council.

Gentlemen, In accordance with the provisions of chapter 93, Acts of 1891, chapter 267, Special Acts of 1916, and chapter 225, Acts of 1931, it is estimated that the amount which the city will be able to borrow during the present municipal year within the debt limit established by law, is \$11,389,873.55, as per schedule annexed.

Respectfully,
 GUY W. COX,
 P. A. O'CONNELL,
 WM. ARTHUR DUPEE,
 JOHN E. HANNIGAN,
 FRED A. DAKIN,
 MICHAEL H. CORCORAN,
 Board of Commissioners of Sinking Funds.
 CHARLES J. FOX, City Auditor,
 JAMES J. MCCARTHY, City Treasurer.

DEBT-INCURRING POWER IN 1941.

Total debt-incurring power within the debt limit (2½ per cent of \$1,514,947,672.33, the average assessed valuation for three years, less abatements).....	\$37,873,691 81
Debts incurred:	
Total funded debt, city and county.....	\$151,201,600 00
Funded debt outside the debt limit (debt exempted from the operation of the law limiting municipal indebtedness):	
City debt.....	\$34,181,400 00
Water debt.....	44,000 00
Traffic Tunnel debt.....	16,000,000 00
Traffic Tunnel debt, "Series B".....	3,000,000 00
Traffic Tunnel debt, "Series C".....	500,000 00
County debt.....	1,752,000 00
Rapid Transit debt.....	56,514,700 00
	\$111,992,100 00
Funded debt for Public Works Administration projects, issued under authority of chapter 366, Acts of 1933, as amended by chapter 21, Acts of 1934.....	5,688,000 00
	117,680,100 00
Funded debt within the debt limit.....	\$33,521,500 00
Offsets to funded debt:	
Sinking Funds.....	\$23,450,443 85
Less sinking funds for debt outside the debt limit:	
City.....	\$4,685,956 94
Rapid Transit.....	14,700,355 82
Traffic Tunnel.....	824,929 99
Traffic Tunnel "Series B".....	362,080 19
Traffic Tunnel "Series C".....	44,496 28
	20,617,819 11
Offsets to funded debt within the debt limit.....	2,832,624 74
Net indebtedness within the debt limit, December 31, 1940.....	\$30,688,875 26
Loans authorized but not issued (within the debt limit).....	10,000 00
Used debt-incurring power within the debt limit.....	30,698,875 26
Unused debt-incurring power within the debt limit, January 1, 1940.....	\$7,174,816 55
Estimated increase during the year by:	
Interest on sinking fund investments.....	\$93,985 00
Appropriation for sinking funds for debt within the debt limit.....	69,572 00
Serial bonds redeemable during year.....	4,051,500 00
	4,215,057 00
Estimated amount of indebtedness that may legally be incurred within the debt limit during the municipal year.....	\$11,389,873 55

Placed on file.

SIDEWALK ASSESSMENTS.

Communications were received from the Commissioner of Public Works together with orders assessing half cost of constructing sidewalks on owners of properties bordering thereon, viz.:

	Half Cost.
Jerome street, Ward 13	\$35 55
Cushing avenue, Ward 13	25 85
Dorset street, Ward 7	65 90
Orders severally passed.	

RECESS.

President GALVIN at 2.58 p. m. declared a recess for the purpose of going into executive session. The members reassembled and were called to order by President GALVIN at 4.22 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on petitions (referred today) for children under fifteen years of age to appear at places of public amusement, viz.:

Sylvia B. Robinson, Recital Hall, May 3; Sidney Weinstein, Peabody Playhouse, April 27,—recommending that leave be granted under usual conditions.

Report accepted; leave granted under usual conditions.

2. Report on petition of National League Baseball Club for license for Sunday sports (referred today)—that same be granted.

Report accepted; license granted under usual conditions.

3. Report on message of Mayor and order (referred today) approving sale of land for airport purposes of Commonwealth of Massachusetts—that same ought to pass.

Report accepted; said order passed, yeas 20, nays 0.

4. Report on orders (referred March 31) requesting trustees of Boston Elevated to establish a five-cent fare, recommending passage of accompanying new draft, viz.:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to reduce the present fare to five cents within the limits of the City of Boston.

The report was accepted, and the question came on the passage of the order.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the report of the Executive Committee be further amended to include a five-cent fare for all residents of the Brighton-Allston district who avail themselves of street car transportation to Boston through Cambridge termini.

The question came on the amendment offered by Coun. SULLIVAN.

Coun. FISH—Mr. President, I have no objection to that amendment, but I think, as a matter of fact, it is covered by my original order.

Coun. SHATTUCK—Mr. President, the summary of the report by Mr. Callahan to the Boston Finance Commission says that Mr. Callahan finds that about \$20,000,000 or so has been charged to depreciation that should not have been so charged. That approximate figure seems to be the extent of his criticism, and it covers a period of over twenty years. In other words, that figure, representing his criticism of the policy of the trustees, would amount to about \$1,000,000 a year. The deficit charged against the cities and towns of the Elevated district for the year ending March 31, 1940, was \$2,724,679.87. If you reduced that by one million dollars, you get a deficit of about \$1,700,000. So if the depreciation figures were carried out in that way, the \$20,000,000, covering a period of over twenty years, would not anywhere nearly wipe out the deficit, but would leave a deficit of about \$1,000,000 a year, with the ten-cent fare. I present these figures merely to show that the fare cannot be reduced to five cents within the limits of the City of Boston, without a very large increase in the present deficit, which I do not believe any of us want to see, or without making a large slash in the present wages of the employees of the Elevated Railway Company, which now take up between four and five cents of the fare; and in addition to that there is the expense of upkeep of the property, the payment for power to run the street cars and buses, the gas and oil,

the power developed in the power house, the expense of maintenance and wear and tear, the rental that the City of Boston depends on to pay the interest on the subway bonds, the interest that the Transit District depends on to pay for its bonds, and so on. There are also the taxes paid on real estate to the City of Boston, and there are various other items that make up the ten-cent fare for carrying the passengers. There has been absolutely no evidence submitted to show that if everything were done that could be done it would result in more than a reduction of the present deficit, leaving the fare as it is, at ten cents. I believe it will simply be fooling the people to pretend for a moment that anything can happen that would justify a five-cent fare for the City of Boston. I shall, therefore, vote against the order.

Coun. M. H. SULLIVAN—Mr. President, my idea in submitting this amendment is simply to have the people of Brighton and Allston accorded the same privilege that is enjoyed by practically all the other people of Boston. I simply wish to have the people of my district be given the same treatment that, I believe, is intended to be accorded to all the other wards of the city under the proposed order.

Coun. HUTCHINSON—Mr. President, I would disagree with the councilor from Ward 5 (Coun. Shattuck). He seems to feel that the \$20,000,000 is the most that has been overcharged the car riders. But this report, as I understand, states specifically that the figures presented are the minimum figures, which would probably be increased by an examination of the accounts involved, with the clear implication that a complete examination of all the figures might show that the loss was much more. In fact, this summary says:

"These figures are minimum figures which may be increased by a further examination of the accounts involved, and by an examination of the maintenance accounts for the period after 1931, which is not covered by this report."

In other words, this \$20,000,000 is absolutely the lowest amount that the Elevated now owes the City of Boston. The chances are that the figure would go up to \$30,000,000 or more, and we can readily see by reading this summary what this may really mean to the City of Boston.

Coun. LINEHAN—Mr. President, when I made a motion in executive session to confine this to the confines and limits of the City of Boston, I did not do it intending to leave out Wards 21 and 22. I agree with a great deal that has been said by the gentleman from Ward 5 (Coun. Shattuck). From a casual study that I made some years gone by, I do not believe, as a practical matter, that the Elevated Trustees can reduce the fares in general to five cents. If you know anything about accounting, about maintenance and other costs, cost of labor and so forth, common sense tells you that the fare cannot be generally reduced to five cents without increasing the deficit immensely. And that is what we are interested in here now, lowering the deficit. What I am interested in, and what I have been interested in for many years gone by, however, is a more equitable division of the costs of the road. That is, some people ride from here to Arlington or Milton and still pay only ten cents, while if you go from South Boston to the South Station, you pay ten cents. That does not seem to me right, asking simply ten cents when a person travels to Arlington or to Milton, and also expecting riders to pay ten cents here in Boston for riding short distances. I feel that for the longer rides something more should be paid. Of course, the road, when it carried riders to Arlington or to Milton, is losing money, and the citizens of Boston pay largely to make up the deficit. The taxpayers of Boston very largely pay that deficit on the ten-cent ride to or from Arlington and Milton, while the poor people of South Boston are required to meet the same ten-cent charge for riding a very short distance. In other words, they are being discriminated against. I do feel that the trustees, as a result of this proposed action, will see fit to put into effect a zoning system that will embody a more equitable scale of charges for riding on the street cars.

Coun. TAYLOR—Mr. President, this five-cent car fare question in the City of Boston has for years been a political football. There is nobody here or in the whole metropolitan district who would not wish a five-cent car fare, but that, of course, is only a wish. I can recall a former Mayor of Boston being elected upon the five-cent

car fare platform, and after he was elected I never saw the people of Boston receive a five-cent car fare. Nobody, of course, is opposed to a five-cent car fare, if it were feasible, but what is the sense of trying to draw a red herring across the trail? We are interested today in reducing the deficit of the Elevated, so that the taxpayers may receive a break. I don't think, however, that we are kidding the public any. They have been fed this sort of stuff for a long time, but now they will not fall for it. Talk about a five-cent car fare at the present time is something silly and foolish. We are more interested in saving some money for the taxpayers of the City of Boston. I would, therefore, make a motion now that we give ourselves an opportunity to digest the report of the Boston Finance Commission so that we may have some information upon which to base our opinion. So I move that the matter lie on the table until the next meeting, until we may have a chance to digest the Finance Commission's report.

Coun. Taylor's motion to lay on the table was declared carried. Coun. FISH doubted the vote, and asked for a roll call. The motion to lay on the table was lost upon a yeas and nays vote, yeas 5, nays 13:

Yeas—Coun. Carey, Linehan, Shattuck, D. F. Sullivan, Taylor—5.

Nays—Coun. Coffey, Englert, Fish, Galvin, Goode, Hurley, Hutchinson, Lyons, Russo, Scannell, M. H. Sullivan, Wickes, Ward—13.

The question came on the proposed amendment offered by Coun. M. H. SULLIVAN.

Coun. COFFEY—Mr. President, talking upon the amendment proposed by Councilor Sullivan, I don't see how, in fairness to every car rider in the City of Boston, I can go along with that amendment. For example, the five-cent fare order, as reported, includes Wards 21 and 22, the same as it includes every other part of the City of Boston. A person from Brighton takes a street car and goes to Cambridge, paying a five-cent fare, and in going back from Cambridge to Boston naturally pays a ten-cent fare, the same as anybody in my ward who went to Cambridge would pay a five-cent fare, and in going back to East Boston would have to pay a ten-cent fare. So I don't see how we are discriminating against Wards 21 and 22, in Brighton. If we should take such action as is proposed, the people of the Brighton district would have to get some identification showing that they belonged in the Brighton district. Without this amendment, they would be treated the same as everybody else in the City of Boston. I think under the order as reported they are given the same privileges as every other car rider, and I don't see why they should be given any other privilege, unless they are to be given an opportunity to shop in the city of Cambridge rather than in the City of Boston. Personally, I think they ought to go to the City of Boston to do their shopping, within the five-cent fare.

Coun. SULLIVAN—Mr. President, as far as the conclusion of the councilor is concerned, it is grossly illogical. In the first place, most of the people of Brighton and Allston now have the five-cent fare to Cambridge. So, under the position that Councilor Coffey takes, without any amendment, it would in the first place mean to them an increase in fare. The people who reside in Brighton and who board the Brighton car in Cambridge each night at Central square, according to Councilor Coffey, would probably have to wear some kind of brand or carry a certificate in order to avail themselves of the present opportunity to ride to Brighton and Allston. I imagine that they would have to identify themselves at Park street, differentiating themselves from other riders on the line as residents of Brighton and Allston, in order to be able to pay the same five-cent fare as other Boston people. It would really mean an increase in the fare they would have to pay.

Coun. COFFEY—Mr. President, will the gentleman yield for a question?

Coun. SULLIVAN—Not just now. Those going through to Brookline and other outlying sections would have to be separated from the Brighton people.

Coun. COFFEY—Mr. President, will the gentleman yield?

Coun. SULLIVAN—No. I will not yield. The result would be that, without any amendment, the citizens of Brighton would not be treated as well as they are now. So the position of the gentleman is shown to be ridiculous from the

start. I think every member of the Body realizes the importance to the people of Brighton of being able, as they are at the present time, to get conveniently to the Watertown Arsenal. Many of them are employed there; and, unless this amendment is adopted, they would not have the benefit financially of the present arrangement, in riding on the Elevated. That would be no detriment to the people from East Boston if they were riding out that way as they could ride over there within the limits of the City of Boston for a nickel, under this proposed order, or ride the whole distance to the Watertown Arsenal for a dime. But unless some such amendment is adopted, according to the report of the Finance Commission, to which I have given merely a cursory glance, the Elevated would have to do quite a job of bookkeeping in order to separate those who would pay a nickel, a dime or fifteen cents. It would have to employ an extra number of auditors. I trust, therefore, that the residents of Wards 21 and 22 will be able to avail themselves of the same privileges that are enjoyed by the people of Councilor Coffey's ward or any other ward in the city. There is no reason whatever for not adopting this amendment. There is an unusual state of affairs out there, which can only be properly met by an amendment of this kind.

Coun. WARD—Mr. President, I do not see, as a member of the City Council, how we are going to give the car riders of Boston a five-cent fare. Of course, we all know that for fifteen or twenty years there has been a constant effort to give the riders a five-cent fare, but without result. We all realize, of course, that the City Council has no power to grant five-cent fares within the City of Boston. But I think if any action is going to be taken, it should include all twenty-two wards of Boston. We in Brighton, in one sense, have the same situation that Councilor Coffey's constituents have in East Boston, in connection with Chelsea, Revere and Winthrop. We are allowed at the present time to go into Watertown and Cambridge, and I don't think any rights that we now have should be taken away from us. I do think, of course, that we should all join in giving the people of the twenty-two wards the benefit of this order.

Coun. SHATTUCK—Mr. President, Councilor Sullivan spoke of the benefit that would come from a smaller fare. I wonder if it would not be better to have the fare still smaller,—in fact, have no fare at all!

Coun. FISH—Mr. President, I take it if the car riders could ride twenty years for nothing it would just average up the fares that should be paid. In regard to the remarks going around about increasing the present deficit, you cannot increase anything that does not exist, and there is no deficit that exists at the present time, except in the minds of the trustees and in the pockets of the car riders,—but not in the pockets of the coupon clippers. They say that this order is fooling the people. I think they have been fooled for so long now that they would be willing to be fooled by the passage of this order asking for a five-cent fare.

Coun. COFFEY—Mr. President, in answer to the councilor from Ward 22 (Coun. M. H. Sullivan), I will say that I have gone out to Cambridge frequently, and when I have wanted to go to Brighton I have done so, for a solid year. And I would state that when you leave the subway you are given a transfer and are entitled to a bus ride to Brighton. That is the system that is used now. So I cannot understand the councilor when he says that Wards 21 and 22 have been left out. They have not been. Of course, we in the Council cannot grant a five-cent fare, but we can request it, and I certainly am glad to go along on that.

Coun. M. H. SULLIVAN—Mr. President in answer to the gentleman from Ward 5 (Coun. Shattuck), I am surprised that he favors no fare on the Boston Elevated. If it is his feeling that no fares at all should be given on the Boston Elevated, I think probably that would get my vote. If he feels that that should be done, as a result of his large experience in public affairs, I think I would be satisfied to go along. But as far as this proposed amendment is concerned, it simply seeks to continue to a certain extent the situation that now prevails between Brighton and Cambridge. If the amendment is not adopted, I fear that residents of Brighton going to Central square, Cambridge, would have to pay a ten-cent fare and then a five-cent fare into the City of

Boston. That certainly shows some lack of logic somewhere, in dealing with this proposed amendment.

The amendment was declared adopted. Coun. COFFEY doubted the vote, and asked for the yeas and nays. The amendment was adopted by roll call, yeas 10, nays 5.

Yeas—Coun. Englert, Fish, Goode, Hurley, Langan, Linchan, Seannell, M. H. Sullivan, Ward, Wickes—10.

Nays—Coun. Carey, Coffey, Shattuck, D. F. Sullivan, Taylor—5.

The question came on the passage of the order as amended. The order as amended was passed, yeas 18, nays 1:

Yeas—Coun. Carey, Coffey, Englert, Fish, Goode, Gottlieb, Hurley, Hutchinson, Langan, Linchan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Taylor, Ward, Wickes—18.

Nay—Coun. Shattuck—1.

APPROVAL OF BOND OF NATIONAL LEAGUE BASEBALL CLUB.

The bond of the National League Baseball Club of Boston, Inc., was submitted. Approved by the Council.

REPORT OF INVESTIGATION OF BOSTON ELEVATED RAILWAY.

A summary of report of investigation of Boston Elevated Railway by Timothy F. Callahan, Special Counsel, was received, viz.:

SUMMARY OF REPORT OF INVESTIGATION OF BOSTON ELEVATED RAILWAY, BY TIMOTHY F. CALLAHAN, SPECIAL COUNSEL.

The present report is the result of a study begun in August, 1939, and sponsored by the Mayor and the Finance Commission. The persistent deficits of the Elevated, which have come to over \$18,000,000 in the past eight years, were the occasion of the study. The purpose was to examine the facts leading to these deficits, and to find a remedy if possible.

According to the terms of the Public Control Act, the Public is liable for deficits because under the Public Control Act it is obliged to pay the "cost of the service." If fares are insufficient to meet the "cost of the service," the remainder must be paid by the Commonwealth and assessed upon the taxpayers of the cities and towns.

It was necessary, therefore, to investigate the manner in which the "cost of the service" has been computed by the Trustees, and what it has been used for.

At the start of Public Control in 1918 the Elevated system was hopelessly dilapidated, and financially insolvent. Mr. Callahan's findings show that in 1918 the common stock, of par value \$23,800,000, was worthless, by reason of existing losses which had not been provided for by the private management.

At the present time the Road is in splendid operating condition, and is considerably larger than the 1918 Road. This improvement and expansion under Public Control was already striking by 1929, and is described by the Trustees at that time as follows:

Street railway transportation in Boston had arrived at an impasse in 1918. The physical equipment of the road had fallen into disrepair and was approaching ruin . . . The public of Greater Boston faced the menace of a broken service

"In these ten years \$19,000,000 has been spent for new cars and buses. In the matter of car equipment there is hardly a trace of the 1918 road remaining; and there is no comparison possible between the modern equipment today in use and that with which the Public was provided in 1918.

"In 1918 the road was equipped with antiquated cars in use; the average age of all surface cars in use at that time on the road was 17.2 years . . . Contrast these with the modern cars . . . Wooden cars were in use on the rapid transit trains. To-day there is not a wooden rapid transit car on the road; all are of steel. In these ten years there have been placed in service 836 new service cars of modern type, 165 steel elevated and tunnel cars, and about 300 buses— a

total of more than 1300 vehicles. In this period 1476 out-of-date cars have been retired . . .

" . . . In 1918 the existing tracks were crooked, broken, patched. Tracks today are standard, and are in good condition.

"Rapid transit has been improved and extended . . ."

If the road has been increased in value out of moneys paid by the Public in the "cost of the service," the stockholders benefit at the expense of the Public. They remain the owners of the Road, under the terms of the Act.

Mr. Callahan was led, therefore, to the following question:

Has the value of the Elevated Road, and consequently the equity of its stockholders, been enhanced during Public Control by reason of charges demanded of and paid by the Public under the "cost of service" provision, and, if so, have such charges been responsible in any degree for the deficits of the past eight years?

We find that a great part of the improvement and expansion of the Road has been charged to the Public in the "cost of service."

During the first few years of Public Control the Public was charged with \$5,000,000 spent to put the track into good operating condition. This extraordinary charge, in excess of normal, current, maintenance, was caused by the failure of the private management to make adequate repairs in the years before 1918. Crooked, patched and broken track was replaced by new track at the expense of the Public.

A great part of the rolling stock taken over by the Trustees in 1918 was worthless, or almost worthless. During the early years this was replaced by new equipment. The money for this purpose came from the depreciation charge, part of the "cost of service" charged to the Public. This charge was set high enough to produce sufficient funds to make these replacements.

The Road was thus "rehabilitated," that is, put into good operating condition, at the expense of the Public. Charges for this purpose were not normal operating expenses. The accounts kept by the Trustees, however, do not segregate them from normal, current expenses. Extraordinary expenses for "rehabilitation" are jumbled together with normal operating expenses.

In Mr. Callahan's opinion there is grave doubt as to the authority of the Trustees to charge such extraordinary expenses to the Public in the "cost of service." Apart from this it is clear that the Trustees should have carefully segregated such extraordinary expenses from normal operating expenses. This they failed to do despite the advice of independent accountants hired by them.

The Road was thus greatly improved during the early years, and had attained good operating condition by 1923 or 1924. The Public was charged with this improvement, in the "cost of the service" computed by the Trustees.

After the Road had been put into good operating condition, the Trustees continued the practice, begun at the start, of charging all retirements of property to the replacement fund built up out of moneys paid by the Public. Many of these retirements consisted of property which was completely or partially worn out when Public Control began. The Trustees, however, never distinguished between losses occurring during Public Control, and losses existing when Public Control began. For example, in 1934, the Trustees charged \$586,139.11 to the replacement fund for the following:

"Expenses for experimental work prior to 1893 on . . . motors . . .

"Expenditure for motive power wiring prior to 1894 covering experimental work . . .

"Expenditures incurred between 1890-1894 for converting Box Cars from Horse Car type to Electric Car type."

The total amounts charged by the Trustees to the replacement fund on account of retirements of worn-out property was \$35,498,853.45. Mr. Callahan analyzed every retirement so made. As a result, he finds that only \$17,078,893.18 of such losses occurred during Public Control. The remaining \$18,419,960.27 of losses so charged was already in existence when Public Control began.

In his opinion there is grave doubt as to the authority of the Trustees to charge any part of this \$18,419,960.27 to the Public Control period.

But even if it be granted that the Trustees were authorized to charge the Public for putting the Road into good operating condition, and thus to make good at the expense of the Public past losses on operating property, the Trustees have gone much farther than this.

The total amount of operating property retired, up to the end of 1939, was \$34,582,097.01. This was made up as follows:

\$17,078,893 18 retirements of operating property to end of 1939 caused by operations under *Public Control*.
 \$17,503,203 83 retirements of operating property to end of 1939, caused by depreciation existing when *Public Control* began.

All retirements of operating property up to the end of 1939, whether attributable to *Public Control*, or to the prior period, would have been replaced by the expenditure of \$34,582,097.01. This would have put the 1918 Road into good operating condition at the end of 1939.

During the corresponding period, up to the end of 1939, the Trustees charged to the "cost of service" the sum of \$51,102,840.65, on account of depreciation alone. They thus had enough to replace all retirements of operating property, and \$16,520,743.64 besides. This sum has been spent on a physical expansion and betterment of the system.

On the interpretation of the *Public Control Act* most favorable to the Trustees, Mr. Callahan thinks that this charge of \$16,520,743.64 is unwarranted.

In addition to the charges to the "cost of service" which he discussed, he found also that the Trustees spent the following amounts for betterment of track and equipment, and charged them to the Public in the "cost of the service."

\$2,997,832 14 betterments to track, June 30, 1918, to December 31, 1931.
 \$838,721 67 betterments to equipment, June 30, 1918, to December 31, 1931.
 \$154,460 75 track abandoned and not replaced; book value charged to "cost of service."

These betterments should have been charged to capital account, and should not have been charged to the Public in the "cost of the service."

In addition to the above amounts, the Trustees charged to the "cost of service" \$154,460.75 on account of track abandoned and not replaced. There is no warrant in the act for charging the Public with this sum.

Mr. Callahan concludes that on the interpretation of the Act most favorable to the Trustees, the following excessive charges have been made to the "cost of service," in the period from June 30, 1918, to December 31, 1939.

\$2,997,832 14 betterments to track
 839,721 67 betterments to equipment
 154,460 75 abandoned track improperly charged to "cost of service."
 16,520,743 64 amounts charged to depreciation by end of 1939 in excess of sum required for "good operating condition."

\$20,512,758 20 Total

These figures are minimum figures which may be increased by a further examination of the accounts involved, and by an examination of the maintenance accounts for the period after 1931, which is not covered by this report.

The remedy for this situation is a proceeding by the Commonwealth for an accounting for the entire period of *Public Control*. In Mr. Callahan's opinion the trustees are obliged to give such an accounting upon demand by the Commonwealth. While they may be considered officers of the Commonwealth for certain purposes, he does not think that they are agents of the Commonwealth to the extent that the Commonwealth is bound by their acts. In his opinion the Commonwealth is entitled to examine into their acts and policies and to obtain relief from them where such acts and policies have gone beyond the authority conferred upon the Trustees by the *Public Control Act*.

In Mr. Callahan's opinion the City of Boston would have no standing to obtain such relief. The Commonwealth alone can bring the kind of proceeding outlined. This would be the concern of the chief law officer of the Commonwealth, the Attorney General.

CONCLUSION.

The Elevated System has been built up and enriched during *Public Control* by charges to the Public through the cost of service, which in our opinion are unwarranted.

In reaching our findings we have examined the minutes of the Trustees for the entire period down to the end of 1939. The depreciation accounts have been studied for the same period, and the maintenance accounts for the period ending December 31, 1931.

We do not suggest, however, that the findings we have made include all the factors which bear upon the Elevated problem as it exists today. Other factors undoubtedly have an important bearing. Among these are the questions of fixed charges, of economy and efficiency of operation, of the proper return to be received by the City on its investment in subways, and of the refinancing of the Company's bonds as it has been conducted under various statutes since 1931. These, however, in no way affect the conclusions that we have reached.

The following matters which have come to our attention, during our study of the management and operation of the Road under *Public Control*, ought to be pointed out specifically, without limiting the detailed findings which we have previously made:

I. The Trustees have kept no accounts of their own, but have simply continued the books of the Elevated Company. This has been done despite the fact that the Trustees themselves recognized in the early years that "receipts from fares and other sources accrue by virtue of chapter 159 (the *Public Control Act*) to the Commonwealth, and not to this Company . . ."

II. In continuing the books of the Company, the Trustees have made no distinction in the accounts between the period before *Public Control* and the *Public Control* period.

A. The Trustees made no appraisal of the road to determine losses existing, and unprovided for at the start of *Public Control*.

B. Although the Trustees were furnished by independent accountants with estimates of the amount of such losses existing and unprovided for at the start of *Public Control*, such losses were not indicated on the books of the company.

III. Many betterments of tracks and equipment, which should have been charged to capital account, are charged directly to current maintenance, and therefore to the cost of service paid by the Public.

IV. The Trustees have not, in keeping the books of the Company, segregated charges made by them for "rehabilitation" of the Road, despite the advice of independent accountants and the plain requirements of their position as Trustees. Extraordinary charges for "rehabilitation" are jumbled together with normal operating expenses.

V. As a result of the failure of the Trustees to keep accounts of their own, and of the way in which they have kept the books of the Company, the yearly accounts do not give a clear picture of the actual operations. It has never been possible, therefore, to challenge their policies, and a feeling has gradually arisen that their discretion is unlimited.

VI. The Trustees put the road into "good operating condition" by 1923 or 1924 by charging the Public, in the cost of service, amounts sufficient to make up a large part of the losses existing and unprovided for when *Public Control* began.

A. The loss existing on June 30, 1918, on account of "Deferred Maintenance," that is, on account of the failure of private management to provide adequate maintenance in the years preceding *Public Control*, was charged directly to current maintenance accounts, and therefore to the cost of service paid by the Public.

B. The depreciation charge was set high enough at the start to provide funds for replacement of large amounts of property, principally rolling stock, which was completely, or almost completely worn out when *Public Control* began.

VII. After the Road had been put into "good operating condition," the Trustees consciously engaged in a physical expansion of the Road out of the funds provided by the

depreciation charge, thus exceeding their authority under the Act.

A. This expansion had come to over \$10,000,000 by the end of 1928, the original period of Public Control as contemplated in the 1918 Act.

B. By the end of 1939 this expansion had amounted to at least \$16,500,000.

VIII. On the construction of the Act most favorable to the Trustees, they had overcharged the Public, in the cost of service, a minimum of \$20,500,000 by the end of 1939. This amount will be much larger if, in a proceeding for an accounting, the construction of the Act less favorable to the Trustees is determined to be the correct one.

During the course of the study there came to our attention certain schedules of depreciable property prepared yearly by the accounting department of the Company. We have not considered these schedules at length for the following reasons:

1. No such schedules were prepared before 1922. By that time a great amount of property had been added to the system out of the previous yearly depreciation charges. This property undoubtedly enters into the computations contained in the schedules. It is not possible, therefore, to deal adequately with the schedules until a complete accounting has been had for the period not covered by the schedules.

2. The yearly votes of the Trustees do not follow the schedules, although the votes are generally prefixed by a recital that the schedules have been considered.

3. It was represented to us that these schedules were not to be considered a part of the books of the Company.

4. The data contained in these schedules shows a depreciated condition of the Company's property which is far different from that shown on the corresponding yearly account filed under oath with the Department of Public Utilities. As of December 31, 1939, the "accrued depreciation" on the property as shown in the report filed with the Department of Public Utilities is \$16,654,629.49. The "accrued depreciation" as shown in the schedule for that date is \$46,023,858.38.

It is incomprehensible to us that what appears to be two conflicting statements should exist in the records of the Company.

This report sets forth the factors which are principally responsible for the deficits of the past eight years. We have suggested a plan which, if adopted by the Commonwealth through the Attorney General, will clarify the Elevated problem once and for all, and will bring substantial relief to the cities and towns of the Metropolitan District.

Respectfully submitted,

TIMOTHY F. CALLAHAN,
JAMES W. KELLEHER.

When this investigation was undertaken by Mayor Tobin and the Finance Commission, the members of the Commission were

DAVID LASKER, Chairman.
JAMES E. MAGUIRE.
ROBERT ROBINSON.
JOSEPH A. SCOLPONETI.
JAMES H. FLANAGAN.
ROBERT E. CUNIFF, Secretary.

Mr. Charles M. Storey became a member of the Commission on October 9, 1939, replacing Mr. Scolponeti and was designated by the Governor as Chairman. Mr. Elias F. Shamon became a member on December 13, 1939, replacing Mr. Robert Robinson.

Mayor Tobin not only joined with the Finance Commission in sponsoring the investigation, but also provided the major portion of the funds necessary for it.

The report was placed on file, and ordered printed in the records of the meeting.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of April.

Report accepted; said order passed.

REPORT OF COMMITTEE ON PUBLIC WELFARE.

Coun. COFFEY, for the Committee on Public Welfare, submitted the following:

Report on order (referred February 17) that Overseers of Public Welfare be requested to consider giving Junior Social Workers same classification and pay as those doing same type of work in the department — that same ought to pass.

The report was accepted and the order passed.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petitions for license to operate motor vehicles, viz.:

Petition of Boston Elevated Railway Company (referred January 27) to operate motor vehicles between junction of Cambridge and North Harvard streets and junction of Hopedale and North Harvard streets — that same license be granted on usual conditions.

Petition of Boston Elevated Railway Company (referred March 31) to operate motor vehicles between junction of Market and Washington streets and junction of Arlington and Faneuil streets — that license be granted on usual conditions.

Report accepted; licenses granted under the usual conditions.

CONTINUATION OF HUMBOLDT AVENUE CAR LINE.

Coun. TAYLOR offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to continue the Humboldt avenue car line to Egleston square and to abolish the Franklin Park Terminal.

Passed under suspension of the rule.

ENFORCEMENT OF RULE NUMBER 12.

Coun. TAYLOR offered the following:

Ordered, That the President of the Boston City Council strictly enforce Rule No. 12 of the Council Rules.

Coun. TAYLOR—Mr. President, we have a rule of the City Council, Rule 12, which I think has been violated too often, and I might admit right now that I have been as guilty of its violation probably as any member of the Council. But its violation unfortunately has been the source of a great deal of hostile criticism, criticism that has undoubtedly been just in most cases. Rule 12 of the Council specifically states:

"No motion or proposition of a subject different from that under consideration shall be admitted under color of amendment.—Any motion, order or resolution which in the opinion of the presiding officer does not have a direct bearing on the business of the Council shall be referred without debate to the Committee on Rules and shall not be further considered by the Council except upon report by that committee. There shall be no appeal from the decision of the Chair hereunder, and this rule shall not be subject to suspension. The Committee on Rules may report that any motion, order or resolution so referred to it is out of order because not having a direct bearing on the business of the Council, and its report shall be a final disposition of the matter, subject to an appeal which shall be governed by the same provisions as those governing appeals from rulings of the presiding officer."

Unfortunately this rule was not put into effect last week when the councilor from Brighton (Coun. M. H. Sullivan) was allowed to introduce an order to ban a certain book, "H. M. Pulham, Esq.", and unfortunately the other members of this Body, not having read the book, took the word of the councilor from Brighton that it was a dirty book. Those were the words he used, and we have subsequently found ourselves severely criticized in the newspapers and elsewhere. Referring to the incident, for example, Neal O'Hara, of the *Boston Traveler*, said:

"Boston City Councils may come and Boston City Councils may go, but they'll always keep on making themselves look silly advocating in this centre of culture the banning of books."

Of course, the purpose for which this order was intended might or might not have been accomplished, as I tried to get a copy of the book last week and could not buy or hire it. So undoubtedly the sponsors of the book received the publicity they were glad to receive by placing the book in the hands of the general public. A remark has been made about the Cardinal's attitude on the book, and I have checked upon that.

Coun. M. H. SULLIVAN—Mr. President, no reference was made to the Cardinal.

Coun. TAYLOR—The Cardinal did not ban the book, but he simply said he hoped the womanhood of Boston had not deteriorated, something to that effect. I have before me, in my hand, a copy of one of the leading Catholic magazines, a national magazine, called "The Sign." I understand that it has the very highest standing among Catholics and others and this great Catholic magazine, which has a large circulation throughout the country, refers to this particular book. I will not read the whole of this article, but simply the last two paragraphs:

"And yet, Harry Pulham is a lovable character withal, and we feel for him nothing but commiseration as we watch him slowly deteriorate under the withering blight of a deadly tradition. Fortunately, the heavy atmosphere of the story is lightened by a subtle strain of humor and comic incidents. Readers."

Coun. COFFEY—Mr. President, I don't think this Council should go into matters of religion. I think the gentleman is out of order, and that he is violating the very rule that he is trying to enforce.

Coun. TAYLOR—Mr. President, I say that that remark is ridiculous, and is what we might expect of somebody of his standing. There is no reference to religion at all. I am referring to what was said by a leading Catholic magazine about this book.

Coun. COFFEY—Mr. President, I rise to a point of order, that the gentleman is out of order under the very rule that he is trying to enforce. If Councilor Sullivan was out of order last week, he is out of order now.

Coun. TAYLOR—Councilor Sullivan was not out of order last week.

Coun. COFFEY—Mr. President, I still insist that the gentleman is out of order.

President GALVIN—The Chair rules that the gentleman is not out of order.

Coun. COFFEY—Mr. President, I appeal from the decision of the Chair.

President GALVIN—Councilor Coffey appeals from the decision of the Chair. Is there a second?

(The appeal was not seconded.)

Coun. TAYLOR (continuing.)

"Readers will hardly fail to enjoy this novel. It is written by a literary craftsman who has a sure feel for the dramatic in plot, an exceptional gift for characterization, an intriguing sense of humor, and an all-round ability at writing. 'IL M. Pulham, Esq.' promises to be one of the best novels of the year."

That goes to show that there is no question of religion here, despite the remarks of the councilor from East Boston (Coun. Coffey), who thinks I would descend to anything of that sort. He knows better, but in his desire to bring down the character of any individual with whom he does not agree he makes that remark. Now, leaving out the point that this is quoted from a great Catholic magazine, I simply leave it with those closing words from the article that this book "promises to be one of the best novels of the year." I don't care about the book one way or the other, but I don't think members should be placed in the middle in any such manner as we have been, subject to the criticism which has been made of us by the Boston newspapers, stating that we are trying to ban books that are not dirty at all, books that are simply trying to portray conditions in Boston and New England. I certainly believe, therefore, that when members endeavor to bring into the Body matters of this sort Rule 12 of the City Council should be strictly enforced.

Coun. M. H. SULLIVAN—Mr. President, I would like to ask the gentleman if he has read the book?

Coun. TAYLOR—Mr. President, as I have stated, I could not find a copy, but I have talked with many people who have read the book, high-minded people and people of intelligence, and who state that it is a good book.

Coun. M. H. SULLIVAN—Then possibly you are not aware of the character of Cornelia Motford, and probably you are unaware of her activities

with Bill King. Probably also you are unaware of the indecencies of Pulham's sister. However, before the councilor makes any further remarks about the book, I will be glad to lend it to him.

Coun. TAYLOR—Have you read the published comments on the book?

Coun. M. H. SULLIVAN—Yes, and I have read the book. As I said last week, I have read other books by Marquand, and have admired them. But this book simply deals with the so-called degeneracy of Boston society, and I think as a matter of morality that the book should have been banned. I am surprised that it should be praised by the gentleman from Ward 12.

The order was referred to the Committee on Rules.

ADDITIONAL APPROPRIATION, FINANCE COMMISSION INVESTIGATION OF ELEVATED.

Coun. TAYLOR offered the following:

Ordered, That his Honor the Mayor be requested to instruct the responsible officials of the City Government to provide such additional funds as may be required by the Boston Finance Commission in the furtherance of the investigation and survey of the financial status and activities of the Boston Elevated Railway Company.

Coun. TAYLOR—Mr. President, I was rather amazed on Sunday to read an article in one of our Boston newspapers pertaining to the Finance Commission's report on the Boston Elevated. I would gather from that article that a campaign for Mayor has started, and that somebody is throwing snowballs at the Mayor. A gentleman named James Thaxter Swan made certain statements. He is not unfamiliar to members of the Council. We have seen that gentleman come before the Council with another gentleman, Mr. Ulmer, who was a disbarred lawyer, and present to us certain so-called facts. We all know their reputations, and they were never able to fool the City Council. The heading of the article I refer to was:

"Tobin Charged with Knowing about Elevated 'Milking' of Taxpayers. Refusing to Act. Fin. Com. Prober Lays \$7,242,334 Outlay to Mayor. Dividend Hit. Cites 'Tax Paid U. S. While Claiming \$15,000,000 Deficit.'"

This distinguished gentleman, Mr. Swan, of whom I will speak more a little later, made this statement:

"The cold, hard facts are that by the continued refusal of Mayor Tobin to take action, annual alleged deficits aggregating more than \$7,000,000 were allowed to be certified and paid."

The gentleman knows that that is not the fact. The gentleman knows that the Mayor or the City Council have nothing to do about it. The gentleman knows that this is a matter that is entirely within the duties of the Governor and the Governor's Council. The duty is upon the Governor's Council and the Governor to sign the warrant showing the payments. The City Council has nothing whatever to do with the Boston Elevated, or its deficit, but it is entirely a matter for the state. It is up to the state to pay the deficit, and the state charges Boston and other communities. So when this man makes such a statement he is telling a deliberate untruth, only for campaign purposes. Swan has an axe to grind, as I will tell you later. Let us see if the Mayor has done anything about the investigation. Let me recall that about two and a half years ago I put in the order asking the Boston Finance Commission to investigate the Boston Elevated Railway, believing that the road was doing things that were not proper. This order failed to pass the City Council, so the City Council would not investigate. Some time later Mayor Tobin sent to the Body a request for an appropriation of \$25,000 to give to the Finance Commission for the purpose of making the investigation. That order was passed, and subsequently appropriations were granted. So this investigation, under the order to start it and pay for it, originated in the Mayor's office. Therefore, when this man says that the Mayor refused to do anything in the matter, he was telling a deliberate untruth. This deficit had been going on for many years before Mayor Tobin took office. I would refer to the City Council minutes of 1934, July 2, when a letter from the Corporation Counsel was transmitted to the Council, in response to orders of April 16 and 30, concerning a check-up of the Boston Elevated Railway finances by the

Metropolitan Transit Council. The order passed by the Council on April 16, 1934, was as follows:

"Ordered, That his Honor the Mayor request the Metropolitan Transit Council to investigate the newspaper accounts of the statistics compiled by James T. Swan, a C. P. A., pertaining to the financial condition of the Boston Elevated Railway Company."

The Corporation Counsel at that time, Mr. Henry E. Foley, stated:

"The cost of such an investigation would be an expense of that department (the Department of Public Utilities), and the only expense to the City of Boston which would result from such investigation would be indirect, namely, the proportionate burden of the cost of state government borne by the city. In the event that the investigation were carried on by the permanent staff of the department, there would probably be no resulting financial burden to the city."

In other words, the Corporation Counsel said that we had no right to do it. Nevertheless, the Mayor took it upon himself to start the ball rolling and to find out whether this was properly a deficit that should be met by the different communities, or whether it was something that was done to enlarge the over-stuffed profits of the Boston Elevated. The only one who has had the courage to do that is Mayor Tobin, in spite of what Mr. Swan has stated, and Mayor Tobin took hold of it after it had been going along for years and nobody had done anything about it. So this statement by Mr. Swan is a deliberate untruth. Mr. Swan is said to be a certified public accountant. I have examined the telephone book which is supposed to give the list of certified public accountants, and I have been unable to find any listing of James Thaxter Swan as a certified public accountant. Evidently he has no office. I also looked under the Massachusetts Society of Certified Public Accountants and cannot find that Mr. Swan is connected with any accounting concern whatsoever. Swan was an associate of Ulmer, who, I understand, was a disbarred lawyer. Swan was hired by Callahan in connection with this Elevated investigation to do some accounting work, and then was fired by Callahan. The reason why I don't know at this particular time. But he had an axe to grind, and, because he was no longer on the Callahan pay roll, he tried to get on the pay roll of the City of Boston. I am informed that year after year he has attempted to get on the city pay roll without success. But he has an axe to grind in this matter, and somebody who perhaps is politically interested has given him the snowballs to throw at Mayor Tobin. I do want to say this to Swan. We know more about you than you think we know. We know about your actions in New York, and I am investigating those actions in New York. We know something about your record there, and I say now that we will expose that record to the world. The accountants of the City of Boston have a high regard for Mayor Tobin's administration. We all know of his desire to reduce the deficit. Some of these men who are now trying to discredit Mayor Tobin know of the hold that he has on the public because of the administration that he has been giving the City of Boston. They realize what his reputation with the public is, and they are trying to take it away from him, but their efforts will re-act like a boomerang on themselves. They are the ones who are behind Swan in his throwing of these snowballs, trying to do everything they can to bring Mayor Tobin down in the estimation of the public. But they will not succeed, because the public realize that the Mayor is the one Mayor who has started something here that will be for the benefit of the city, if it can be carried through, and the Mayor will receive all the credit to which he is entitled for this investigation.

Coun. M. H. SULLIVAN—Mr. President, I am not taking issue with the councilor from Ward 12 on the Swan matter, but I do want to say that the councilor is here today under a subterfuge, on the question that is before us. I wonder if the gentleman ever knows what he is voting for or against. He voted in executive session in a way that would have delayed action upon this matter, and he now comes in and introduces this order. I would like to know whether the gentleman is in order in talking on the subject.

President GALVIN—He is in order in talking upon the order he has introduced.

Coun. TAYLOR—I don't know whether the councilor still feels the effect of "H. M. Pullham, Esquire"

Coun. M. H. SULLIVAN—Mr. President, I am speaking on this order, because I still don't understand the position that the councilor seems to be taking upon it. We all know his attitude a short time ago, in the Executive Committee. We had before us a request from the Mayor of Boston to appropriate money for the Boston Finance Commission. The gentleman did not then seem to be in any haste to act, but now he thinks he adds something new to the subject. He asks the Mayor to instruct the responsible officials of the City Government to provide such additional funds as may be required by the Finance Commission in the investigation and financial survey. But that is practically the order that a short time ago the councilor from Ward 12 desired to have lie on the table.

Coun. TAYLOR—Mr. President, will the gentleman yield for a question?

Coun. M. H. SULLIVAN—Not at this time, Mr. President. We have had a request for the money, upon which the gentleman was in no haste to act. But he now introduces an order asking the Mayor to do the same thing. What did you think the Mayor of Boston was doing? Is this an order simply put in for publicity?

Coun. TAYLOR—You ought to know.

Coun. M. H. SULLIVAN—Well, you know that you are adding nothing to what the Mayor has already attempted to do. It is like a Gilbert and Sullivan opera or Box and Cox,—you pan me and I pan you. I move that the Councilor's order be tabled indefinitely.

Coun. SHATTUCK—Mr. President, Councilor Taylor's order, as I understand it, asks the Mayor to provide appropriations of the necessary money for the Finance Commission to complete its investigation of the Boston Elevated. I am entirely in accord with giving what is needed; but, as Councilor Sullivan says, we already have an order from the Mayor requesting an additional appropriation for the Finance Commission. That order is in Executive Committee. I move, therefore that this order be referred to Executive Committee for consideration at the same time.

Coun. Taylor's order was referred to the Executive Committee.

Coun. COFFEY—Mr. President,

President GALVIN—The order has been referred to the Executive Committee, and no debate upon it is in order at this time.

Coun. COFFEY—Mr. President, I think I ought to be given the privilege of saying a word in answer to Councilor Taylor, by unanimous consent.

President GALVIN—The order has been referred to the Executive Committee, but if there is no objection the gentleman may proceed.

Coun. COFFEY—Mr. President, the councilor from Ward 12 (Coun. Taylor) has talked about the matter along certain lines, and I think I should have the privilege of making a statement in regard to certain things that have been brought in. A Mr. James Swan, who I understand is an accountant, has been brought into the matter, as we are told, for political purposes. Well, this happens to be mayoralty year, and Mr. Swan probably has something along that line to present, although some master mind accuses him of throwing snowballs. Well, I think the gentleman from Ward 12 has thrown some snowballs in the last three years. I read in the paper yesterday that Mr. Swan went to the Mayor in 1938 and told the Mayor then that the Boston Elevated deficit was not a true deficit, and that he had evidence at that time to show that it was not; that the matter was before the Department of Public Utilities, and he felt that Boston was paying out a large amount improperly; that the road was making a profit instead of having a deficit, not only for the year 1938 but for the three previous years, and he claimed at the time when he saw the previous Mayor that the previous Mayor took no action whatever upon the matter. He says that early in 1938 he approached Mayor Tobin and outlined what he claimed to be some of the irregularities, and that in 1934 he appeared before the City Council and made allegations of irregularities in the Public Trustees' accounts. So he said that Mayor Tobin did know about it, and that in 1938 several specific instances of irregularities were furnished through the Mayor to Corporation Counsel Parkman, and that at Mayor Tobin's request the City Auditor delegated one of his staff to go with Mr. Swan to the Department of Public Utilities to verify the fact that the figures submitted to Mr. Parkman were actually shown by the reports on file. But nothing was

done, and no action was taken by the Corporation Counsel prior to his resignation or by Mayor Tobin since. That was in 1938. But two years later the Mayor called the members of the Boston City Council before him and said, "Gentlemen of the Council, I am asking you for an appropriation of some \$20,000 to investigate the Boston Elevated, and I am sure we will get satisfactory results." I know what happened, and what was said, because I was present at the time. That is, it took the Mayor two years to decide to take action on the statements that were made to his Honor. But, although a check-up was made of the figures of the Elevated at that time, in 1938, nothing was done by the Mayor or by the Finance Commission. This meant Swan must have had something on the ball when he convinced those in authority of the importance of going there and checking up on the figures of the Boston Elevated. But nothing was done at that time, although we now find that since then an investigation by the Finance Commission has been favored by the Mayor and has been made. The claim is now made, of course, that Swan is a disbarred attorney, and in connection with him we are told about another attorney who appeared in the matter and who was disbarred. I don't know whether he is a disbarred attorney or not, but I do know that statements were made in the *Sunday Advertiser* yesterday, concerning this matter, setting forth some figures and facts which would seem to prove that the Elevated was running at a profit instead of at a loss. We are now told that Swan is not really a certified public accountant that he lost his job with Mr. Callahan, and that he has been trying to get on the public pay roll of the City of Boston for the last few years. I don't know whether that is true, although I doubt it much; but I do know that he was an accountant and that he was employed by Callahan to investigate the Boston Elevated, that he did bring back a report that showed that there had been a "milking" of the Elevated, and that the statements made in the newspaper yesterday not only prove what Swan said in 1938, when he could not get either Mayor Tobin or Henry Parkman to act, when millions might have been saved to the taxpayers, and that the Mayor has not seen fit to take action until 1940, two long years after Swan went to the Mayor and proved to him that the figure on file with the Department of Public Utilities showed that the Boston Elevated had been running at a profit instead of at a loss.

Coun. LINEHAN—Mr. President, I would ask unanimous consent to make a statement. The gentleman who just took his seat referred to the fact that the Mayor had knowledge of the conditions which led to the claim that there was an Elevated deficit, for some time. May I say that the gentleman from East Boston and myself were both members of the Legislature and we at least thought that such conditions had existed for some time. I might also say that I was a member of the Legislature for a period of four years, and for three years of that time the question had been raised in regard to the accounting system of the Elevated. That was before Mayor Tobin took office. But nothing was done in the Legislature. Are we now going to say that because Mayor Tobin did not do something until 1939, he was responsible? I say that it was through no fault of Mayor Tobin that something was not done at that particular time. I say that members of the City Council in 1938, when certain gentlemen quoted in the paper as having this information that has been referred to become active, turned it down. If they had believed these gentlemen they could have passed an order under which action could have been taken. I am speaking here today because of one reason, and I don't mind stating it. I believe that Mayor Tobin has done a good job as Mayor of this city and I personally, representing my ward and trying to represent the interest of the city honestly and decently, up to this time have not heard anybody say otherwise. I have heard some people, probably looking for something, make certain statements. I have heard them say this and that against every one of us here. They have said that the councilor from Ward 7 (himself) is this and that, without any facts whatsoever. The attorney who has been referred to as interested in this matter was up at the Legislature while I was a member, for three years, and he had had many a crazy bill introduced, which we turned down for three consecutive years, dealing with the Elevated situation. It has been impossible to get the state-

to do something. But now, when the Mayor of Boston does the first constructive thing that has been done in this Elevated matter, we see these big headlines against him, and we are told, "Just think what an irresponsible person we have as Mayor." and the same statements are made about us as members of this Body from time to time. They say, "Linehan, you did this and that," or "You didn't do this or that." Well, these things are said about all of us, and we can't do much about it. I hope in my own case, that my reputation for decency will override the things that are said at times by irresponsible people, and I certainly hope that the Mayor of Boston, who has done a good job up to the present time, will not have his record impugned one bit because of statements made by irresponsible people. I say "irresponsible," because the Mayor of Boston was the first official able to do something who did do something, even though many of the members of the Legislature have tried to do something. But, even though the Legislature and the Governor and Council have been unsuccessful in their fight, Mayor Tobin was finally successful in getting this investigation. I don't say that I agree with everything that the Boston Elevated Trustees do, but I believe that the Trustees, three or four of whom I know, are men of fine reputation, and I am willing to give them a chance to get together and do some good, concrete work. I am going to believe that they are honest and decent until proven otherwise.

Coun. HUTCHINSON—Mr. President, I would suggest that the summary of the report presented to us contains this language:

"This report sets forth the factors which are principally responsible for the deficits of the past eight years. We have suggested a plan which, if adopted by the Commonwealth through the Attorney General, will clarify the Elevated problem once and for all, and will bring substantial relief to the cities and towns of the metropolitan district."

I understand that the idea is to file with the Commonwealth this report through the Attorney General and that is if the plan suggested is adopted it will clarify the whole Elevated situation. Of course, after the investigation of the Elevated by the Finance Commission is over, definite action can be taken.

(Coun. TAYLOR stated for the record, that Coun. Coffey's statement that he, Taylor, had said that Mr. Swan was a disbarred attorney was incorrect. Coun. Taylor's correction was supported by the stenographer.)

The order stood referred to the Executive Committee.

PORTABLE SCHOOL ROOMS, EAST BOSTON.

Coun. COFFEY offered the following:

Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to consider the advisability of erecting portable schoolrooms on the vacant lot at the corner of Teregram and Saratoga streets for the convenience and safety of children attending the primary grades.

Passed under suspension of the rule.

CLOSING OF BURLESQUE HOUSES.

Coun. COFFEY offered the following:

Ordered, That the City Censor be requested, through his Honor the Mayor, to close all burlesque houses in the City of Boston on Holy Thursday and Good Friday.

Coun. COFFEY—Mr. President, I have introduced this order asking that the burlesque houses be closed on Holy Thursday and Good Friday, and if the theaters do not observe this request, I shall later introduce an order asking that their licenses be revoked.

The order was passed under suspension of the rule.

LEAVE OF ABSENCE, PASSOVER HOLIDAY.

Coun. TAYLOR and GOTTLIEB offered the following:

Ordered, That the heads of departments be authorized, through his Honor the Mayor, to grant leave of absence without loss of pay to all employees of Jewish faith during the Passover holiday.

Coun. COFFEY—Mr. Chairman, I would like to amend that order,—that all Catholics be given the same privileges on holy days.

The PRESIDENT—The Chair will rule that the amendment should be the subject of a separate order.

The order was passed under a suspension of the rule.

RE-EMPLOYMENT SURVEY.

Coun. GOTTLIEB, HUTCHINSON, D. F. SULLIVAN and GOODE offered the following:

Ordered, That his Honor the Mayor be requested to investigate the possibilities of a re-employment survey to be sponsored by the City of Boston in an effort to reduce relief rolls and the relief burden of the City of Boston.

Coun. GOTTLIEB—Mr. President, my purpose in introducing this order is to make an attempt to establish some survey which may reduce the relief and welfare rolls of the City of Boston, by obtaining employment for those who are generally classified as unemployables under our present set-up. The national defense measure has taken from the W. P. A. and welfare rolls men who can be classified as having certain special qualifications, but it has only made a tiny dent in our welfare burden in the City of Boston. I feel that some system might be devised to obtain general employment for welfare recipients at the present time, thereby saving a substantial sum of money to the City of Boston. I hope the order will pass.

The order was referred to the Executive Committee.

FIVE-CENT FARES FOR LESS THAN TWO MILES.

Coun. GOTTLIEB offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to establish five-cent fares for passengers traveling less than two miles.

Coun. GOTTLIEB—Mr. President, this seems to be Boston Elevated day. I offer this not in opposition to a desired five-cent fare in the City of Boston, but as a temporary measure designed to help those users of the Boston Elevated Railway system, who are in the habit of taking so-called short rides and who are unjustly compelled to pay the whole ten-cent fare, the same fare that is charged for the transportation for ten or twenty miles. I feel that discussion of a general five-cent fare at this time is premature, that it is putting the cart before the horse. We received in Executive Committee a sort of supplementary report from Mr. Callahan, from which we can determine to some extent how much money we might recover from the Boston Elevated Railway system, although we are in no position at the present time to really demand a five-cent fare. I would like to see a five-cent fare, and I think it would be more consistent with the present income of people living in the City of Boston. But I don't think it is feasible at the present time; I think it is premature. I do, however, hope that the trustees will see fit to establish at this time a five-cent zone for all users of the road who are traveling less than two miles on the Elevated system. I trust that the order will pass.

Coun. FISH—Mr. President, I have no objection to people riding two miles for five cents, but my original order today called for a five-cent fare for the entire City of Boston. We have passed that order, and naturally it would include anybody who wishes to ride only two miles. I think this is an unnecessary order.

Coun. SHATTUCK—Mr. President, I hardly believe it would be practicable to establish a five-cent fare on a mileage basis. There would have to be established new centers or transfer points, I assume, which might be less than two miles or more than two miles apart. I would therefore move to amend the order by asking that the fares be established by zones based on a unit of five cents.

The order was referred to the Executive Committee.

MEMORIAL TO CLOSE BOSTON NAZI CONSULATE.

Coun. GOTTLIEB offered the following:

Whereas, The Dies Committee has accused the Nazi Consulate in Boston of engaging in subversive activities; and

Whereas, The United States Government is now investigating the activities of the German Consulate in Boston in connection with the sabotage and destruction of ships in Boston Harbor; and

Whereas, Factories in the City of Boston are engaged in the manufacture of war materials which may be endangered by the Nazi Consulate under the guise and protection of diplomatic immunity; therefore be it

Resolved, That the Boston City Council memorialize Congress and the United States Department of State to close the Nazi Consulate in Boston.

Referred to Committee on Rules.

Later in the session Coun. GOTTLIEB said:

Mr. President, I ask unanimous consent to make a statement. (No objection.) Many months ago I submitted a resolution to this Honorable Body asking the members of the Boston City Council to go on record as favoring investigation by the Federal Bureau of Investigation of alleged Nazi activities in the City of Boston, directed from the Nazi Consulate and by members of that consulate. At that time there was considerable argument for and against the resolution, on the theory that we, as members of the Boston City Council, had nothing to do with the matter, that it was purely a national question, and should be handled only by the Department of State. I felt at that time, as I do today, that any activity confined within the limits of our city and which is dangerous to our form of government is a proper subject for comment and discussion by us on the floor of this chamber. I would like to call to the attention of the Body the fact that shortly after I submitted that resolution the Dies Committee came out with a statement accusing various Nazi consuls, including the Nazi consul of Boston, of engaging in illegal and subversive activities; and since that time there has been the further evidence of irregular, illegal and subversive Nazi activity in our city. Not so long ago ships in Boston Harbor were sabotaged and damaged, in violation of our neutrality law. I feel that the Federal Bureau of Investigation should investigate this matter. I feel that where there is smoke there is fire. I think many people feel as I do in regard to the Nazi Consulate in this city, that it is conducting undesirable and subversive activities and should be removed by the State Department before the consul and his henchmen have a chance to do further damage. We have in Boston many factories engaged in producing war supplies and materials, and opportunities for destruction should not be given to a foreign government absolutely opposed to free ideals of government such as ours. If that sort of thing is allowed to continue we may wake up some morning and find factories blown up, lives lost and tremendous damage done. We certainly should not allow that sort of thing to happen, if we can prevent it. If we force the removal of the Nazi Consulate in Boston, there will be much less danger of people being killed and valuable material being destroyed. I feel very strongly, in view of what we have seen take place in this city and the surrounding area, that we should not wait until the Nazi consul has time to do this dirty work and interfere with our great defense movement. He should be asked to leave the country and we, as the governing body here in the City of Boston, should go on record as favoring such action.

PRICES CHARGED BY PARKING SPACE OPERATORS.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to obtain a list of prices to be charged by parking spaces prior to granting their annual license, and to refuse to license any parking space which charges over fifty cents a day, on the basis that to charge over that amount is unreasonable.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to obtain a list of the prices to be charged for parking privileges by parking space operators, at the time application is filed with the Public Works Department for sidewalk openings; and be it further

Ordered, That the price list must accompany the application for sidewalk openings when said application is presented to the City Council for consideration and approval.

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to rescind all licenses granted to all parking space operators who charge unreasonable prices for parking privileges.

The question came on suspension of the rule, and passage of the orders.

Coun. M. H. SULLIVAN—Mr. President, I think most of the members of this Body read today in a Boston newspaper an editorial comment relative to the prices being charged in parking spaces throughout the city. I would refer specifically to a place in close proximity to City Hall, where they are charging 75 cents a day for parking. To my mind, entirely uncalled-for prices are being charged for parking within the city limits, and people are leaving Boston because of the inadequacy of parking space and the high prices being charged. I realize, of course, that the Boston City Council has no right to legislate fees or prices to be charged, but certainly licenses for parking places may be refused to people who are charging unjustifiable prices for the parking. I have, therefore, introduced three orders on this matter today—first, that the Board of Street Commissioners be requested to obtain a list of prices to be charged by parking spaces prior to granting their annual license, and to refuse to license any parking space which charges over fifty cents per day, on the ground that the charge is unreasonable; second, requesting the Commissioner of Public Works to obtain a list of the prices being charged for parking privileges by parking space operators at the time when application is filed with the Public Works Department for sidewalk openings, the price list accompanying the application for sidewalk openings with the applications presented to the City Council for consideration and approval; and third, that the Street Commissioners be requested to rescind all licenses granted to all parking space operators who charge unreasonable prices for parking privileges. Certainly, some way must be found to deal with the extortionate prices being charged. I believe personally that a reasonable charge should not be in excess of fifty cents, and when the operators of these parking spaces are charging more, something should be done about it. They should not be allowed to profiteer through the rates they charge, which should be kept on a reasonable basis.

The orders were passed under suspension of the rule.

COURSE IN SHIPFITTING.

Coun. M. H. SULLIVAN offered the following: Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to consider the advisability of establishing a course in Shipfitting in the Boston trade schools.

Coun. M. H. SULLIVAN—Mr. President, I read an editorial in one of the Boston newspapers today which quoted the Hon. John F. Fitzgerald, the eminent veteran Boston Port authority, to the effect that there has been little shipbuilding in Boston recently because of the lack of capable shipfitters for small boats in local yards. It was stated that the Boston schools are full of young men who desire to learn a trade connected with shipbuilding, but that there is practically no space available for carrying on such courses. I believe the writer of the editorial is to be commended, because he points out the fact that young men who could attend a course in shipfitting in the Boston trade schools could readily find jobs in Boston. Many of the channels which would be available to young men are grossly overfilled, and I think if we should take the initiative in the matter of courses for shipfitting in the trade schools we would be establishing something which the people of Boston have long desired.

Coun. GOODE—Mr. President, some time ago I introduced an order requesting the School Committee to provide facilities for teaching in industries essential to the national defense, and I understand that that order was returned by the School Department with the suggestion that at the present time space is not available. I would like to go along with the order offered by the councilor from Brighton, so that the School Department might consider the possibility of putting machines and necessary equipment in the gymnasiums, for example. Any high school, I think, has ample space in the gymnasium, which will probably lie idle during the spring and summer. The space

now being used by the school cadets and those of the baseball and football teams might presently furnish room for machinery and equipment that can be provided.

The order was passed under suspension of the rule.

TIME OFF ON GOOD FRIDAY.

Coun. M. H. SULLIVAN offered the following:

Ordered, That his Honor the Mayor be requested to give time off to all city employees between the hours of 12 o'clock noon and 3 p. m. on Good Friday.

Passed under suspension of the rule.

SERVICE ON ARBORWAY AND DUDLEY STREET LINES.

Coun. LANGAN offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to make a survey of the Sunday and holiday service of the Arborway and Dudley Street lines for the purpose of improving same.

Passed under suspension of the rule.

OUTLAWING OF COMMUNISTIC ACTIVITIES.

Coun. GOODE offered the following:

Ordered, That the Mayor of Boston be requested to take immediate action to outlaw all communistic activities in this city and especially the annual May Day demonstration on the Boston Common on the grounds that recent events have proven Communism not to be a political philosophy, but a social disease and a serious detriment to our national defense program.

Referred to Committee on Rules.

ELEVATED FINANCE COMMISSION REPORT FOR COUNCIL MEMBERS.

Coun. FISH, WICKES and GOODE offered the following:

Ordered, That the Finance Commission be requested, through his Honor the Mayor, to supply each member of the City Council with a full report of the Elevated investigation.

Coun. FISH—Mr. President, inasmuch as we voted money for the Elevated investigation, and I understand that the report upon the investigation has been prepared and is ready to be sent out, I would ask that the Finance Commission be requested, through the Mayor, to supply each member of the City Council with a full report of the investigation. I feel that it is only right that each of us should have a copy of the report.

The order was passed under suspension of the rule.

INFORMATION ON PUBLIC LIBRARY ROOF.

Coun. FISH offered the following:

Ordered, That the Finance Commission inform the Council exactly how much money has been spent or obligated for experts to look at the Public Library roof, why the Finance Commission could not have utilized the services of qualified engineers, and who the experts were who have been or will be paid between \$1,000 and \$1,500 for looking at the Library roof; and he it further

Ordered, That the Finance Commission inform the City Council what conclusion has been reached as a result of the expenditure of between \$1,000 and \$1,500.

Coun. FISH—Mr. President, I think it was certainly unusual to pay experts between \$1,000 and \$1,500 to look at the Library roof, when it seems to me the Finance Commission could easily have obtained qualified engineers who could properly pass on the questions involved at a very moderate, reasonable figure. Therefore, I have introduced this order. I certainly think the expenditure of this large sum of money to look at

a roof does require some explanation. We have competent men in the Building Department, inspectors and otherwise, who would be available, and who could be used to examine that roof, probably without expecting any pay in addition to what they receive in their annual compensation. The order was passed under suspension of the rule.

CLEANING OF WARD 17 STREETS.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements immediately for the proper cleaning of all streets in Ward 17.
Passed under suspension of the rule.

RESURFACING OF OAKWOOD STREET.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Oakwood street, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RESURFACING OF ALPHA ROAD.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Alpha road, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RESURFACING OF EUCLID STREET.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Euclid street, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RESURFACING OF SOUTHERN AVENUE.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Southern avenue, from Washington street to Talbot avenue, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RESURFACING OF OLD MORTON STREET.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Old Morton street, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RESURFACING OF TALBOT AVENUE.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Talbot avenue, from the railroad overpass to Codman square, Ward 17, under W. P. A. construction.
Passed under suspension of the rule.

RECONSTRUCTION OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 13 as W. P. A. projects: Romsey street, Hartland street.
Passed under suspension of the rule.

APPLICATIONS FOR MISSION HILL HOUSING APARTMENTS.

Coun. CAREY offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to be more liberal with residents of Ward 10 who have filed applications for apartments in the new Mission Hill housing unit.

Coun. CAREY—Mr. President, I have been prompted to introduce this order because of the situation that exists in Ward 10 in connection with apartments in the new Mission Hill housing unit. Two years ago this time some six hundred families in that part of Ward 10 bounded by Ward street, Smith street, Parker street and the lower part of St. Alphonsus street gave up their homes in order that the Mission Hill housing unit might be constructed. Today we find this unit completed and ready for occupancy and, in fact, some families have already been admitted. Prior to the demolition of homes for construction of the Mission Hill unit there were 822 units available there while today we are told there are 1,023 units now possible in the housing project. This day has been anxiously awaited by most of those who gave up their homes in that area, as well as by many other struggling families within the confines of the Mission Church parish, as they looked forward to the time when they would be admitted to and participate in the benefits of this Mission Hill housing unit. I know the area well on which this unit now stands, Mr. President, because in years past I had on many an occasion visited every nook and corner of it. And I knew intimately nearly every family living in the homes that were demolished in order to make way for the development of this unit. Those people were almost entirely of very moderate circumstances and were living in this area, which the Boston Housing Authority condemned as sub-standard, because they could afford nothing better. They were of that fine, yet very simple, stock that built and have kept the beautiful Mission Church, in which is housed that beautiful shrine to Our Lady of Perpetual Help that is known the length and breadth of the land. But ah, Mr. President, you would have to be in my position to fully appreciate the sad disappointment on Mission Hill today as family after family, who for a lifetime, or very nearly so, have either lived in the immediate area on which this unit stands, or in the adjacent neighborhood, are being refused admittance to this project. And may I say at this time that as I looked at pictures in yesterday's newspapers, taken in East Boston on Saturday, and read the account of the taking of property there for a housing project, I could not help but have a feeling of pity for those in that section who are now being notified that they must give up their homes, feeling full well that if the experience on Mission Hill is a criterion, large numbers of those East Boston residents will never participate in the benefits that the taking of their homes is intended to provide for them. Mr. President, I claim that the Boston Housing Authority should be, yes, I insist, that the Boston Housing Authority must be more liberal with those residents in the Mission Church parish and in the Ward 10 area who seek admittance to this housing unit. The applications filed by these people are being disapproved for one of several reasons. In many cases the family earnings are as little as 50 cents to \$2 a week more than that limit prescribed by the Boston Housing Authority. Can you imagine applications of those who formerly lived on the site being turned down because that family earns 50 cents a week more than the Boston Housing Authority says it should earn? In other cases applications are being disapproved because some of those former site tenants are at present living, at great sacrifice, in homes which the Housing Authority says are not sub-standard. True it might be that these latter people are at present in better homes than they formerly lived in, but they were forced into these homes, almost at the point of having to live in the street, and in the meantime they have had to content themselves with a bare existence in order to get along while awaiting the time when they hoped they would move into the housing project. In other cases applicants are being told that they have too many children. There are many cases where families who were forced to leave their homes on the site of the present Mission Hill unit located themselves in the Heath street area, in that section that has since been taken for a

housing unit. Consequently, these families were obliged to once more pack up and get out, yet they are now told by the Housing Authority that they cannot go back to Mission Hill, principally for one of the reasons that I have already enumerated. Mr. President, it has always been my understanding that former site tenants would be given the preference in passing on housing applications, and that next in line would come those living in the section adjacent to the housing area. I contend, Mr. President, that this is not the procedure with regard to applications for the Mission Hill unit. I demand that extra consideration, to which these people are unquestionably entitled, be given residents of the Mission Hill section and Ward 10 section, particularly to those who formerly lived on the housing site because of the many inconveniences and expenses they were put to when forced to give up their homes. The Boston Housing Authority, without any doubt, has sufficient applications already on hand from former site tenants, residents of Mission Hill, from others living within the confines of Ward 10, or adjacent sections, to fill the Mission Hill unit, yet, what do we find happening? During the past week the school children of the city were used as messengers to convey 160,000 letters and applications issued by the Boston Housing Authority, which is not a department of the city, for the purpose of instigating and inciting parents to become tenants in the various housing projects. The Boston Housing Authority has no right, as I understand it, to solicit tenants, especially through the medium of the school room. Because of its action last week I feel that a precedent has been established, and henceforth we might well expect private owners of apartment houses, of downtown real estate, the corner butcher or grocer, to request the use of the school children to carry home to their parents circulars or other advertising paraphernalia telling the parents what these apartment house owners, butchers or grocers, etc., have available to rent or sell. Also, what is to prevent a candidate for public office from using the medium of the school room to bring his campaign directly into the homes of the voters? As a member of the City Council I wish to protest against the use to which the school children were put by the Boston Housing Authority. It has not been my experience as a councilor that there is any difficulty in filling each housing project as it is completed. There is, however, grave danger that propaganda spread through the medium of the school room will result in great harm to large numbers of our citizens who, as home owners and taxpayers, are directly supporting the public schools and all public enterprises. As I understand it, the Boston Housing Authority already has on file apparently eligible applications that is far in excess of the number of families that can be accommodated in the units in Charlestown, Mission Hill and Lenox Street.

Mr. President, I now come to what I believe is a most important phase of this housing application matter. Representing, as I do, in this City Council, the Ward 10 district, in which there is already constructed the Mission Hill unit, and in which there is also under construction another project in the Heath street section, I am naturally being approached daily by residents who have applications on file feeling that I can be of some assistance to them in the way of getting their applications approved. In every case I have written a letter of recommendation to the chairman of the Housing Authority. We have always been told that no politics would be allowed to be played in connection with housing applications. That, I think, is a highly commendable idea, provided it is lived up to 100 per cent. When the matter of low rent housing was first brought before the City Council over two years ago, I like several other members of the City Council at that time, felt that we should go a little slow in an endeavor to find out what housing was all about. On the day that the cooperation agreement was presented to that City Council I, together with a majority of the members of that Body, voted to lay the matter on the table for a week in order that we might have an opportunity to make some study of the contract. Some of the members of that particular City Council are not members of the present one. There are certain benefits to low rent housing and, believing this, I eventually voted for the initial cooperation agreement. Since that time we have had occasionally other housing requests before us, on many of which I voted favorably, and in some cases asking for more time to consider the various

requests. I am certain that the residents of my district are desirous that I always endeavor to exercise sensible judgment in voting on any matter before the City Council, whether it be housing or what not, and that I always intend to do. I refuse to be a rubber stamp for anyone, neither shall I be railroaded into using hasty judgment. As a result of my desire to use some common sense in voting on housing, I am afraid that my action might be held against me and against those regarding whom I have written the Housing Authority because during a conference with Mr. John Breen, chairman of the Boston Housing Authority, a few days ago relative to applicants regarding whom I had written him, he informed me that I could not expect the same consideration for my friends, because of my attitude towards housing, that other councilors would get who had always, without any hesitation, gone down the line for housing. Mr. President, because of this stand taken by Mr. Breen, I insist that he certainly is playing politics. This I will not stand for, and I refuse to believe that his Honor Mayor Tobin who appointed Mr. Breen, will stand for it. I trust, therefore, that this matter will receive the attention from the Mayor that I sincerely believe it deserves. As the representative of the Ward 10 district in the City Council I am most happy to welcome into the Mission unit all tenants that are accepted, regardless of what section of the city they come from, but I feel that I have a definite obligation, first to those who had to move to make way for the construction of this unit, and then to those who live within the district.

Coun. GOODE—Mr. President, I move that the order he referred to the Executive Committee, for the purpose of inviting Mr. Breen to come before that committee.

Coun. COFFEY—Mr. President, I shall be very brief. I wish merely to add one word to what has been said by the gentleman from Ward 10 (Coun. Carey) who I believe speaks, as usual, in all sincerity. While I have never gone along entirely on some of these housing projects, I certainly do believe, in line with what the gentleman from Ward 10 has said, that when these housing projects are carried through those living in the neighborhood should be given preference, and I understand that that is the rule of the Housing Authority. Let me say, in whatever affects my district, not being a wallflower, I will see that such people are given preference.

President GALVIN—Let me say that those in the vicinity do have preference, if they can come within the terms of the law of the Housing Authority. I understand that that is the test.

Coun. CAREY—I might say, Mr. President, as a matter of fact that the income allowance provided by the local authority is somewhat different from that figured by the United States Housing Authority.

The order was referred to the Executive Committee.

HALF-HOLIDAY, GOOD FRIDAY.

Coun. D. F. SULLIVAN and GOTTLIEB offered the following:

Ordered, That his Honor the Mayor be requested to grant a half-holiday to all city employees on Good Friday.

Passed under suspension of the rule.

LEAVE OF ABSENCE, HOLY WEEK.

Coun. COFFEY offered the following:

Ordered, That the Mayor request all department heads to grant leave of absence to all Catholics who can be spared on Holy Thursday and Good Friday.

Passed under suspension of the rule.

NEW HOUSING PROJECT, WARD 6.

Coun. SCANNELL offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to include the westerly side of Seventh street and Baxter street, from D street to B street, in the scope of the new project.

Placed on file.

PAYMENTS TO MARRINUCCI BROTHERS.

Coun. SCANNELL and LINEHAN offered the following:

Ordered, That the City Treasurer be requested, through his Honor the Mayor, to withhold payment of any money to Marrinucci Brothers until such times as they live up to the specifications contained in their contract with the City of Boston.

Passed under suspension of the rule.

REQUESTED RESCISSION OF MARRINUCCI BROTHERS CONTRACT.

Coun. SCANNELL and LINEHAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to rescind the contract given to Marrinucci Brothers for the collection of garbage and ashes in the South Boston district for failure to live up to the specifications contained in said contract.

Passed under suspension of the rule.

FENCE, JOHN J. CONNOLLY PLAYGROUND.

Coun. ENGLERT offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to repair the fence of the John J. Connolly Playground at once.

Passed under suspension of the rule.

PARKING NEAR CITY HOSPITAL.

Coun. HURLEY and D. F. SULLIVAN offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to suspend the parking regulations on the streets adjacent to the Boston City Hospital, during visiting hours.

Passed under suspension of the rule.

TENNIS COURTS, RANDOLPH STREET PLAYGROUND.

Coun. RUSSO and HURLEY offered the following:

Ordered, That the Park Commission be directed, through his Honor the Mayor, to arrange for the installation of tennis courts on the Randolph Street Playground.

Passed under suspension of the rule.

BATHING BEACH, JEFFRIES POINT.

Coun. COFFEY offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to lay out plans for the construction of a bathing beach in the Jeffries Point section of East Boston.

Passed under suspension of the rule.

CONSTRUCTION OF UNDERPASS, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to report to the City Council as to the practicability and expense of constructing an underpass for vehicular traffic along Dorchester avenue, under Andrew square, Ward 7.

Passed under suspension of the rule.

MATRON AT SMITH FIELD PLAYGROUND.

Coun. GOODE offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to provide the services of a matron at the Smith Field Playground, in the Hyde Park section of Ward 18.

Passed under suspension of the rule.

ACTION OF FINANCE COMMISSION
REPORT ON ELEVATED.

Coun. CHASE offered the following:

Ordered, That the Attorney-General be requested, through his Honor the Mayor, to institute immediate action as suggested by the Finance Commission's report of its investigation of the Boston Elevated Railway Company.

Coun. CHASE—Mr. President, I note that the counsel engaged by the Boston Finance Commission to conduct a thorough investigation of the Boston Elevated Railway makes this statement on page 11 of his report:

"This report sets forth the factors which are principally responsible for the deficits of the past eight years. We have suggested a plan which, if adopted by the Commonwealth through the Attorney-General, will clarify the Elevated problem once and for all, and will bring substantial relief to the cities and towns of the Metropolitan District.

Respectfully submitted,

TIMOTHY F. CALLAHAN.

JAMES W. KELLEHER."

Now, I submit to you, Mr. President, that the Boston Finance Commission is a creature of the State. The Boston Finance Commission today is headed by Mr. Storey, and there is also a new appointee by Governor Saltonstall named Shamon. I submit that the entire report of the Finance Commission, a report of the investigation which has been carried through by the Finance Commission as a result of the action of the Mayor and the City Council, is to be submitted to the Governor. With that in mind, it is my private opinion that his Excellency should call upon the Attorney-General to perform his sworn duty as the chief law enforcement officer of the Commonwealth, doing something on behalf of the taxpayers of Boston and of the Metropolitan District served by the Elevated. The people of Metropolitan Boston have been cheated and robbed of millions in the past eight years, and what are we going to do about it? What are the Governor and Council going to do about it? What is the chief law enforcement officer of the Commonwealth, Mr. Bushnell, going to do about it? Is he just going to sit back and gaze at the report submitted by the Finance Commission as the result of the investigation? Certainly, action should be taken by somebody, and I demand that the Attorney-General be requested, through the Mayor, institute immediate action in support of the action suggested by the Finance Commission's report upon the investigation of the Boston Elevated. Something should be done to help the taxpayers of Boston and of Metropolitan Boston. I certainly hope that the Council will pass the order.

The order was passed under suspension of the rule.

BETTER CAR SERVICE, HUNTINGTON AVENUE SUBWAY.

Coun. CHASE offered the following:

Ordered, That the Boston Elevated Railway Trustees be requested, through his Honor the Mayor, to provide adequate car service in the new Huntington Avenue Subway by placing more cars in service.

Coun. CHASE—Mr. President, I wish to say at this time that the car service provided for my people and the people of other sections is absolutely terrible. The Elevated Trustees, in their endeavor to make more for the stockholders, are fooling the citizens of Boston who are riding in the new Huntington Avenue Subway by not giving them a sufficient number of cars. They are not providing seats for the passengers, and the only way in which proper service can be furnished is by putting on more cars in the Huntington Avenue Subway. I certainly hope that the Council will pass the order.

Coun. CAREY—Mr. President, I would like to go along with the councilor on his order. I, too, notice that since the new subway has been started there are far less cars and greater crowds looking for accommodations. The ride is now much quicker than it used to be, but it looks as though the Elevated in cutting down the running time is doing so at the expense of the car-riders. I certainly trust that more consideration will be given to the car-riders by the trustees.

The order was passed under suspension of the rule.

INFORMATION RE BOSTON ELEVATED STOCKHOLDERS.

Coun. CHASE offered the following:

Ordered, That the Boston Finance Commission be requested, through his Honor the Mayor, to inform the Boston City Council as to the names and addresses of the stockholders of the Boston Elevated Railway Company and the amounts of stock held by each; and he it further

Ordered, That the Boston Finance Commission be requested to submit the list of names and addresses of the stockholders and amounts held by each at the time that legislation was passed guaranteeing the dividends by the state.

President GALVIN—The order will be referred to the Executive Committee.

Coun. CHASE—Mr. President.

President GALVIN—For what purpose does the gentleman rise?

Coun. CHASE—To talk on that order, Mr. President.

President GALVIN—The order has been referred to the Executive Committee.

Coun. CHASE—Mr. President, I ask unanimous consent to make a statement.

Coun. HUTCHINSON—Mr. President, I question the presence of a quorum.

The Chair requested the members present to rise and he counted.

President GALVIN—The Chair counts but ten members present, less than a quorum, and therefore declares the meeting adjourned.

Coun. CHASE—Mr. President, I doubt the vote, and ask for a roll call.

President GALVIN—There is no vote and the Council stands adjourned.

The Council stood adjourned at 6.30 p. m., to meet on Monday, April 14, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday April 14, 1941.

Regular meeting of the City Council in the Council Chamber at 2 p. m., President GALVIN presiding. Absent, Coun. Fish, Kelly and Scannell.

The meeting was opened with the salute to the Flag.

TRANSFER OF LAND ON EAST DEDHAM STREET.

The following was received:

City of Boston,
Office of the Mayor, April 12, 1941.
To the City Council.

Gentlemen,—I submit herewith an order for a transfer of a certain parcel of land on East Dedham street comprising close to 6,000 square feet of land from the Custodian, Foreclosed Real Estate, City of Boston, to the Park Department, City of Boston.

This parcel of land was obtained by the city through a foreclosure due to nonpayment of taxes and is adaptable for use for playground purposes. In my opinion transfers of this character should be made whenever possible for play areas in the congested sections of the city.

I respectfully recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated October 5, 1936, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5395, page 116, on about five thousand nine hundred and sixty-two (5,962) square feet of land on the southwesterly side of and being numbered seventy-three (73) East Dedham street, Boston; and

Whereas, The said parcel of land is now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division of the City of Boston under the provisions of chapter 358 of the Acts of 1938; and

Whereas, The Board of Park Commissioners of the City of Boston has been requested to establish a playground on the said parcel of land; now, therefore, it is hereby

Ordered, That the Custodian, Foreclosed Real Estate Division of the City of Boston, be, and he hereby is, authorized, with the approval of the Mayor of the City of Boston, to transfer to the Board of Park Commissioners of the City of Boston for playground purposes, the care, custody, control and management of the said parcel of land, hereinbefore referred to.

Referred to Executive Committee.

LIGHTING FACILITIES NEAR FRANCIS PARKMAN SCHOOL.

The following was received:

To the City Council.

City of Boston,
Office of the Mayor, April 14, 1941.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 31, 1941, concerning the installation of better lighting facilities on Patten street in the vicinity of the Francis Parkman School, Ward 19.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 31, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install better lighting facilities on Patten street in the vicinity of the Francis Parkman School, Ward 19."

I shall have a survey made of the above-referenced street in order to determine the necessity of complying with the provisions of the order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SURVEY OF WARD 17 STREETS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 31, 1941, concerning the making a survey of all streets in Ward 17, with a view to making repairs on streets which have been damaged as a result of this year's severe winter.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 31, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of all streets in Ward 17, with a view to making repairs on streets which have been damaged as a result of this year's severe winter."

Temporary repairs are being made to all streets of the city where necessary, as a matter of normal department routine work, at the present time.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SNOW AND DÉBRIS ON STREETS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 31, 1941, concerning the arranging for the immediate clearance of all snow and débris from the streets of Boston.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on March 31, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for the immediate clearance of all snow and débris from the streets of Boston."

Work is in progress at the present time and has been in progress for some time in the past to comply with the provisions of the above-referenced order.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF VARIOUS STREETS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works

relative to your orders of March 24 and March 31, 1941, concerning the resurfacing of the following streets:

Construction of sidewalk on the left-hand side of Almont street, from Blue Hill avenue to the Almont Street Playground.

Resurfacing of Ceylon street, from Bird to Quincy streets, Ward 13.

Construction of sidewalks on Harvard avenue, between Everett street and Hyde Park avenue, Ward 18.

Paving of Newbern and John A. Andrew streets.

Construction of sidewalks on the following streets in Ward 19, Newbern street, Everett street and John A. Andrew street.

Construction of sidewalks on River street, Ward 18, at the intersection of Perkins street.

Installation of granolithic sidewalks on both sides of Savin Hill avenue, between Southview street and Evandale terrace, Ward 13.

Installation of edgestones on both sides of Albright street, Ward 20.

Resurface with smooth pavement G street, Wards 6 and 7, from Broadway to Thomas park, under the W. P. A. plan of construction.

Resurfacing of Sanford street, Ward 17.

Reconstruction of Savin Hill avenue, from Dorchester avenue to Savin Hill Station, Ward 13.

Resurfacing of Thane street, Ward 17.

Resurfacing of Whitfield street, Ward 17.

Making a survey of the sidewalks in Ward 6 for the purpose of installing granolithic walks wherever needed.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following orders that were passed in the City Council on the dates indicated:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a sidewalk on the left-hand side of Almont street, from Blue Hill avenue to the Almont Street Playground.

"In City Council March 24, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Ceylon street, from Bird to Quincy streets, Ward 13, as a W. P. A. project.

"In City Council March 24, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct sidewalks on Harvard avenue, between Everett street and Hyde Park avenue, Ward 18, under the W. P. A. type of construction.

"In City Council March 24, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to pave Newbern and John A. Andrew streets, under the W. P. A. plan of construction.

"In City Council March 24, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on the following streets in Ward 19: Newbern street, Everett street and John A. Andrew street, under the W. P. A. plan of construction.

"In City Council March 24, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct sidewalks on River street, Ward 18, at the intersection of Perkins street, under the W. P. A. plan of construction.

"In City Council March 24, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Savin Hill avenue, between Southview street and Evandale terrace, Ward 13, as a W. P. A. project.

"In City Council March 24, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor,

to install edgestones on both sides of Albright street, Ward 20, as a W. P. A. project.

"In City Council March 31, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement G street, Ward 6 and 7, from Broadway to Thomas park, under the W. P. A. plan of construction.

"In City Council March 31, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Sanford street, Ward 17, under W. P. A. construction.

"In City Council March 31, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Savin Hill avenue, from Dorchester avenue to Savin Hill Station, Ward 13, as a W. P. A. project.

"In City Council March 31, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Thane street, Ward 17, under W. P. A. construction.

"In City Council March 31, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Whitfield street, Ward 17, under W. P. A. construction.

"In City Council March 31, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of the sidewalks in Ward 6 for the purpose of installing granolithic walks wherever needed.

"In City Council March 31, 1941. Passed."

I shall have a survey conducted to determine the advisability of having any or all of the above-referenced streets included in the W. P. A. street construction program for this year. The provisions of the above-referenced orders will be complied with if the results of the above-referenced survey determine that such action is necessary.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

BUS LINE TO JEREMIAH E. BURKE SCHOOL.

The following was received:

City of Boston,

Office of the Mayor, April 14, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of March 31, 1941, concerning the establishing a bus line between Savin Hill Station and the Jeremiah E. Burke High School, and return.

Respectfully,

WILLIAM J. GALVIN, Acting Mayor.

Boston Elevated Railway,

April 11, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Just prior to the receipt of your letter of April 3 with order of the City Council, requesting the establishment of a bus line between Savin Hill Station and the Jeremiah E. Burke High School, we received a letter from Councilor Hutchinson who introduced the order in the Council.

The matter has been discussed with Councilor Hutchinson and it has been explained to him that it would not be practicable for the railway to provide special transportation to the various schools and that transportation facilities now exist for students at the Jeremiah E. Burke School, which are as satisfactory as bus service would be.

Very truly yours,

EDWARD DANA,
President and General Manager.

Placed on file.

ACCIDENTS IN ELEVATOR SHAFTS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Building Commissioner relative to your order of March 31, 1941, concerning an investigation into the causes of recent fatalities which have occurred in elevator shafts in this city, and of conditions of elevator safety devices throughout the city, and submit a report on same to the City Council.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Building Department, April 10, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Subject: City Council order of March 31, 1941.
Dear Sir,—Concerning your communication of April 3, 1941, requiring my consideration and report on subject,—City Council order requesting the Building Commissioner to conduct an investigation into the causes of recent fatalities which have occurred in elevator shafts in the city, and of conditions of elevator safety devices throughout the city,—please be informed that an investigation of every elevator or escalator accident is made and a report filed in the Building Department records, and a study of said reports indicates that the greatest percentage of accidents is on freight elevators or in freight elevator shafts, with cause of accident invariably attributed to carelessness on the part of the individual injured, and the question of elevator safety devices is seldom a contributory factor.

Elevator construction and operation, excepting the qualifications of the individual operator, are regulated by the statutory provisions of chapter 143 of the General Laws as formed by a Board of Elevator Regulations under the Department of Public Safety, administered within the City of Boston by the Building Department which has no authority to change such regulations regardless of whether or not in a specific instance more rigid requirements would provide greater public safety.

As above stated, the greater percentage of accidents is in connection with freight elevators, and the regulations pertaining to same are such that no licensed operator is required to operate such elevator cars unless said car operates at a speed in excess of one hundred feet per minute, and such cars if operated at such speed always are equipped with devices in a manner similar to that of passenger elevator cars on which accidents have practically been avoided. However, of the total number of freight elevators a large percentage is the type which operate at less than one hundred feet per minute and are not equipped with safety and operating devices, gates, etc., as required for passenger elevators, so it is very apparent that to minimize the number of accidents regulations pertaining to the type of freight elevator described will have to be enacted, and to this extent the Building Department has requested, as recently as the last month, for the privilege of discussing with the Public Safety Commissioner of the Commonwealth of Massachusetts a revision of the regulations.

Respectfully yours,
JAMES H. MOONEY,
Building Commissioner.

Placed on file.

RE-TRAINING OF ELIGIBLE MEN.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Welfare Department relative to your order of March 24, 1941, concerning the re-training of eligible men on the Public Welfare by utilizing existing agencies, such as the schools, so that these men may be prepared to fit into the National Defense Program.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Overseers of the Public Welfare,
April 9, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston,
Attention of Mr. William T. Doyle.
Dear Sir,—Regarding the orders of the City Council passed on March 24, 1941, copy of which is inclosed, may I report as follows:

In answer to the first order, may I state that the present absorption of men into a training or re-training program is done through the State Department of Education in connection with the School Committee of the City of Boston, and the selection is made from a choice of men who are on the W. P. A. rolls and also those who have made application for employment through the Massachusetts State Employment Service.

Our great gain, I feel, is accomplished by having men on our Welfare rolls replace those on W. P. A. rolls who enter private industry after they receive this training.

In answer to the second order, may I state that we constantly encourage men and women who are aliens to the use of such school programs as are available to enable them to learn to read and write the English language in order that they may eventually become citizens. We also are doing our best to maintain cooperation with the Americanization Division of the Mayor's Office.

Finally, may I state that every person on Public Welfare rolls who is eligible for employment is required to register at the Massachusetts State Employment Office. In addition, they are constantly referred to the City of Boston Employment Bureau at 25 Church street, and also our own Employment Section does what it can in obtaining positions for these persons.

Very truly yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

REST ROOMS AT CITY HOSPITAL.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Superintendent of the Boston City Hospital relative to your order of March 31, 1941, concerning the making of arrangements to have the doors of the ladies' and gentlemen's rest rooms, near the main entrance, open twenty-four hours a day.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Hospital Department, April 7, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At a meeting of the Board of Trustees held on April 4 the following order of the City Council was presented:

"Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to make arrangements to have the doors of the ladies' and gentlemen's rest rooms, near the main entrance, open twenty-four hours a day."

The trustees voted not to approve of this arrangement.

Respectfully yours,
JAMES W. MANARY, M. D.,
Superintendent.

Placed on file.

GRANOLITHIC SIDEWALKS, CHESBROUGH ROAD.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of March 31, 1941, concerning the installation of granolithic sidewalks on both sides of Chesbrough road, Ward 20, as a W. P. A. project.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the above order that was passed in the City Council on March 31, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both side of Cheshbrough road, Ward 20, as a W. P. A. project."

A W. P. A. project which provides for the installation of bituminous concrete or so-called black type of sidewalk in the above-referenced street has been approved, and it is the intention of the department to start the work within the next two or three weeks.

It was determined advisable to install the bituminous type of sidewalk in this street as it was felt that it would be satisfactory to the residents, particularly in view of the fact that they would not be assessed any hetterment charges. If, on the other hand, a granolithic sidewalk were installed, the abutters would be required to pay one half the cost of the work.

Unless, therefore, I am informed by the residents that they prefer a granolithic sidewalk instead of bituminous concrete, the department will proceed with the installation of the latter-referenced type of walk.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CLEANING OF STREETS, WARD 16.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 31, 1941, concerning the cleaning of the streets in Ward 16.

Respectfully,

WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the following order that was passed in the City Council on March 31, 1941:

"Ordered, That the Public Works Commissioner, through his Honor the Mayor, be instructed to order the streets of Ward 16 to be cleaned."

The streets of the above-referenced ward are being cleaned at the present time, and every reasonable effort is being made to have the heavy accumulation of debris, resulting from the winter season, removed at an early date.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SURVEY OF LIGHTING CONDITIONS, GREENWOOD SECTION.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of March 24, 1941, concerning the making of a survey of the lighting conditions in the vicinity of the newly developed Greenwood section of Hyde Park, particularly along West street, from Hyde Park avenue to the George Wright Golf Course.

Respectfully,

WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Public Works Department,
April 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the following order that was passed in the City Council on March 24, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of the lighting conditions in the vicinity of the newly developed Greenwood section of Hyde Park, particularly along West street, from Hyde Park avenue to the George Wright Golf Course."

I shall make the necessary arrangements to comply with the provisions of the above-referenced order and shall install additional street lights in the above-referenced section of Hyde Park in the event that the survey referred to determines that such action is necessary.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CONSTABLES AUTHORIZED TO SERVE CIVIL PROCESS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941.
To the City Council.

Subject to confirmation by your Honorable Body, I hereby appoint the following-named persons, constables of the City of Boston for the term of one year, beginning with the first day of May, 1941, authorized to serve civil process upon filing bond.

The commissions of constables authorized to serve civil process not named herein expire on April 30, 1941, and such constables are hereby removed from office from and after May 1, 1941, for the good of the service.

Respectfully,

MAURICE J. TOBIN, Mayor.

Authorized to Serve Civil Process Upon Filing Bonds.

John J. Adams, 30 Hawthorne street, Ward 11; William A. Amsie, 24 South Munroe terrace, Ward 16; Henry Atwood, 28 Melbourne street, Ward 16; Samuel C. Baker, 25A Wabon street, Ward 12; David Belson, 20 Colborne road, Ward 21; Joseph L. Bennett, 20 Deckard street, Ward 12; Carl Birger Berg, 79 Seymour street, Ward 19; Edward I. Berman, 39 Mt. Bowdoin terrace, Ward 14; Alfred Blaustein, 23 Fernboro street, Ward 14; Eugene Blinn, 165 Glenway street, Ward 14; Abram Bornstein, 625 Warren street, Ward 12; Thomas F. Brett, 15 Malta street, Ward 18; Charles B. Broad, 94 Corey road, Ward 21; Milton Jacob Bronstein, 87 Devon street, Ward 14; George W. Brooker, 258 Park street, Ward 20; Francis E. Brown, 11 Tacoma street, Ward 18; Louis Budd, 23 Stow road, Ward 18; Joseph S. Burelli, 766 East Eighth street, Ward 7; Arthur E. Byrnes, 745 Saratoga street, Ward 1; Edgar F. Callahan, 84 Gordon street, Ward 21; Thomas Cannizzaro, 96 H street, Ward 6; James A. Canton, 169 Glenway street, Ward 14; Daniel B. Carmody, 10 Aherden street, Ward 21; Thomas C. Carr, 196 Savin Hill avenue, Ward 13; William K. Coburn, 116 Englewood avenue, Ward 21; Sydney Cohen, 64 American Legion Highway, Ward 14; John M. Crawford, 27 Washington street, Ward 2; William H. Cufflin, Jr., 4 Saybrook street, Ward 22; Henry G. Dahlquist, 104 Lonsdale street, Ward 16; Charles M. Daley, 14 Ditson street, Ward 15; Americo A. Desimone, 31 Chaucer street, Ward 1; Walter A. Donlan, 23 Lorette street, Ward 20; Louis Franzisa, 39 Bruce street, Ward 20; Lewis Gilbert, 38 Mattapan street, Ward 18; John F. Goff, 294 Bunker Hill street, Ward 2; Jacob Goldberg, 347 Charles street, Ward 3; Samuel Goldkrand, 27 Howland street, Ward 12; Meyer Goldstein, 1396 Commonwealth avenue, Ward 21; Solomon Gorfinkle, 70 Floyd street, Ward 14; Abraham M. Hecht, 404A Blue Hill avenue, Ward 14; Richard Hegarty, 99 Fuller street, Ward 17; Joseph Herman, 53 Lucerne street, Ward 14; Jacob Isgur, 82 Loma road, Ward 18; Max Jacobs, 49 Chambers street, Ward 3; David

13, Kaplan, 93 Lawrence avenue, Ward 14; Bronis Kontrim, 120 Marine road, Ward 7; Mark H. Krafsur, 447 Norfolk street, Ward 14; Nathan Kravitsky, 306 Washington street, Ward 14; Abraham Landfield, 46 Mascot street, Ward 14; Jacob Levine, 25 Peterborough street, Ward 5; Maurice Levine, 109 Erie street, Ward 14; Anthony Luongo, 32 Shelby street, Ward 1; Salvatore Maffei, 125 Faywood avenue, Ward 1; Isie Martin, 12 Ashton street, Ward 14; William J. McCorkle, 50 Rockne avenue, Ward 16; John T. McGovern, 42 Worcester square, Suite 14, Ward 8; William P. Miles, 46 Forest street, Ward 8; John J. Miller, 45 Nottinghill road, Ward 21; Frank A. Mitchell, 7 Bruce street, Ward 16; Bernard M. Mullen, 4 Neptune road, Ward 1; Edward Ober, 95 Nightingale street, Ward 14; Emil H. Ober, 1325 Commonwealth avenue, Ward 21; Harold Ober, 652 Morton street, Ward 14; Michael W. Ober, 25 Westmore road, Ward 14; Bert Oppenheim, 9 Egrement road, Ward 21; Louis H. Oppenheim, 7 Mt. Hood road, Ward 21; Frederick Partridge, 107 West Cottage street, Ward 8; Nachman Perlman, 951 Blue Hill avenue, Ward 14; Phillip S. Phillips, 829 Blue Hill avenue, Ward 14; George N. Pierce, 296 Dudley street, Ward 8; George W. Pierce, 296 Dudley street, Ward 8; John A. Pulsinelli, 10 Fayston street, Ward 13; Max Rabinovitz, 254 Warren street, Ward 12; Louis Richmond, 111 Waumbek street, Ward 12; Myers Rosenberg, 576 Blue Hill avenue, Ward 14; William T. Rosengarten, 17 Schuyler street, Ward 12; Almerindo Sarno, 1 Cedar square, Ward 9; Jacob E. Schrank, 227 Harvard avenue, Ward 21; Samuel Shain, 32 Brookledge street, Ward 12; Frank Shaw, 69 Mora street, Ward 17; Sidney J. Sheinfeld, 166 Rosseter street, Ward 14; Isaac Shulman, 128 Devon street, Ward 14; Joseph L. Shurtleff, 504 Massachusetts avenue, Ward 9; Joseph Simansky, 77 Nightingale street, Ward 14; Henry J. D. Small, 14 Windermere road, Ward 13; Leon Small, 157 Homestead street, Ward 12; Frank J. Staala, 227 Wood avenue, Ward 18; Walter J. Stewart, 43 Paul Gore street, Ward 19; Jerome Suvall, 19 Owen street, Ward 18; Benjamin J. Tackeff, 52 Columbia road, Ward 14; David Tobey, 162 Harvard street, Ward 14; Francis J. Tobin, 29 Parsons street, Ward 22; Joseph Todisco, 149 Paris street, Ward 1; Joseph M. Torr, 67 Worcester street, Ward 9; Aber Uckerman, 42 Estella street, Ward 14; Roman J. Vasil, 11 Granada avenue, Ward 18; Harry A. Webber, 99 St. Botolph street, Ward 4; David Weir, 11 Fencil street, Ward 14; Frank F. Wennerstrand, 219 Belgrade avenue, Ward 20; William D. Whitmore, 12 Haviland street, Ward 4; Sidney Williams, 7 Greenville street, Ward 12; Charles A. Wood, 661 East Fourth street, Ward 6; John W. Wragg, 62 Shepton street, Ward 16; Louis Yacker, 1071 Blue Hill avenue, Ward 14.

Laid over for one week under the law.

CONSTABLES CONNECTED WITH OFFICIAL POSITIONS.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941,
To the City Council.

Subject to confirmation by your Honorable Body, I hereby appoint the following-named persons constables of the City of Boston for the term of one year, beginning with the first day of May, 1941, without power to serve civil process and to serve without bond.

The commissions of all constables not named herein expire on April 30, 1941, and such constables are hereby removed from office from and after May 1, 1941, for the good of the service.

Respectfully,
MAURICE J. TOBIN, Mayor.

Connected with Official Positions.

Joseph Altobello, 7 Oak place, Ward 18; James Baxter, 50 Greenbrier street, Ward 17; Edward R. Bickerton, 190 Eustis street, Ward 8; Joseph Brogna, 28 Fleet street, Ward 3; Andrew Bruschette, 45 Chelsea street, Ward 1; Edward A. Burke, 68 Leonard street, Ward 15; Joseph P. Carr, 60 Corona street, Ward 15; Joseph P. Casey, 43 Marcella street, Ward 11; Francis Chaisson, 1112 Dorchester avenue, Ward 15; Joseph Cohen, 65 Homestead street, Ward 12; Robert Connolly,

20 Thomas street, Ward 18; John H. Coughlin, 59 King street, Ward 16; Edward N. Couzens, 40 Wenonah street, Ward 12; John DiMare, 12A Green street, Ward 3; John Donahoe, 468 Saratoga street, Ward 1; Edward Donovan, 336 Geneva avenue, Ward 15; Charles E. Dowd, 135 Marlborough street, Ward 5; John F. Doyle, 14 Dewey street, Ward 13; Joseph L. Duffley, 15 Spencer street, Ward 7; John J. Duffy, 27 Green street, Ward 2; Manus Eyges, 35 Harwood street, Ward 14; George M. Fitzgerald, 200 Weld street, Ward 20; Cornelius Fitzpatrick, 17 King street, Ward 16; James J. Flanagan, Jr., 1421 Columbus avenue, Ward 11; Charles L. Forristall, 40 Pinckney street, Ward 5; John F. Gifun, 98 Toplick street, Ward 15; Gerard Gifun, 246 Maverick street, Ward 1; Dennis P. Glyn, 10 Linden Park street, Ward 9; David Gordon, 31 Allen street, Ward 3; Henry J. Gurl, 183 Huntington avenue, Ward 4; Charles G. Haddad, 120 Union Park street, Ward 3; Francis T. Hannon, 8 Mitchell street, Ward 7; Murray Harris, 11 Kingsdale street, Ward 14; William J. Hayes, 15 Shannon street, Ward 22; Edward F. Hines, 10 Mon. Dennis F. O'Callaghan way, Ward 7; John Jennings, 21 Walton street, Ward 17; Leo Kelly, 75 Pontiac street, Ward 10; Joseph L. Kenneally, 679 Washington street, Ward 17; Henry J. Lawlor, 95 McBride street, Ward 11; Edward J. Leary, 90 The Fenway, Ward 4; Wilbur F. Lewis, 621 East Eighth street, Ward 7; Joseph P. Lydon, 19 Windermere road, Ward 13; Andrew Martin, 28 Maynard street, Ward 18; Arthur R. Matthews, 17 Woodside avenue, Ward 11; Bernard McCabe, 100 Landseer street, Ward 20; John C. McCarthy, 28 Quincy street, Ward 12; Lawrence D. MacDougall, 182 Poplar street, Ward 19; Joseph P. McGovern, 472 Quincy street, Ward 15; Patrick McGovern, 4 Tremont street, Ward 2; Charles J. McGrath, 46 Columbia road, Ward 14; William J. McGregor, 66 Sawyer avenue, Ward 13; Archibald McNeil, 31 Charlemont street, Ward 16; Leo T. McNeil, 1395 Commonwealth avenue, Ward 21; Joseph F. Monahan, 70 High street, Ward 2; William F. Nicholson, 1580 Tremont street, Ward 10; Edward J. Noonan, 11 Kinross road, Ward 21; John F. O'Brien, 761 East Seventh street, Ward 7; David I. O'Connor, 43 Iroquois street, Ward 10; Leonard Pike, 54 Wilmington avenue, Ward 17; John J. Rea, 68 Russell street, Ward 2; Timothy F. Reagan, 56 Eliot street, Ward 19; James J. Reilly, 44 Francis street, Ward 10; Timothy Scannell, 272 West Third street, Ward 6; Francis J. Shea, 39 Belmont street, Ward 2; Kane Simonian, 333 Meridian street, Ward 1; Hyman Slate, 28 Phillips street, Ward 5; John Smyth, 28 Kempton street, Ward 10; Daniel Sugrue, 23 Athol street, Ward 22; Patrick E. Sullivan, 122 Parker Hill avenue, Ward 10; Herbert C. Timson, 117 Beacon street, Ward 18; William A. Walsh, 69 Maverick street, Ward 1; Thomas White, 82 Washington street, Ward 2; Earl F. Wickes, 14 Rosedale street, Ward 17.

With Animal Rescue League.

Archibald McDonald, 710 East Sixth street, Ward 6.

With Massachusetts S. P. C. T. A.
Harry L. Allen, 180 Longwood avenue, Ward 4.

Van Drivers Appointed by the Court.

Patrick A. Gargan, 31 Upland road, Ward 22;
Charles M. Shea, 100 Hillside street, Ward 10.

Laid over for one week under the law.

MINOR OFFICERS PAID BY FEES.

The following was received:

City of Boston,
Office of the Mayor, April 14, 1941,
To the City Council.

Subject to confirmation by your Honorable Body, I make the following appointments of minor officers paid by fees for the term of one year beginning with the first day of May, 1941. The appointments of all such officers not named herein are hereby revoked from and after April 30, 1941.

Respectfully,
MAURICE J. TOBIN, Mayor.

(The names of the persons appointed as minor officers are contained in City Document 46.)

Laid over for one week under the law.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Edward M. Barry, Jr., for compensation for damage to car by city car.

Nathan Berman, for compensation for injuries caused by an alleged defect at 91 West Springfield street.

Boston Baking Company, for compensation for damage to truck by ash truck.

Crowley & Gardner, for compensation for damage to truck by dump wagon.

Bertram G. Gade, for refund on milk license and ice cream license.

William E. Jennings, to be reimbursed as result of accident which occurred while in performance of duty.

Martin J. McDonough, to be reimbursed for accident which occurred while in performance of duty.

Metropolitan Federal Savings and Loan Association, for refund on awning permit.

D. C. Noone, for compensation for damage to car by car of Health Department.

Leon Sitek, for compensation for damage to car caused by an alleged defect in high bridge, Charlestown.

Louise Smith, for compensation for injuries caused by an alleged defect at 1688 Commonwealth avenue.

Udell O. Smith, for compensation for damage to car by city truck.

Joseph E. Sullivan, for compensation for injuries and damage to clothing caused by an alleged defect at 75-81 Hewlett street.

R. G. Wamboldt, for refund on plumbing permit.

Committee on Licenses.

Petition of Mary A. Crowley for driveway opening at Lake street, Ward 22.

Executive.

Petition for children under fifteen years of age to appear at places of amusement, viz.:

Mary G. Palumbo, Brighton High School, May 5.

APPOINTMENT OF DEPUTY SEALERS.

Notice was received from John T. McCarthy of appointment of John J. Cummins of 12 Winfield street and Charles E. Reddington of 482 Ashmont street as Deputy Sealers of Weights and Measures.

Placed on file.

APPOINTMENT OF THOMAS A. DOWD.

Notice was received of the appointment by the Mayor of Thomas A. Dowd of 39 Melville avenue, Dorchester, to be an assessor for term ending March 31, 1946.

Placed on file.

REPORT OF FINANCE COMMISSION
ON BOSTON ELEVATED RAILWAY
INVESTIGATION.

The report of the Finance Commission to Governor Saltonstall *re* study of Boston Elevated Railway made by Messrs. Timothy F. Callahan and James M. Kelleher, under auspices of Mayor Tobin and the Finance Commission, was received, as follows:

City of Boston,

Finance Commission, April 9, 1941.

Hon. Leverett Saltonstall,

Governor of Massachusetts.

Your Excellency,—The report of the study of the Boston Elevated Railway Company which has been made by Messrs. Timothy F. Callahan and James W. Kelleher, under the auspices of Mayor Maurice J. Tobin and the Finance Commission of the City of Boston, is submitted to you herewith. It is devoted to a discussion of certain of the accounting procedures pursued by the trustees of the Elevated since June 30, 1918—the date when public control and operation began. These procedures are complicated, and therefore the discussion is not easy to follow. For that reason the Mayor and the Finance Commission believe that it may be of advantage to introduce

the study with a résumé of the important phases discussed, and to add some of the facts which were brought out in the meetings with the trustees subsequent to the presentation of the study, and, in addition, some comments of their own.

It must not be lost sight of that for a time Mr. Callahan was unable to examine the books of the trustees, and only after a conference, suggested by you, with the Mayor and the Commission was such examination begun. Even then, as a condition to permitting Mr. Callahan to have complete access to their accounts, the trustees stipulated that before his study be published, they should be given an opportunity to examine Mr. Callahan's findings and to offer such facts and arguments to the Mayor and the Finance Commission as they might see fit, in opposition to or in contradiction of the conclusions reached. As a result, the study was presented to the trustees on March 12, 1941, and subsequently, on March 24 and March 29, the Mayor and the commission met with the trustees and discussed at length substantially all matters involved in the study. These meetings were also attended by Messrs. Callahan and Kelleher, accompanied by Mr. F. E. Welch of F. E. Welch & Co., accountants employed by Mr. Callahan (second meeting only); and by Mr. Moran, the treasurer; Mr. Dana, the general manager; Mr. Dunbar, the accountant; and Mr. Downey, the counsel of the Elevated.

On these two occasions much material was presented by the trustees, including a written answer to Mr. Callahan's conclusions. This material will be referred to from time to time herein.

Mr. Callahan's chief object was to find out whether or not the Elevated deficit assessed annually upon the cities and towns in the district could be reduced. He determined that the most fruitful field of study lay in an analysis of the annual charges to "cost of service" and to the depreciation reserve. As a result, his report is limited to the accounting field, and does not touch many others in which, in his opinion, study would not be in vain. Even in the area chosen time has not permitted the completion of his investigation.

The trustees, when they assumed control of the Elevated, did not set up their own set of books, and also made no attempt to secure an appraisal of the property of which they then took possession. Many of the criticisms now made would have been obviated had these two steps been taken. Instead, the trustees continued the bookkeeping methods of the Elevated Company before its operation under the Public Control Act. Under the old system the cost of each item of property was entered, when acquired, in the property account on the asset side of the balance sheet under the appropriate classification, and remained at that figure until finally written off, subject occasionally, of course, to increase due to betterments and additions, or decrease due to intermediate charge-offs. All annual charges to income on account of depreciation were credited to a depreciation reserve on the liability side of the balance sheet, which was, in turn, charged at any time and from time to time with the full amount of the cost, as it then appeared on the books of the company, of all depreciable assets simultaneously written off. This method of bookkeeping gave wide latitude for the exercise of discretion by the officials of the company. They were thereby enabled to retain on their books as an asset property at its original cost for as long a time as they pleased, simply by refusing to charge it off. No matter how long it had lasted, no matter how obsolete it might have become, it still could stand on the books at its original cost, until finally charged off. On the other hand, property might be charged off at original cost at any time prior to complete obsolescence. The depreciation reserve could thereby be inflated or at the discretion of the officials of the company deflated by charging off an asset whenever they deemed it proper without regard to the time when its useful life had actually expired.

Improper annual charges to income for depreciation could likewise be covered up in this way. Such annual charges were always credited, as previously stated, to the depreciation reserve. If these annual charges inadequately reflected the actual depreciation and obsolescence of the depreciable property, all that was necessary in order to maintain the depreciation reserve was to make inadequate charge-offs of property no longer used or useful. On the other hand, it was equally possible to conceal excessive annual depreciation charges by making excessive charges to the depreciation reserve.

This was the system which the original trustees inherited, adopted and perpetuated.

As an example of what could be and was actually done under it, the following is quoted from Mr. Callahan's study. Between 1890 and 1894 the old West End Street Railway spent \$586,139.11 on experimental work connected with converting box cars from horse car type to electric car type, and also with motors and motive power wiring. This expense was entered in this period as a capital asset on the books of the company. It was never charged off during private ownership, and in 1922, when the Elevated acquired the West End, was transferred to the Elevated and entered on its books as an asset. Obviously it had long before ceased to represent anything of value to the Elevated. Nevertheless it was carried thereafter for twelve years as an asset on the books of the Elevated, and was finally charged off by the trustees in 1934 and the amount (\$586,139.11) was simultaneously charged to the depreciation reserve—though it was, of course, a non-depreciable item.

This is one instance which Mr. Callahan has found in which the trustees charged to the Elevated's depreciation reserve write-offs of capital assets which under no circumstances should ever have been charged to a depreciation reserve. Another is a series of charges totaling \$330,617.33 to the depreciation reserve between 1920 and 1938, representing the difference between the cost on the books of land sold and the sale price of such land. Mr. Callahan observes that land is not subject to depreciation and that the \$330,617.33 should under no circumstances have been charged to a depreciation reserve.

The gravamen of Mr. Callahan's findings, however, is not that the trustees improperly charged to the depreciation reserve items of undepreciable property but that the trustees charged to the depreciation reserve depreciable items against which no depreciation reserve had ever properly been accumulated.

According to a statement furnished to the Mayor and the commission by the trustees, the total depreciable property of the Elevated (including the West End) on July 1, 1918, had a book value of \$68,408,014.54. The total sum in the depreciation reserve on that date was \$616,323.98. All parties are agreed that this reserve was woefully inadequate, and that the actual depreciation of the depreciable assets of the road exceeded this sum by many millions. Their estimates, however, vary. The trustees arrive at a figure of \$29,076,317.85 as representing the excess of the actual depreciation over the reserve provided against it. Mr. Callahan's somewhat more conservative figure is \$22,128,676.02.

When the trustees took over, they proceeded to set up and charge to the cost of service the sum of \$167,000 per month, or \$2,004,000 per year. They kept this figure unchanged until the end of 1923, when it had produced the sum of \$7,014,000. They then substituted, according to Mr. Moran, vice president and treasurer of the Boston Elevated Railway Company, a figure derived from tables computed on what is known as a straight line depreciation basis, and have followed this procedure to date. Mr. Kelleher advises the Mayor and the commission that usually if not invariably the actual annual charge has been somewhat less than the total built up by Mr. Moran's tables, and both sides agree that the tables have excluded track items entirely and substituted in lieu of any depreciation charge thereon an annual flat figure of \$250,000.

Due to the substitution of this new method, the annual depreciation charge to cost of service in 1924 jumped to \$2,496,000. Since then it has been as high as \$2,878,054.52 in 1929, and has recently been less, being \$2,074,456.22 in 1939 and \$2,156,909.68 in 1940. The sum total, according to Mr. Callahan, on December 31, 1939, was \$51,102,240.65, and according to the trustees was \$51,200,329.43. In addition, the depreciation reserve has received minor additional items from other sources totaling \$335,637.31.

With a monthly depreciation charge of \$167,000, the trustees began immediately to charge off items no longer used or useful in the plant account on the balance sheet and to deduct an equal amount from the depreciation reserve. Items in the plant account were carried on the books at their original undepreciated cost, and, therefore, when they were charged off, were charged off in that amount and reflected in that amount in the deduction from the depreciation reserve. As a result, the depreciation reserve set up after public control

was established was charged with all the depreciation accrued before public control on each item charged off—except the \$616,323.98 found in the depreciation reserve at the beginning of the period.

The extent of the reduction of the depreciation reserve set up by the trustees, resulting from the inclusion in the total of charged-off items of the depreciation accrued before the commencement of public control, is estimated by Mr. Callahan as at least \$17,503,203.83. In arriving at this result, Mr. Callahan employs a straight line depreciation formula like that employed by the trustees in computing their annual depreciation charge, except that whereas the trustees have to estimate the useful future life of an item at the time of acquisition, Mr. Callahan has the useful life of an item on the books established for him by knowing both the date of its acquisition and the date of its charge-off. In other respects both Mr. Callahan and the trustees employ the same method; they divide the cost of an item by its life (estimated or actual, as the case may be) and thus determine its annual rate of depreciation.

By the application of this method to items charged off by the trustees which were on the books prior to the beginning of public control, Mr. Callahan finds that the trustees charged to the Elevated's depreciation reserve write-offs of capital assets totaling \$34,582,097.01, on which depreciation of \$17,078,893.18 after June 30, 1918, had been provided by the trustees, and depreciation of \$17,503,203.83 before June 30, 1918, had been provided by no one—save for the inadequate sum of \$616,323.98 on the books at the time when the trustees took control. He adds to the \$17,503,203.83 the two items of \$586,139.11 for experimental work, and \$330,617.33 for losses incurred in the sale of land, both of which have been previously described, subtracts the \$616,323.98, and leaving a minimum total of \$17,803,636.29, which he maintains was an improper and unwarranted charge to the depreciation reserve.

The trustees did not deny before the Mayor and the commission the accuracy of Mr. Callahan's figures in this regard. They did, however, deny his conclusion. They took the position that if the annual sum charged for depreciation to the cost of service, and credited to the depreciation reserve, was proper, then it made no difference what the trustees charged to the reserve. This they maintained was a mere bookkeeping matter and in no way affected the cost of service. They further stated that the only real question which could be raised as to the propriety of the annual sum charged for depreciation revolved around the life of each depreciable item as estimated by the trustees. They maintained that if the life which they estimated was too short, then the annual depreciation charge in respect of that item was too high, and on the other hand, if the estimated life was too long, the annual depreciation charge was too low.

With this last position the Mayor and the commission agree. But they cannot agree that the matter stops there. The amount in the depreciation reserve, in relation to the total amount of depreciable property, is a factor of prime importance in determining whether the annual amount set aside for depreciation is proper. If in spite of proper charge-offs the reserve keeps annually increasing, it is the most convincing evidence that the officials determining the estimated life of the depreciable property of the company are being too generous in providing depreciation. And the reverse is equally true. Therefore it is important in ascertaining whether or not the annual sum for depreciation charged by the trustees to the cost of service is proper, to ascertain how great is the depreciation reserve; and naturally this leads to the inquiry as to whether or not it has been improperly depleted.

If Mr. Callahan be correct, then there should be added to the depreciation reserve amounting, as of December 31, 1939, to \$16,654,629.49, the sum of \$17,803,636.29, making a total of \$34,458,265.88. The trustees have placed the book value of the total of their depreciable property on that date at \$82,624,675.38, so that a reserve of \$34,458,265.88 is 41.70 per cent of the book value of the depreciable property. This is a splendid reserve. Even a representative of the trustees was willing to admit that a reserve of that size, if not improperly built up, would be too high and would indicate that the annual charge for depreciation to the cost of service had been too high.

It seems, therefore, to the Mayor and the commission that Mr. Callahan's point is well taken.

This view is reinforced by other factors. The depreciation reserve has been constantly increasing in spite of charge-offs. Leaving aside the first ten years when the trustees were retiring much of the over-age equipment which they had inherited, a chart offered by the trustees shows that on December 31, 1928, the reserve mounted to eight figures for the first time. On that date it stood at \$10,852,610.22. The next year it jumped nearly \$2,000,000. The next year it stood at \$13,667,480.08. Twelve months later it rose to \$14,017,226.57. In the following year (1932) charges more than double any ever made in any other year to date (\$5,049,534.08), due to retirements totaling approximately \$4,011,000 of power plant buildings and equipment at the Central Power Station on Albany street and elsewhere, reduced it to \$11,283,044.52, and from that time it has climbed in amounts varying from less than \$100,000 to over \$1,500,000 a year, to the highest figure of all time, \$16,821,801.67, on December 31, 1940. This steady climb is indicative of the fact that the credits to the reserve for a very considerable period have been in excess of the need therefor, and that the present figure of nearly \$17,000,000 is adequate.

Another factor which indicates that the trustees may have employed a policy of underestimating the probable life of a substantial part of their depreciable assets, is contained in the answer of the trustees filed with the Mayor and the commission. In this answer the trustees state that depreciable property which they carry on their books at \$11,250,164.93 has been fully depreciated, so that it is no longer depreciable, since it has exceeded the original estimate of its useful life but is nevertheless still in use. This figure represents between a seventh and an eighth of the total depreciable property of the Elevated. It is an important item. It is to a large extent an equipment item. And the fact that the equipment is still in service though fully depreciated is an indication that the trustees have in the past overcharged the cost of service for the depreciation of these items.

It can properly be said in reply to the foregoing that the past overcharges only result in relief for the future, and that if the trustees had estimated more accurately the life of the equipment, the

effect would be that although the charge for past years might have been less, the charge for 1941 and future years would have necessarily been greater. It can also be argued that if the actual life of this property had corresponded with the estimate of its probable life, it would have ere now been charged to the depreciation reserve, thereby reducing it below \$5,000,000. Though this result might have followed if the actual life of all the items comprising the \$11,250,164.93 had not exceeded the estimated life, nevertheless it did so exceed the estimated life and by such a margin that it will not be charged off in 1941, nor for a good many years to come, and the additions to the depreciation reserve in future years either at the present rate or at any reasonable lesser rate will far exceed any annual charge-offs in respect of this property.

At this point, it might properly be asked what, assuming that Mr. Callahan's criticisms of the accounting procedure are correct, should have been the proper accounting procedure. In answer, Mr. Callahan gives it as his opinion that the trustees, immediately upon assuming control of the Elevated, should have established a reserve of something in excess of \$22,000,000, and thereby created a deficit which would have substantially, if not entirely, wiped out the capital stock of the road. Thereafter, when the \$616,323.98 standing to the credit of the depreciation reserve on June 30, 1918, had been wiped out, they should have charged the \$17,803,636.29, as the retirements involved in it occurred, to this reserve, using exactly the method of apportioning the charge-off which he employed in arriving at that figure. This would have been realistic bookkeeping. It would have shown up the facts. It would have established conclusively the worthlessness of the common stock in 1918.

Furthermore, it would have resulted in an increase of \$17,803,636.29 in the depreciation reserve accumulated by the trustees, and would have made obvious to all that the annual depreciation charge to the cost of service was too high.

This is Mr. Callahan's position. In conflict with it is the position of the trustees. They submitted to the Mayor and the commission the following comparative statement of the position of the property on July 1, 1918, and December 31, 1939:

	July 1, 1918.	December 31, 1939.
(A) Total depreciable property.....	\$68,408,014 54	\$82,624,675 38
(B) Remaining life value.....	* 38,715,372 71	36,600,817 00
(C) Difference (accrued depreciation).....	\$29,692,641 83	\$46,023,858 38
(D) Depreciation reserve on that date.....	616,323 98	16,654,629 19
(E) Lapsed depreciation unprovided for.....	\$29,076,317 85	\$29,369,228 89

* Based at that time on shorter estimates of service lives than now used under present basis for some property.

A few explanations and comments in regard to the above figures are desirable.

Item (A) represents the book value of the depreciable property. As of December 31, 1939, it includes the \$11,250,164.93 of property already depreciated in full but still in use which has been mentioned previously, but excludes the Atlantic avenue structure carried at \$5,636,195.84, since no charge for depreciation has been made thereon since October 1, 1938. It does, however, include all other elevated structures. It excludes the entire investment of \$12,917,312.57 in the track system of the Elevated, which, as previously shown, is not held to be depreciable. The 1918 figure includes all elevated structures (including the Atlantic avenue structure), but excludes the track system at its 1918 value.

Item (B) is arrived at by a process of estimating the remaining available life of each of the items composing the total depreciable property, and finding the remaining value thereof by the application of the straight line depreciation method previously described.

Items (C), (D) and (E) are arrived at by subtraction.

It should be noted that in the twenty-one and one half years which have elapsed since 1918, the book value of the total depreciable property (Item A) has risen \$19,852,856.68, the book value

of the Atlantic avenue structure being added to the 1939 figure for comparative purposes, since it was included in the 1918 figure. It should be further noted that the 1939 figure includes \$11,250,164.93 of fully depreciated property which, since it theoretically has no further useful life, adds nothing to the \$36,600,817 carried in Item (B) for 1939. As a matter of fact, it has substantial further useful life and should be reflected in some fashion in Item (B). Furthermore, for comparative purposes the present value of the Atlantic avenue structure should also be added to Item (B) for 1939, since it was included in Item (B) for 1918. This brings Item (B) for 1939 to \$39,603,817, and in comparison with Item (B) for 1918, it makes it \$888,444.29 greater, and, not as the trustees maintain, \$2,114,555.71 less.

With the foregoing corrections and comments, the position of the trustees can now be stated. They claim that their total depreciable property has a book value \$14,216,660.84 greater than it was in 1918, and a remaining life value or actual value \$2,114,555.71 less than it was in 1918. They maintain that the accrued depreciation today is worse than it was in 1918—\$46,023,858.38 against \$29,692,641.83; and that the accrued depreciation which is unprovided for is substantially the same: \$29,369,228.89 in 1939 against \$29,076,317 in 1918. They claim therefore that

they are exactly as badly off today as they were in 1918, so far as their books and their schedules of depreciation are concerned, and argumentatively (because they have not carried their reasoning to its logical conclusion) that although it might have been improper bookkeeping to charge against the depreciation reserve built up by them since 1918, the accrued depreciation unprovided for on that date, nevertheless this impropriety was balanced by a failure to charge against their depreciation reserve a substantially equal amount of depreciation accrued since 1918. In other words, they claim that the system is just as badly off as when they took it over, and that the stock which was worthless then isn't worth a penny more today.

Even if the Atlantic avenue structure be added in to all the items in the 1939 table, the result only increases the discrepancy. Instead of a figure of \$29,369,228.89 for lapsed depreciation unprovided for, the figure is \$32,002,424.73. This shows only that they are worse off than they claim.

Consider the position of the trustees on the figures which they themselves have presented. The trustees claim that the actual value of their depreciable property is only \$36,600,817 as of December 31, 1939, and they admit that the actual value of the depreciable property of the Elevated on July 1, 1918, was a little more than \$2,000,000 greater. In the interim the trustees have charged to cost of service over \$51,000,000 and have obtained about \$11,000,000 of new capital, and about \$7,000,000 (omitting intervening reductions and corresponding increases of funded debt), derived from the sale of the Cambridge subway, a total of \$69,000,000. The new capital was cash. A large part of it, and also a large part of the proceeds of the sale of the Cambridge subway has been invested in depreciable property. The net quick assets of the trustees on December 31, 1939, totaled about \$4,440,000, which, assuming these were derived wholly from the depreciation reserve, would reduce this total from \$69,000,000 to \$64,560,000. There should be a further substantial reduction made for investment in non-depreciable assets. No exact figures have been furnished on this matter to the Mayor and the commission, but apparently there has been no substantial net increase in the book value of non-depreciable assets although the \$7,000,000 differential caused by the sale of the Cambridge subway must be considered here. Assuming therefore that \$7,000,000 of cash over and above maintenance charges (and it may be much more or much less) has been expended in additions to non-depreciable property items, there is still left about \$57,000,000 spent on additions to depreciable property in less than twenty-two years. This is approximately \$2,650,000 a year. It seems incredible that, after the investment of all this money on depreciable property, plus maintenance charges thereon which averaged for car maintenance alone in the years 1919 to 1923, inclusive, \$2,202,541 a year, according to Mr. Callahan, and for revenue equipment maintenance in 1939 which was over \$1,200,000, the actual value of the depreciable property of the Elevated at the close of 1939 was \$2,000,000 less than it was in 1918. If the position of the trustees is sustained by their books and records, a serious blunder has been committed.

Furthermore, the claim that the actual value of the depreciable property is less in 1939 than it was in 1918 is totally at variance with the statements of the trustees made over the course of the years. Mr. Callahan quotes the following from their report for the year 1928:

"In these ten years \$19,000,000 has been spent for new cars and buses. In the matter of car equipment there is hardly a trace of the 1918 road remaining; and there is no comparison possible between the modern equipment today in use and that with which the public was provided in 1918."

In subsequent years the claim has been often repeated, and even at the conferences held with the trustees, they claimed both orally and in writing that they had expanded, improved and rebuilt the road in the last twenty-one and a half years.

This memorandum now passes from consideration of the answer of the trustees to a synopsis of Mr. Callahan's legal argument. In the Control Act of 1918, duties were laid upon, and wide discretions given to, the trustees. The most

important language in this regard is contained in section 13, the first sentence of which reads as follows:

"It shall be the duty of the trustees to maintain the property of the company in good operating condition, and to make such provision for depreciation, obsolescence and rehabilitation, that upon the expiration of the period of public management and operation the property shall be in good operating condition."

Mr. Callahan analyzes at length and with great care the meaning of this language. He contrasts it with the language of section 6 in which is contained the definition of "cost of service", any deficit in which, by the terms of the act, is to be levied upon the public. The language of this definition runs as follows:

"the cost of service, which shall include operating expenses, taxes, rentals, interest on all indebtedness, such allowance as they may deem necessary or advisable, for depreciation of property and for obsolescence and losses in respect to property sold, destroyed, or abandoned, all other expenditures and charges which under the laws of the commonwealth now or hereafter in effect may be properly chargeable against income or surplus".

Mr. Callahan points out that the definition of the "cost of service" though it includes a provision for "such allowances" as the trustees "may deem necessary or advisable for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned" and "all other expenditures and charges which under the laws of the Commonwealth now or hereafter in effect may be properly chargeable against income or surplus" fails to include any provision for "rehabilitation". He says that in his opinion it is "very doubtful" whether the public may properly be charged under the language of section 6 with "rehabilitation"; that is to say, with "losses existing when public control began".

These losses total the minimum figure of \$17,803,636.29 heretofore mentioned. He then goes on to analyze section 13 upon the "very doubtful" assumption that the trustees actually do have the authority to charge to the "cost of service" the expenses of "rehabilitation", and points out that the words of section 13 relate solely to the "operating condition" of the property and do not extend to the rehabilitation of the financial condition of the company itself.

In his opinion the end of the year 1924 marked the time as of which the property of the company had been restored to "good operating condition." After that date any charges against the depreciation reserve for depreciation accrued prior to 1918 were in his opinion improper even on the "very doubtful" construction of section 6 most favorable to the trustees. The exact amount of such charges Mr. Callahan states he has been unable to ascertain, but he believes that "it is plain . . . that the \$17,803,636.29 charged to the replacement fund by the trustees on account of depreciation existing and unprovided for on June 30, 1918, contains numerous items which could not be justified even on the assumption we have made."

Mr. Callahan then points out that the limitation upon the right of the trustees in section 13 to "make provision" for rehabilitation out of the "cost of service", namely, that it be sufficient only to put the property of the road in "good operating condition" "upon the expiration of public management" (assuming this "very doubtful" construction of section 13) is equally applicable to their right to make provision for "depreciation" and "obsolescence", since all three words are in the same construction. He gives it as his opinion that "under the most favorable construction, therefore, no more may be charged to the cost of service for past and current losses than is necessary to return the road in good operating condition." He believes that since 1924, when the road actually achieved "good operating condition", the trustees have overcharged the true cost of service for past and current losses the minimum amount of \$20,512,758.20.

This question is primarily one of statutory construction. Many millions of dollars are involved in the meaning to be given to section 13, and whether, as Mr. Callahan contends, section 13 modifies section 6. Nothing short of a court decision will dispose of the problem. The opinions of the trustees of the Elevated or of their counsel, or of the commission, or of the Mayor, will not settle the matter. For that reason it seems unnecessary to add comment on Mr. Callahan's legal opinion, other than to say that he has raised

questions of such importance in regard to the powers, discretion and duties of the trustees that in the opinion of the Mayor and the commission the matter should not be allowed to rest until determined by the Supreme Judicial Court of Massachusetts.

Secondary to the question of the right of the trustees to charge the depreciation reserve with the depreciation accrued prior to June 30, 1918, is another question. It relates to the extent to which the trustees should have charged capital improvements to "Maintenance." Mr. Callahan goes into this matter very fully and thoroughly in his report.

In section 6 the "cost of service" is defined to include "operating expenses", which includes maintenance, defined by Mr. Callahan as representing "expenditures for upkeep of the physical property of the road." Maintenance is susceptible to being broken down into many subdivisions, the two most important of which are maintenance of track and roadway, and maintenance of cars and equipment. It is to these two subdivisions that Mr. Callahan addresses himself.

In order fully to understand his discussion, the distinction between an expenditure for maintenance chargeable to operating expense and therefore to cost of service and to the public and an expenditure for an addition to the property of the company chargeable to capital, and therefore not to the cost of service, must be borne in mind. Theoretically the distinction is simple; an expense which merely repairs or keeps property in good operating condition is maintenance, as for instance, painting, or replacing a broken window; while an expense which permanently improves the property is a betterment and is therefore a capital charge. In practice, however, the distinction is often difficult, and many years ago the Interstate Commerce Commission promulgated a series of rules for determining whether a particular expense should be charged to maintenance or to betterments. These rules have been adopted by the Department of Public Utilities of Massachusetts and made applicable to street railways like the Elevated. Mr. Callahan and the trustees differ widely as to the application of these rules to particular charges. Mr. Callahan claims that the trustees spent at least \$2,997,832.14 upon track and roadway, and \$839,721.67 upon equipment, which they charged to maintenance when they should have charged it to capital account. The trustees dispute this claim and say that the entire sum was properly charged to maintenance. At the conferences with the trustees, Mr. Welch and Mr. Dunbar argued vigorously as to which ruling of the Interstate Commerce Commission applied to expenses in several specific instances. Neither—except in one minor matter—was able to convince the other of the correctness of his position. All that they were able to establish was that the question was an extremely technical one to be settled by accountants and others expert in the particular field involved.

Two divergent factors in the situation, however, became obvious. Most of the disputed charges were made in the early years of public control. It followed, therefore, in the matter of equipment, that if the trustees had charged the \$839,721.67 spent for equipment to capital account, they would have begun to depreciate it forthwith with the result that its cost would in due time have found its way into the cost of service via the annual straight line depreciation charge. The only difference, therefore, between Mr. Callahan and the trustees is whether these items should have been charged to the public, in the year in which they were spent or over a series of subsequent years which by now would have nearly absorbed them in full.

In the matter of track and roadway, however, a different situation arose. The trustees do not consider track depreciable property. As has previously been stated, they add a flat \$250,000 annually to their charge to the cost of service on account of track. This sum is intended to provide a reserve against which the cost of abandoned track can be charged in the year of abandonment. It would make no difference, therefore, in this annual charge whether the capital account for track was greater by \$2,997,832.14 than it is at present. Therefore, if this sum were improperly charged to maintenance and, therefore, to the cost of service, the error would not be self-correcting through the annual depreciation charges in subse-

quent years, as in the case of equipment. It still stands an improper charge to the cost of service of the year in which it was spent.

Here again in a matter involving close on \$3,000,000 the answer must depend on a court decision.

There is still a further matter in which Mr. Callahan urges that the trustees erred in charging excessive maintenance to the cost of service. In addition to the actual depreciation existing and unprovided for on June 30, 1918, Mr. Callahan finds that maintenance of the road and equipment had been skimmed for so many years prior thereto that on that date it would take a very large expenditure of money on repairs and renovation. This would be unquestionably of the character of maintenance items rather than betterments, to bring the track roadway and equipment up to proper operating condition. This under-maintenance or deferred maintenance was estimated by him to total at least \$5,000,000, and he pointed out that an expert employed by the trustees estimated that the deferred maintenance on the track alone was some \$10,000,000. Mr. Callahan finds that this deferred maintenance was made up by the trustees in the five years ensuing next after June 30, 1918, and charged to current maintenance and thereby to the cost of service, without indicating in any way that it was deferred and not current maintenance. In his opinion the deferred maintenance was as much an impairment of capital as was the accrued depreciation, and the trustees should have segregated the current from the deferred maintenance in their accounts instead of lumping both classes of maintenance into one item and charging it currently to the cost of service.

Mr. Callahan does not take the stand that the expenditure to make good this deferred maintenance should have been charged to a reserve set up to meet it, as previously suggested in respect of depreciation accrued prior to June 30, 1918.

At the close of his study Mr. Callahan turns to remedies. He maintains that the trustees are not officers of the Commonwealth or if they are technically officers of the Commonwealth, they are not officers to the extent that the Commonwealth would be bound by their acts and thus barred from any remedy with respect to any excessive charges made by them to the cost of service. He is of opinion, therefore, that the Commonwealth is entitled to an accounting, and that the Commonwealth is the only party which has any standing to demand an accounting. He believes that the Attorney-General should bring a bill for such an accounting and that if Mr. Callahan's conclusions should be sustained by the Court, it would bring substantial relief to the cities and towns of the Metropolitan District in the amount of their future assessment for the cost of service.

The study of Messrs. Callahan and Kelliher, which for brevity has been referred after the first paragraph hereof as if prepared by Mr. Callahan alone, is a clear and readable exposition of an intricate and difficult subject. What has been said herein is not intended in any way as a substitute for the study. It is intended to be considered in part as a preface to the study and in part as a presentation of additional facts which were offered to the Mayor and the Finance Commission during the discussion with the trustees of the Elevated after the submission to them of the study.

In conclusion, it is here stated that it is the considered hope of the Mayor and the Finance Commission that you bring this study officially to the attention of the Attorney-General, with the request that he initiate as soon as possible such legal action as he shall conclude is best fitted to obtain a definitive ruling upon the questions raised in this report.

Respectfully submitted,
MAURICE J. TOBIN,
Mayor of the City of Boston,
and

THE FINANCE COMMISSION OF THE CITY OF BOSTON,
CHARLES M. STOREY, Chairman,
DAVID LASKER,
JAMES H. FLANAGAN,
ELIAS F. SHAMON,
ROBERT E. CUNNIFF, Secretary.

Commissioner Maguire's Statement.

Commissioner James E. Maguire approves the report of Messrs. Timothy F. Callahan and James W. Kelleher based upon their investiga-

tion of the Boston Elevated and the statistics gathered and submitted by F. E. Welch of the F. E. Welch Company, accountants.

He believes the facts and conclusions warrant action by the Attorney-General of the Commonwealth, and he is of the opinion that payment of any deficits, if and when claimed by the Public Trustees, should be deferred until all questions are adjudicated by the courts.

It is the simple truth to say that the influence of the Governor forced the Public Trustees to open their records and books for the examination by Messrs. Callahan, Kelleher and Welch.

It should also be stated that the interest of the Mayor and the City Council in the investigation and in providing the major part of the funds for it was vital for its success. The Mayor followed its progress and cooperated in every way.

The tale of the management of the Boston Elevated and the muddled accounts as unfolded in the reports of Messrs. Callahan, Kelleher and Welch is one of the most disquieting in the annals of the Commonwealth. Forthright action is required of public officials and without unnecessary delay.

The report was placed on file.

(Annexed to the communication was the report to the Mayor and Finance Commission of Timothy F. Callahan, special counsel in the investigation, which is printed as City Document No. 43.)

RECESS.

President GALVIN at 2.39 p. m. declared a recess subject to the call of the Chair, to go into executive meeting. The members reassembled and were called to order at 3.47 p. m. by President GALVIN.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on petition (referred today) for children under fifteen years of age to appear at places of amusement, viz.:

Mary G. Palumbo, Brighton High School, May 5—recommending that leave be granted on usual conditions.

Report accepted; leave granted on usual conditions.

2. Report on order (referred April 7) requesting Finance Commission to furnish information re stockholders of Boston Elevated Railway Company—that same ought to pass.

Report accepted; order passed.

3. Report on message of Mayor and order (referred today) transferring land in East Boston to Park Department—that same ought to pass.

Report accepted; order passed.

REPORT OF COMMITTEE ON CLAIMS.

Coun. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Thomas J. Watson (referred April 7) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Public Works Department—recommending the passage of accompanying order, viz.:

Ordered, That the sum of one hundred thirty-five dollars and eighty-three cents (\$135.83) be allowed and paid to Thomas J. Watson in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

2. Report on petition of Thomas J. Watson (referred April 7) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred nine dollars and fifteen cents (\$109.15) be allowed and paid to Thomas J. Watson in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

3. Report on petition of Thomas J. Watson to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicles belonging to Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred sixty seven dollars and eighty-eight cents (\$267.88) be allowed and paid to Thomas J. Watson in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

4. Report on petition of John F. Kenneally (referred March 24), to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Fire Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of fifteen dollars (\$15) be allowed and paid to John F. Kenneally in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Fire Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

5. Report on petition of Edward H. Butler (referred April 7) to be reimbursed for amount of execution issued against him on account of acts as operator of patrol wagon belonging to Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one thousand sixteen dollars and fifty-six cents (\$1,016.56) be allowed and paid to Edward H. Butler in reimbursement for amount of execution issued against him on account of his acts as operator of a patrol wagon belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

6. Report on petition of Richard Doherty (referred April 7) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of forty dollars (\$40) be allowed and paid to Richard Doherty in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

REPORT OF COMMITTEE ON FINANCE.

Coun. SHATTUCK, for the Committee on Finance, submitted the following:

1. Report on message of Mayor and order (referred March 31) for loan of \$3,510,000 for Public Welfare, Soldiers' Benefits and Federal Emergency Unemployment Relief Projects—that same ought to pass.

2. Report on message of Mayor and order (referred March 31) that \$250,000 be borrowed outside debt limit for installation of Federal Surplus Commodity Stamp Plan—that same ought to pass.

The reports were accepted and the question came on the passage of the orders.

Coun. SHATTUCK—Mr. President, your Committee on Finance held a hearing on these two loan orders, at which Mr. Fox, the City Auditor, Mr. O'Hare and Mr. Murphy of the Welfare Department were present and explained the orders. Mr. Fox has supplemented that by a letter addressed to me under date of April 4, which I will read:

Henry L. Shattuck, Esq., 50 Federal Street, Boston, Mass.

Dear Councilor Shattuck,—I am inclosing a table indicating the computation of the current year's municipal relief loan as provided under the provisions of chapter 92 of the Acts of 1941. As indicated, budget appropriations (including \$217,768.59 voted by the School Committee for W. P. A. projects sponsored by the School Buildings Department) authorized to date for the purposes specified in chapter 92 total \$13,863,916.02. Under the formula set out in chapter 92, \$10,352,937.30 of the total appropriations must

be provided within the tax levy, leaving the balance to be raised through the issuance of bonds. In 1940 the several loans authorized for municipal relief totaled \$4,862,000, consequently the order pending before the City Council represents a reduction of \$1,352,000 from the borrowings of last year.

Sincerely yours,
CHARLES J. FOX, City Auditor.

That, I think, represents progress towards paying our bills as we go along. The other order

before you is for \$250,000, to provide for installation and operation of the Federal surplus commodity stamp plan, which up to date has been temporarily provided for through a bank loan. I would like to have this letter that I have read and the accompanying table made a part of my remarks. Your committee has unanimously reported both orders.

President GALVIN—If there is no objection, the letter and the table will be included in the records.

The table referred to is as follows:

MUNICIPAL RELIEF ANALYSIS.

	1941 Budget Appropriations.	Actual 1940 Expenditures.	Per- centage.	1941 Tax Levy Requirement.	1941 Loan.
Public Welfare:					
Administration	\$867,529 00	\$927,941 09	65	\$603,161 71	\$264,367 29
Temporary Home	9,530 00	9,183 49	65	5,969 27	3,560 73
Wayfarers' Lodge	12,965 06	13,462 70	65	8,750 76	4,214 24
Dependent Aid	3,920,000 00	5,015,627 82	65	3,260,156 07	659,841 93
Aid to Dependent Children..	2,300,000 00	2,218,908 31	100	2,218,908 31	81,091 69
Old Age Assistance	2,780,000 00	2,841,322 57	100	2,780,000 00	—
Soldiers' Relief	702,633 28	725,797 93	100	702,633 28	—
Institutions	1,169,640 15	1,189,778 31	65	773,355 90	396,284 25
W. P. A.	2,101,618 59	2,187,808 57	—	—	2,101,618 59
Totals	\$13,863,916 02	\$15,129,830 79		\$10,352,937 30	\$3,510,978 72

The orders were severally passed, yeas 18, nays 0.

REPORT AND INFORMATION FROM
ELEVATED TRUSTEES.

Coun. SHATTUCK offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to furnish to each member of the City Council a copy of their latest annual report and itemized statement showing the cost of service per revenue passenger.

Coun. SHATTUCK—Mr. President, owing to the ideas that were expressed at the last meeting, when we were voting on the subject of a five-cent fare, it seems to me desirable that each member should be given the report of the trustees and also a statement showing the breakdown of the cost of service per revenue passenger. In that connection I want to call attention briefly to a breakdown of the figures in the report for the calendar year 1940. The wages amounted to 4.40 cents on each fare. Materials and other items amounted to .8 cent on each fare. You see, just those two items alone amount to 5.20 cents, which is in excess of the five-cent fare. The "materials, etc.," to which I refer, cover supplies of all kinds, snow removal, pensions, insurance, rents, telephone, electricity and gas bills, stationery and printing, and contractual services. If a five-cent fare were adopted, there would be nothing for the following items,—injuries and damages, .32 cent; fuel, .30 cent; taxes, .56 cent; rental subways and tunnels, .96 cent,—all going to the City of Boston, with the exception of the Cambridge subway, which goes to the Commonwealth; bond interest, 1.34 cents; depreciation,—which appears to be a debatable item, and which was called in question by Mr. Callahan,—.73 cent; dividends, which are required under the statute, .41 cent; miscellaneous, .4 cent. These figures make a total of 9.86 cents for the cost of service. I have referred to bond interest, which is next to wages the largest item. In that connection, somebody at the last meeting talked about coupon cutters, but the principal coupon cutter appears to be the Metropolitan Transit Commission, because of the \$76,200,917 total bonds outstanding all are owned by the Transit District except \$16,456,000. In other words, the Transit District owns about \$60,000,000 of those bonds. The operating loss for the calendar year—which is not exactly the loss which would be shown on March 1—is \$2,601,674.71. I would now call attention to the depreciation item which, as I stated, was .73 cent. The total depreciation in dollars and cents was \$2,157,709.68—in other words, over \$400,000 less than the operating loss. So, if you cut out depreciation altogether—and nobody says you should do that,—there would

still be no margin for the reduction of the fare. I hope when these reports are furnished they will be read.

Coun. HUTCHINSON—Mr. President, will the gentleman yield for a question?

Coun. SHATTUCK—Yes.

Coun. HUTCHINSON—For a number of years the overcharge would certainly be much more?

Coun. SHATTUCK—Of course, if you accumulate an overcharge over a period of twenty years, the amount would be twenty times what it would be in one year. But the figure that I gave you was the depreciation for a single year, and it shows that if there were no depreciation charge at all there would still be a loss, because the total amount of depreciation is less than the operating loss by more than \$400,000.

The order was passed under suspension of the rule.

RESIDENCE OF CITY EMPLOYEES.

Coun. COFFEY offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to submit an opinion to the City Council as to whether or not city employees are required to live within the city limits.

Passed under suspension of the rule.

REDUCTION IN W. P. A. WORKERS.

Coun. COFFEY offered the following:

Ordered, That his Honor the Mayor be requested to contact the Massachusetts Representatives in Congress urging them to intercede with the W. P. A. authorities in an effort to prevent the laying off of persons who will receive less in unemployment compensation benefits than they now receive in wages on W. P. A. work.

The rule was suspended and the question came on the passage of the order.

Coun. COFFEY—Mr. President, about a week ago I read an article in one of the newspapers to the effect that the W. P. A. were laying off men who were eligible to receive unemployment compensation. Today a married man who has four children came in to see me, a man who had been getting \$13.20, under W. P. A. He stated that he had been laid off and had been given unemployment compensation, stating that he went to 9 Beacon street and received compensation for twenty weeks at \$6 per week, in the place of the amount that he had been receiving from W. P. A. It is pretty hard for a man who has been on W. P. A., a man with four children, who has

been getting \$13.20 per week, to receive the measly sum of \$6 per week. I have, therefore, introduced this order requesting the Mayor to contact the Massachusetts representatives in Congress urging them to intercede with the W. P. A. authorities in an effort to prevent the laying off of persons who receive less in unemployment compensation benefits than they have received as wages on W. P. A. work. In the mean time, I have asked the man in charge of the Boston district what could be done about it, and he told me that nothing could be done, except to have the situation brought to the attention of the Washington authorities in an attempt to stop the dismissal of men from the W. P. A. roll where they would receive less in unemployment compensation benefits than they receive in W. P. A. wages. That is the reason why I have introduced this order, and I ask that the Mayor take it up and see if something cannot be done.

The order was passed under suspension of the rule.

TEMPORARY EMPLOYMENT FOR STREET CLEANING WORK.

Coun. COFFEY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to demand certification from the civil service list when making temporary appointments of men to do street cleaning work.

Coun. COFFEY—Mr. President, it has been called to my attention that tomorrow in every ward of the City of Boston some twenty or thirty men will be put to work cleaning the streets. I have checked with the Public Works Commissioner, and I find that those men will not come from the civil service list. I hope that this is not the start of the old plan of simply taking men for this purpose where they claim that it will do the most good. Last year I introduced an order, which you will recall was accompanied by a fight I made on this floor, to the effect that the snow workers be taken from the Welfare, W. P. A. and unemployment lists, giving them an opportunity to earn a few dollars on snow removal. Tomorrow there will probably be thirty men in my ward who will be employed on this street cleaning work. They are not coming from the civil service list, which means, and I think other members of the Council will agree with me, that they will even be taken from outside places. Here are perhaps 500 men, who might well be taken from the civil service list, a list of long standing, on which there are many thousands. We all know what happened last year when I asked for an investigation of the men who were not taken from the civil service list and who were getting money from the City of Boston, men who in many cases did not belong in this city, men who came from Chelsea, Revere and Winthrop, working in my district on jobs on which civil service men should have been employed, men employed in permanent positions and also taking on this work, in many cases getting money for work they did not do. As we all know, after I had made the fight on the matter, many did not even dare to claim the checks that they were supposed to receive. I know what the situation was in my ward, and I think it was the same in other wards of the city. That is what was done, regardless of the fact that there were men on civil service who could have been placed at work, men who needed the employment badly. I say that the men temporarily appointed for street cleaning work should be certified from the civil service list, and I trust that the Mayor will tomorrow take action seeing to it that the men thus employed will come from the civil service list. There are men who have been on that list for ten, twenty or thirty years and who have not had an opportunity to get a day's work.

President GALVIN—I might say that a constituent was certified this morning from the Public Works Department, and that another was certified from the civil service list.

Coun. COFFEY—I talked with the Civil Service Commissioner about half an hour ago, and he told me that they were not coming from the civil service, but were going to be picked up by the foremen in the yards. Last year the foreman over in East Boston picked men from other sections and put them at work, and I don't see why the Public Works Commissioner should not be forced to take those men from the civil service list.

Coun. GOTTLIEB—Mr. President, while I very firmly believe in taking men from the civil service

list, I don't think anything should be done at a time like this, when the streets of Boston are in such a disgraceful condition, to delay action because of a controversy as to whether the men are from civil service or not. I know that in my district there have been many complaints of the condition of the streets, and it is extremely important to have the work done. Therefore, while I am a believer in the civil service list, I also believe, at a time like this, when so many W. P. A. workers and others are getting into defense work, and when it is sometimes difficult to obtain men, that the Public Works Commissioner should, first of all, keep the streets in good condition, something that is properly demanded by the taxpayers of Boston. Of course, if men can be obtained from the civil service list, they should be given the preference, but I don't think we ought to wait unduly for civil service men to show up. I believe that this work should start tomorrow, and that our streets should be cleaned up, no matter who does the work. The previous speaker must realize the condition of the streets of the city. This is an emergency, and we cannot wait for civil service, with its delays at a time like this, when this emergency must be met. We know the condition of our streets, and we know that they should be cleaned at once. It will not be a very long employment of probably several hundred people for four or five days, cleaning the streets. But there is an emergency, and the work should be done as soon as possible, without unnecessary delay.

Coun. COFFEY—Mr. President, I still believe that these men should be taken from civil service. There is nothing to prevent going to the civil service list and getting 200 or 500 men off that list to do this work. There are probably 15,000 on the civil service list, and have been for years. I still insist that they should be given preference. We don't know who will be taken unless that is done. We will probably find, as we have found before, that men holding permanent jobs on the pay roll are placed on this work, instead of men who are on the civil service list and who really need the work. We know what happened before, when men were paid by check, many of whom, after I called attention to what was going on, did not dare to call for their checks when told that that was the way they were to be paid, instead of being paid in cash. I still insist that the men on civil service should be given preference; and I don't want to see a repetition of what we have had in the past, when things were left to the sweet singer with the tricky moustache, downstairs.

Coun. CAREY—Mr. President, I feel that the councillor from Ward 1 (Coun. Coffey) is to some extent justified in his complaint here. I believe in living up to the civil service lists, but if certain short-term employment is made available without having to adhere to civil service I believe all the members of the City Council should be given some opportunity to furnish some of the men required. Many of us did not know these men were being put to work tomorrow until the matter was just brought before us. Others did know about it. Regardless of what some critics might say a City Councilor is expected to be an employment agency. I had in to see me this morning three men who were desperately in need of work, one of them the father of young babies. He could have well used some of this work, even though it might last for only five or six days. It's about time secret practices of this type were done away with. Let's all in on what's going on. Two hundred men is a large number to hire, and there is no just reason why we all should not have been given an opportunity to provide a few of them. I don't know who is directly responsible in this particular matter, but I sincerely hope that in future instances we all will be given equal consideration.

Coun. D. F. SULLIVAN—Mr. President, may I further add that I understand the majority of these men are coming from the employment office at Church street.

The order was passed under suspension of the rule.

TWO-WAY TRAFFIC ON WASHINGTON STREET.

Coun. RUSSO offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to consider the advisability of opening to two-way traffic Washington street, from Boylston street to Stuart street.

Coun. RUSSO—Mr. President, at a meeting held last week of the business men and property owners of my district, I was informed that unless something was done to relieve the situation on Washington street, from Boylston street to Stuart street, business men will be forced to vacate, and property owners may be put in a position where their taxes cannot be paid. Justice to all demands that something be done. At the present time there is two-way traffic from Broadway to Stuart street, on Washington street, but from Boylston street to Stuart street, entering Washington street, they can only go to the left, which prevents their turning right to go to the business houses. I feel that at this time this is one problem which should be solved. While only a few streets are involved, the stoppage of two-way traffic on Washington street, from Boylston to Stuart, causes a very serious handicap to those business men. In the interest of business, and in the interest of the property owners, this situation should be remedied immediately. I have also been informed that the subway exit is very much needed in that particular area, and I am in hopes, as I proceed in my own investigation of the subject, to see if something cannot be done to that end. I trust that this order will pass.

The order was passed under suspension of the rule.

FIVE-CENT FARE ON HUNTINGTON AVENUE.

Coun. CHASE and CAREY offered the following:

Ordered, That the Boston Elevated Railway Company be requested, through his Honor the Mayor, to restore a five-cent local fare privilege on Huntington avenue, between Francis street and Charles street, by providing bus service.

Coun. CHASE—Mr. President, since the completion of the job on the Huntington avenue extension, the people of that vicinity have been deprived of the right to travel for a five-cent fare to the vicinity of Park square. There is no reason why the Boston Elevated Trustees cannot provide the people of that section with a local five-cent fare, no reason in the world. I think they owe a duty to the public to provide adequate transportation at a reasonable cost. Certainly, from a business standpoint the Elevated is losing money through not providing a local five-cent fare privilege to the people of that district. Many of the people are walking today from Massachusetts avenue to Park square, in preference to paying the ten-cent fare. I feel that it is about time that the Elevated Railway Trustees should do something in this matter. They have been talking about doing something for some time, but nothing has been done, and the people of the district and I myself am getting sick and tired of their empty promises. I trust that the Council will pass the order.

The order was passed under suspension of the rule.

SUPPLEMENT OF SOCIAL SECURITY UNEMPLOYMENT BENEFITS.

Coun. M. H. SULLIVAN and HURLEY offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to take immediate action to supplement the small benefits accrued by 1,000 Boston W. P. A. workers who are to be dropped from such project work as a result of receiving Social Security Unemployment insurances.

Passed under suspension of the rule.

THE NEXT MEETING.

Coun. LANGAN—Mr. President, I move that when we adjourn it be to meet on Monday, April 28, at 2 p. m.

Coun. COFFEY—Mr. President, I thought at first that the 19th of April would fall on Sunday, but I am now informed that it is Saturday, and I don't see why the Council, under the circumstances, should adjourn for two weeks.

Coun. Langan's motion that when the Council adjourn it be for two weeks was declared carried. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The motion was carried, yeas 10, nays 6:
Yeas—Coun. Englert, Galvin, Gottlieb, Hurley, Hutchinson, Langan, Lyons, Shattuck, D. F. Sullivan, Taylor—10.

Nays—Coun. Carey, Chase, Coffey, Goode, Linehan, M. H. Sullivan—6.

WIDER PARTICIPATION IN FOOD STAMP PLAN.

Coun. CAREY offered the following:

Ordered, That his Honor the Mayor be requested to confer with officials of the Surplus Commodities Administration relative to the possibility of permitting participation in the stamp plan of all persons in private employment whose earnings are in the same brackets as those on Dependent Aid and W. P. A.

Coun. CAREY—Mr. President, we have at different times had various proposals before us, one of them as late as this afternoon in executive session, by which one may be attracted to private employment in order to relieve the welfare and W. P. A. rolls. On the surface this order that I have just introduced might appear to be an attempt to carry the benefits of the Stamp Plan too far. That definitely is not my purpose, however. On the contrary participation in the Stamp Plan for those in the low-income groups in private employment would undoubtedly make such private employment more attractive for those on welfare and W. P. A. There are many heads of families in private employment whose earnings are no greater than is that of those on welfare and W. P. A. Such heads of families should be highly commended and should be encouraged in every way to continue in that private employment. To permit them to participate in the Stamp Plan would certainly lend that encouragement. I am personally aware of cases where the head of the family has private employment, either full or part time. The earnings are meagre and the family has a very difficult time to get along, yet they prefer to avoid going on the welfare. I sincerely hope that something can be done in this matter in order to avoid adding to the welfare and W. P. A., and in like manner possibly attract to private employment many of those now on the above rolls.

Passed under suspension of the rule.

RESURFACING OF CODMAN PARK, WARD 11.

Coun. ENGLERT offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving Codman park, Ward 11, as a W. P. A. project.

Passed under suspension of the rule.

FEMALE INSTRUCTOR, FRANKLIN PARK PLAYSTEAD.

Coun. TAYLOR offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to appoint a female instructor at the Franklin Park Playstead.

Passed under suspension of the rule.

ADVISABILITY OF INSTALLING VOTING MACHINES.

Coun. TAYLOR offered the following:

Ordered, That the Board of Election Commissioners be requested, through his Honor the Mayor, to render an opinion as to the advisability of installing voting machines in the City of Boston.

Passed under suspension of the rule.

HERBERT J. WOLF SQUARE, ROXBURY.

Coun. TAYLOR offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to repair the tablet and renovate the grounds at the Herbert J. Wolf square in Roxbury.

Coun. TAYLOR—Mr. President, the tablet referred to in this order was put up in memory of a great World War hero, and it is in rather dilapidated condition today. It stands greatly in need of repair. It is, in fact, difficult to read the inscription. Also, the grass around it is in poor condition, the grounds needing renovating. I certainly think that the Park Commission should take it upon themselves to repair the tablet and to renovate the grounds.

The order was passed under suspension of the rule.

HEALTH UNIT, WARD 22.

Coun. M. H. SULLIVAN offered the following: Ordered, That the White Fund Trustees be requested, through his Honor the Mayor, to construct a White Fund Health Unit in the Ward 22 section of Boston.

Passed under suspension of the rule.

Adjourned, on motion of Coun. M. H. SULLIVAN, at 4.35 p. m., to meet on Monday, April 28, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, April 28, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Kelly.

The meeting was opened with the salute to the Flag.

FEMALE INSTRUCTOR AT FRANKLIN PARK PLAYSTEAD.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 14, 1941, concerning appointing a female instructor at the Franklin Park Playstead.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, April 22, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of April 16, with inclosure, order from the City Council that the Park Department appoint a female instructor at the Franklin Park Playstead.

On and after May 12 it will be a pleasure to comply with the request.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

TABLET AT HERBERT J. WOLF SQUARE.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 14, 1941, concerning cleaning the tablet and renovating the grounds at the Herbert J. Wolf square in Roxbury.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, April 23, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of April 16, 1941, with inclosure, order from the City Council to clean the tablet and renovate the grounds at Herbert J. Wolf square, Roxbury.

Please be assured that the grounds will be kept in their usual good condition. The tablets do not come under the jurisdiction of this department.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

CLASSIFICATION OF JUNIOR SOCIAL WORKERS.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Overseers of the Public Welfare relative to your order of April 7, 1941, concerning the advisability of giving junior

social workers the same classification and pay as those doing the same type of work in the department.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
April 18, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated April 7, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to consider the advisability of giving junior social workers the same classification and pay as those doing the same type of work in the department."

The Board of Overseers of the Public Welfare has under consideration the question of evaluating the rank of junior social workers and social workers who are doing like work and when they complete their findings I shall be glad to report further.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

REPAINTING CROSSWALKS, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of March 31, 1941, concerning making arrangements for the repainting of crosswalks at intersections and in front of schools in Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, April 7, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated March 31, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make arrangements for the repainting of crosswalks at intersections and in front of schools in Ward 17."

The painting program of this department for 1941 has just begun. It is our fixed practice to paint the lines in the downtown area first and then to paint each district as a unit.

The painting in Ward 17 will be done when we are doing our roadway painting in Dorchester.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

FENCE, JOHN J. CONNOLLY PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 7, 1941, concerning repairing the fence of the John J. Connolly Playground.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, April 17, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of April 12, with inclosure, order from the City Council regarding the repairing of fence at the John J. Connolly Playground. Please be assured this will be attended to immediately.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

RESURFACING OF VARIOUS STREETS.

The following was received:

City of Boston,

Office of the Mayor, April 25, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to the following orders:

On April 7, 1941, resurfacing of Alpha road, Ward 17.

On April 14, 1941, resurfacing of Codman park, Ward 11.

On April 7, 1941, resurfacing of Euclid street, Ward 17.

On April 7, 1941, resurfacing of Oakwood street, Ward 17.

On April 7, 1941, resurfacing of Old Morton street, Ward 17.

On April 7, 1941, reconstruction of the following streets in Ward 13; Romsey street, Hartland street.

On April 7, 1941, resurfacing of Southern avenue, from Washington street to Talbot avenue, Ward 17.

On April 7, 1941, resurfacing of Talbot avenue, from the railroad overpass to Codman square, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
April 21, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following orders that were passed in the City Council on the dates indicated:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Alpha road, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving Codman park, Ward 11, as a W. P. A. project.

"In City Council April 14, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Euclid street, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Oakwood street, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Old Morton street, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 13 as W. P. A. projects: Romsey street and Hartland street.

"In City Council April 7, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Southern avenue, from Washington street to Talbot avenue, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make arrangements for the resurfacing of Talbot avenue, from the railroad overpass to Codman square, Ward 17, under W. P. A. construction.

"In City Council April 7, 1941. Passed."

I shall have a survey made immediately for the purpose of determining the condition of the road-

way and sidewalk surfaces of the streets referred to in the above orders.

In the event that it is found advisable to resurface any or all of the streets referred to, the work will be included in the current year's W. P. A. street construction program.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PARKING REGULATIONS NEAR CITY HOSPITAL.

The following was received:

City of Boston,

Office of the Mayor, April 25, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Boston Traffic Commissioner relative to your order of April 7, 1941, concerning suspending the parking regulations on the streets adjacent to the Boston City Hospital, during visiting hours.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Traffic Commission, April 21, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—I have received the following Council order dated April 7, 1941:

"Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to suspend the parking regulations on the streets adjacent to the Boston City Hospital, during visiting hours."

The existing regulations permit one-hour parking in the streets in this area during the day. This general rule prevails throughout the city. It is our understanding that visits to the hospital are, in the main, limited to one hour. There would, therefore, appear to be sufficient time allowed now, having in mind that cars are seldom tagged for parking a few minutes longer than the hour.

The suspension of the rules in one area would establish an awkward precedent because it would result in similar requests from many other districts.

We do not believe the present rules should be changed.

Respectfully yours,

WILLIAM P. HICKEY, Commissioner.

Placed on file.

SURVEY OF JAMAICA PLAIN CAR SERVICE.

The following was received:

City of Boston,

Office of the Mayor, April 28, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company, together with a copy of letter sent by him to Councilor James M. Langan, relative to your order of April 7, 1941, concerning making a survey of the Sunday and holiday service of the Arborway and Dudley Street lines for the purpose of improving same.

Respectfully,

MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,

April 23, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Since the receipt of your letter of April 12 with order of the City Council, our Division Superintendent has conferred with Councilor Langan relative to Jamaica Plain service, and I attached copy of letter written to him at his request.

Very truly yours,

EDWARD DANA,
President and General Manager.

Boston Elevated Railway,

April 23, 1941.

Mr. James M. Langan,

10 Rockview Street, Jamaica Plain.

Dear Councilor Langan,—I am informed that Superintendent Banks has conferred with you re-

garding order introduced in the Boston City Council for improvement in the Jamaica Plain service.

We have carefully examined our Sunday schedules and find that by a slight readjustment, better connections can be made with the Masses at St. Thomas' Church, and have arranged to put the change in effect beginning next Sunday.

This in effect will cause trips arriving just after the Mass starts, to arrive about two minutes before. Very truly yours,

EDWARD DANA,
President and General Manager.

Placed on file.

COMMODITIES CARDS
FOR PERSONS FORMERLY ON W. P. A.

The following was received:

City of Boston,
Office of the Mayor, April 26, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Overseers of the Public Welfare relative to your order of March 31, 1941, concerning allowing commodities cards to be issued to persons formerly on W. P. A. whose employment has been discontinued, but who are not receiving in private employment wages equal to the salary and other benefits received while employed under W. P. A.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
April 18, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication of April 3, 1941, with inclosed copy of an order from the City Council, dated March 31, 1941, reading as follows:

"Ordered, That the Surplus Commodities Division be requested, through his Honor the Mayor, to allow commodities cards to be issued to persons formerly on W. P. A. whose employment has been discontinued, but who are not receiving in private employment wages equal to the salary and other benefits received while employed under W. P. A.

On cases of the type referred to, individual applications should be made so that each case can be determined on its own merit and be certified either through this department or a private agency, dependent upon where the case actually belongs.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

APPOINTMENT OF CONSTABLE.

Subject to confirmation by the Council, the Mayor submitted the appointment of Walter Moran, of 455 Quincy street, Ward 15, to be Constable of the City of Boston with term ending April 30, 1942, without power to serve civil process and to serve without bond, vice Frank Chaisson.

Laid over a week under the law.

TRANSFER OF PROPERTY AT 35 HAWKINS STREET.

The following was received:

City of Boston,
Office of the Mayor, April 28, 1941.

To the City Council.

Gentlemen,—I am informed by the Custodian of Foreclosed Real Estate that a certain parcel of land containing 3,940 square feet with buildings thereon located at 35 Hawkins street has come into his possession because of non-payment of taxes. This land and buildings adjoins the Public Welfare Department building and its facilities can be used by that department to very good effect.

I am therefore in favor of the proposal of the Custodian of Foreclosed Real Estate to transfer this land and buildings to the care, custody and control of the Overseers of the Public Welfare and I recommend passage of the attached order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Real Estate Division, April 25, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Attached herewith is the order for the City Council which was prepared by the Law Department for transfer of 35 Hawkins street, Boston, from the Foreclosed Real Estate Division to the Public Welfare Department as requested by you and the Public Welfare Department.

This property was foreclosed by decree of the Land Court on February 14, 1941, and consists of 3,940 square feet of land, with buildings thereon.

In view of the fact that the Welfare Department needs larger quarters and this building abuts the present Welfare building, I believe that this would be a very wise move to save either the rental of outside space or the purchase of another building by the City of Boston.

Very truly yours,
DANIEL M. DRISCOLL, Custodian.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated February 14, 1941, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5669, page 529, on about thirty-nine hundred forty (3,940) square feet of land, with the buildings thereon, on the northeasterly side of and numbered 35 Hawkins street, Boston; and

Whereas, The Overseers of the Public Welfare of the City of Boston are desirous of using the said premises for Public Welfare Department purposes; now, therefore, it is hereby

Ordered, That the Custodian of Foreclosed Real Estate of the City of Boston be, and he hereby is, authorized, with the approval of the Mayor of Boston, to transfer the care, custody, control and management of the said premises, hereinbefore described, to the Overseers of the Public Welfare of the City of Boston.

Referred to Executive Committee.

LEASE OF LAND ON BORDER STREET TO NAVY DEPARTMENT.

The following was received:

City of Boston,
Office of the Mayor, April 28, 1941.

To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works in which he informs me that the United States Navy Department is desirous of leasing for a period of five years that part of Border street which was used as an approach to the North Ferry. It is understood that the Federal Government which now owns adjoining land is to use this section of Border street for naval purposes.

In view of the fact that the City of Boston has no present use for this piece of land, I see no objection to the proposal of the Public Works Commissioner that it be leased to the Federal Government for a period of five years for a nominal rental of one dollar per year.

I therefore recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
April 21, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At the present time this department has under its jurisdiction the ferry wharves and slips that are located at the foot of Border street, East Boston, southwest of Sumner street, that were formerly used in connection with the operation of the North Ferry. Since the operation of the North Ferry was discontinued, however, the property has not been of any use to the department.

The Federal Government, through its Navy Department, is desirous of obtaining this property, in addition to that section of Border street that extends from Sumner street to the North Ferry, in order that the properties may be utilized during the next five years in connection with the National Defense Program. The Federal Government is now owner of the property called the Lockwood Basin that is located contiguous to and on the easterly side of the city-owned properties

referred to above. The Lockwood Basin is used by the Navy Department for the purpose of outfitting small vessels and it is my understanding that the slips of the North Ferry are to be used for the mooring of small boats prior or subsequent to their being outfitted at the Lockwood Basin.

The section of Border street referred to is a public highway at the present time, and, anticipating the approval of the inclosed order by the City Council, I have requested the Board of Street Commissioners to discontinue that section of Border street as a public highway, in order that the area of land formerly used as a public street may be leased to the Navy Department. It is my opinion that the North Ferry property and the section of Border street referred to will not be of use to this department or any other city department within the next five years, and, in view of this, I see no objection to leasing it to the Federal Government.

I respectfully recommend, therefore, that the inclosed order, which I am transmitting in quadruplicate, that was prepared by the Law Department, be introduced in the City Council, in order that you may be authorized to effect the above-referenced lease.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, The City of Boston is the owner of certain property known as the North Ferry, situated in the East Boston district, containing approximately 58,987 square feet of land and flats, together with the wharves and buildings thereon. This property was acquired in fee by purchase in 1859. The deed of conveyance of said property to the City of Boston is dated February 24, 1859, and recorded with Suffolk Deeds, Book 753, page 40; and

Whereas, The City of Boston is the owner in fee of that part of Border street, a public highway containing approximately 21,546 square feet of land, lying southwesterly of the southwesterly side line of Sumner street and running from said Sumner street to the said North Ferry. The title of the City of Boston to this part of Border street was acquired by two deeds; the first of said deeds being dated and recorded as aforesaid, and the second of said deeds being dated November 9, 1885, and recorded with Suffolk Deeds, Book 1701, page 294; and

Whereas, That part of Border street lying southwesterly of Sumner street is to be discontinued as a public highway; and

Whereas, The said North Ferry is no longer needed for public purposes, and the said part of Border street to be discontinued will at the date of said discontinuance be no longer needed for public purposes; and

Whereas, The United States of America, Navy Department, the owner of certain property situated southerly of and abutting on the said North Ferry and the said part of Border street to be discontinued, desires to lease the said property of the City of Boston for a term not exceeding five years; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to lease, in the name and behalf of the City of Boston, by an instrument in writing satisfactory in form to the Law Department of the City of Boston, the said premises hereinbefore referred to and known as the North Ferry, together with that part of Border street hereinbefore referred to upon its discontinuance as a public highway, to the United States of America, Navy Department, for the purposes of said department, for a term not exceeding five years, at an annual rental of one dollar, subject, however, to the condition that no building or structure shall be erected upon the said premises unless plans thereof have first been approved in writing by the Commissioner of Public Works of the City of Boston.

Referred to Executive Committee.

EASEMENT TO MASSACHUSETTS MEMORIAL HOSPITALS.

The following was received:

City of Boston,
Office of the Mayor, April 28, 1941.
To the Honorable the City Council.

Gentlemen,—The City of Boston is the owner of a certain parcel of land, containing approximately 1,104 square feet, situated on the south-

westerly side of East Newton street, between lands owned by the Massachusetts Memorial Hospitals and the Commonwealth of Massachusetts (East Armory). This parcel of land is subject to certain passageway rights in the said Massachusetts Memorial Hospitals.

The Massachusetts Memorial Hospitals are constructing a hospital building on the land owned by it and abutting on the said parcel of land owned by the City of Boston, and, also, are constructing on land owned by it on Albany street a new power house. The Massachusetts Memorial Hospitals plan to service the new hospital building by means of pipes and conduits leading thereto from the Albany street power house and for this purpose request the right and easement from the City of Boston to locate, construct, maintain and operate such pipes and conduits below the surface of the said parcel of land owned by the City of Boston.

The Massachusetts Memorial Hospitals have discussed with the Commonwealth of Massachusetts the possibility of constructing a subway leading from the new hospital building to the East Armory to give access directly from the hospital to the armory for possible use in the event of a great emergency or disaster and for this purpose request the right and easement from the City of Boston to locate, construct, maintain and operate such a subway below the surface of the said parcel of land owned by the City of Boston.

The acquisition by the Massachusetts Memorial Hospitals of the requested easement in the city-owned parcel of land for the purposes above enumerated will in large measure help its hospital building program and provide in conjunction with the Commonwealth of Massachusetts greater hospital facilities in the event of a great emergency or disaster.

I therefore recommend passage of the enclosed order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, April 25, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—In accordance with your request an order whereby the City of Boston may grant to the Massachusetts Memorial Hospitals an easement for the purpose of locating and constructing pipes, conduits and a subway below the surface of a certain parcel of land owned by the City of Boston and situated on the southwesterly side of East Newton street, between lands of the Massachusetts Memorial Hospitals and the Commonwealth of Massachusetts (East Armory) has been prepared by this office.

Please find enclosed original and four carbon copies of an order to be introduced in, together with a letter of transmittal to the City Council, if the same meet with your Honor's approval authorizing the granting of an easement in this parcel of city-owned land to the Massachusetts Memorial Hospitals for the purpose of locating, constructing, operating and maintaining pipes, conduits and a subway below the surface, and in accordance with plans to be approved by the Commissioner of Public Works of the City of Boston.

I also inclose herewith a copy of a plan of the said premises.

Very truly yours,
ROBERT CUTLER,
Corporation Counsel.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 1,104 square feet, situated on the southwesterly side of East Newton street, in the South End District of the City of Boston, and bounded and described as follows:

Northeasterly by East Newton street, 12 feet; southeasterly by land of the Commonwealth of Massachusetts (East Armory), 92 feet; southwesterly by a common passageway, 12 feet; northwesterly by land of Massachusetts Memorial Hospitals, 92 feet; and

Whereas, The said parcel of land is subject to certain passageway rights in the said Massachusetts Memorial Hospitals; and

Whereas, The said Massachusetts Memorial Hospitals desire to locate, construct, maintain and operate pipes and conduits, and to locate, construct, maintain and operate a subway below the surface of the said parcel of land; and

Whereas, The said parcel of land is no longer needed for public purposes; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston, to grant by an instrument in writing satisfactory in form to the Law Department of the City of Boston, and in consideration of one dollar to be paid to the City of Boston, an easement in the said parcel of land for the purposes of the location, construction, maintenance and operation of pipes, conduits and a subway below the surface of the said parcel of land, subject, however, to the condition that no pipes, conduits and subway shall be located or constructed in the said parcel of land unless plans thereof have first been approved in writing by the Commissioner of Public Works of the City of Boston.

Referred to Committee on Public Lands.

SUPPLEMENTARY ASSISTANCE TO
FORMER W. P. A. WORKERS.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Overseers of the Public Welfare relative to your order of April 14, 1941, concerning the taking immediate action to supplement the small benefits accrued by 1,000 Boston W. P. A. workers who are to be dropped from such project work as a result of receiving Social Security Unemployment Insurances.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
April 18, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston,
Attention Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated April 14, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to take immediate action to supplement the small benefits accrued by 1,000 Boston W. P. A. workers who are to be dropped from such project work as a result of receiving Social Security Unemployment Insurance."

May I state that any of the men referred to in the order who have been W. P. A. workers and who have been laid off will be given such supplementary assistance to which the regular budget allowance in each case minus the Unemployment Compensation grant entitles them.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

TENNIS COURTS,
RANDOLPH STREET PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, April 25, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 7, 1941, concerning the installation of tennis courts on the Randolph Street Playground.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, April 17, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of April 12, with inclosure, order from the City Council regarding the installation of tennis courts on the Randolph Street Playground.

I am going to try and comply with your request, but I don't think the area is large enough for two courts. If I can get in one without interfering with the children's area, I will gladly do so.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Sarah E. Brodsky, for compensation for injuries and damage to clothing caused by an alleged defect in Washington street.

William D. Campbell, for compensation for damage to property at 30 Child street, caused by defective sewer.

Gregorio Campo, to be reimbursed for execution issued against him.

The Den, for compensation for damage to property at 6 Hudson street, caused by city truck.

Elizabeth Dolan, for compensation for injuries caused by an alleged defect in Russett road.

Richard E. Dolimount, for refund on dog license.

Benjamin Ginsburg, for refund on sign permit.

Sarah B. Glashow, for compensation for damage to car caused by Park Department truck.

Irving Leventhal, for compensation for damage to car by fire truck.

Walter C. Mackie, to be reimbursed as result of accident which occurred while in performance of duty.

Martin J. McGovern, to be reimbursed as result of accident which occurred while in performance of duty.

Helen McGuire, to be reimbursed for collapse of water boiler at 6 Sanderson place, Brighton, caused by water being shut off.

Cornelius O'Connell, to be paid for two days' work on street cleaning.

Emily Patten, for compensation for injuries caused by an alleged defect in Charlesgate East.

Charles H. Reilly, for compensation for injuries caused by an alleged defect at 37 Beach street.

John Reynolds, to be reimbursed for work done in street cleaning.

John H. Rittenberg, for compensation for injuries caused by an alleged defect in Huntington avenue.

A. Sealia Company, for compensation for damage to property at Faneuil Hall Market, caused by broken water pipes.

Jane M. Shea, for compensation for damage to property caused by W. P. A. employees demolishing building at 72 Harvard street.

John E. Sullivan, to be reimbursed as result of accident which occurred while in performance of duty.

Harry M. Topping, for compensation for damage to car by snowplow.

Ely L. Webber, for compensation for damage to car by city truck.

Committee on Jitneys.

Petition of Boston Elevated Railway for license to operate motor vehicles between Boston-Brookline line at Huntington avenue and junction of Huntington avenue, Ward street, St. Alphonsus street and Evans way, over Huntington avenue.

Committee on Licenses.

Petitions for driveway openings, viz.:

Bessie Wies, 394-402 Harrison avenue, 202-220 Dover street.

Roxbury Realty Trust, 467 Brookline avenue.

Milton Palevsky, 461 Brookline avenue.

New England Mutual Life Insurance Company, Newbury street.

Executive.

Petitions for children under fifteen years of age to appear at places of public amusement, viz.:

Boston Music School Settlement, May 8.

Katherine L. Haviland, Jordan Hall, May 4.

Edith M. Leavis, Jordan Hall, June 23.

Petition received from residents of Brighton asking that proposed municipal building to be erected in Brighton be named the "Fuller Memorial Building."

MINORS' LICENSES.

Petitions were received for minors' licenses for sixteen newsboys and four bootblacks.

Licenses granted under usual conditions.

FINAL REPORT OF FINANCE COMMISSION RE ELEVATED.

The following was received:

City of Boston,
Finance Commission, April 16, 1941.

To the Honorable the Mayor and City Council,
Gentlemen,—The Finance Commission desires to notify you and the members of the City Council that the commission believes it has accomplished the major portion of its purpose as stated when it decided to investigate the Boston Elevated Railway Company. The commission, by the report of its Special Counsel, Timothy F. Callahan, has established and revealed the true facts of the manner in which this railroad system has been financed while being restored to usefulness in the period in which it has been operated by Public Trustees. No important facts as stated by the commission's counsel have been questioned.

This undertaking by the commission has cost approximately \$55,000, all of which has been furnished by the City of Boston. Inasmuch as the other thirteen municipalities of the Metropolitan Transit District have, proportionately, the same interest in the matter as the City of Boston, the Finance Commission believes that the other municipalities should be willing, proportionately, to reimburse to the City of Boston the cost of the investigation.

It seems to be the consensus of public opinion that the expenditure was worthwhile. The Public Trustees of the Elevated Company and the Finance Commission agree that there has always been so much "loose talk" about the Elevated's affairs that it is well to have the issues raised by the report of the Finance Commission's counsel decided once and for all by the courts. It is only by a determination favorable to the Elevated that a very large part of the public will ever be reconciled to the annual assessment on the taxpayers to help defray expenses of the company while the owners of the company, the stockholders, are receiving annual dividends.

The commission desires to point out that its purpose from the beginning was to find the facts. It was not to establish and maintain that the company had been mismanaged, or that the agents of the public in this management had been venal in any way in what had been done to rehabilitate the road. The commission expressed the hope that it might be able to find a way by which the taxpayers might be saved the necessity of meeting annual deficit payments. Nevertheless, the commission had in mind always, and stated so from the beginning, that its sole purpose was to make an impartial study and give to the people, through the regular governmental bodies, an impartial story of the finances of the company.

Issues have now been framed upon which the financing of the road can be brought before the courts. The Metropolitan Transit Council has called upon the Attorney-General to seek a bill for an accounting. Governor Saltonstall, acting upon the suggestion of the Finance Commission, has asked the Attorney-General to study the situation and to take the action which seems appropriate to him. Obviously, therefore, the Finance Commission has gone as far in this matter as it deems advisable at this time.

The commission stands ready to aid in any way the public officials in whose custody the matter has now been placed. Apart from giving such aid, if requested, the commission intends to take no further part in the situation for the present.

The commission desires to state that Mayor Tohin has given the Finance Commission complete cooperation. He joined heartily with the commission in the work of establishing the facts. Without the financial assistance provided by the Mayor and the City Council, it would have been impossible for the Finance Commission to have made a satisfactory study. In the opinion of the Finance Commission, the Mayor and the City Council have, therefore, made a substantial contribution to the most difficult task which the Finance Commission has ever undertaken.

Governor Saltonstall also aided the commission materially in the work. At a time when the Public Trustees of the Elevated were disputing the commission's right to examine into their affairs, the Governor prevailed upon the trustees to cooperate to the end that the public might be informed of the true facts rather than be compelled to rely on information and propaganda

spread indiscriminately by persons only partly informed in the matter. As a result, for the first time in the history of the Boston Elevated Railway Company, the books of the company were carefully scrutinized on behalf of a public body.

Respectfully submitted,

CHARLES M. STOREY, Chairman,
JAMES E. MAGUIRE,
DAVID LASKER,
JAMES H. FLANAGAN,
ELIAS F. SHAMON,
The Finance Commission.

Placed on file.

APPROVAL OF RENEWAL OF TAX TITLE LOAN.

Notice was received from the Emergency Finance Board of approval of tax title loan of \$1,500,000, originally approved April 14, 1939, so much as is outstanding on May 11, 1941, rate of interest on renewal notes to be one per cent, payable at maturity.

Placed on file.

APPOINTMENT OF INSPECTORS.

Notices were received of the appointments by the Health Commissioner of Robert E. Crosby, 749 Saratoga street, East Boston, and Frank J. Gornley, 2 Atherton street, Roxbury, to be inspectors of housing and sanitation.

Severally placed on file.

RECESS SUGGESTED.

President GALVIN—If there is no objection, the Council will now take a recess subject to the call of the Chair.

Coun. COFFEY—Mr. President, I don't think it is fair to the members of the Council for the Body to immediately go into recess shortly after being called to order every Monday. Any members filing orders to get information from department heads should have an opportunity, if the occasion arises, to invite the heads of the departments concerned to come before us in Executive. I don't think we should go into Executive until we take care of some of the preliminary business of the Council.

The Council voted not to go into Executive Committee at this point.

CONFIRMATION OF CONSTABLE APPOINTMENTS.

Coun. M. H. SULLIVAN—Mr. President, I now move that we confirm the appointments in No. 1 on the calendar, with the exception of the name of Michael W. Oher.

(No. 1 on the calendar, under unfinished business, was "Action on appointments submitted by the Mayor April 14, 1941, of Constables authorized to serve civil process, as set forth in City Document 44.")

President GALVIN—We will first take up, under unfinished business, No. 2 on the calendar.

(No. 2 on the calendar, under unfinished business, was as follows: "2. Action on appointments submitted by the Mayor April 14, 1941, of Constables connected with official positions, as set forth in City Document 45.")

The question came on confirmation of the names set forth in City Document 45, being No. 2 on the calendar. Committee, Coun. Scannell and Lyons. Whole number of ballots 18; yes 17, no 1, and the appointments contained in City Document 45 were confirmed.

By direction of the President, the Council also took up, under unfinished business, No. 3 on the calendar, viz.:

3. Action on appointments submitted by the Mayor April 14, 1941, of weighers of coal and other minor officers, as set forth in City Document 46.

The question came on confirmation of the appointments contained in City Document 46. Committee, Coun. Wickes and Linehan. Whole number of ballots 16; yes 15, no 1, and the appointments were confirmed.

Coun. M. H. SULLIVAN—Mr. President, I now move that No. 1 on the calendar, under unfinished business, be taken up and that we

vote on confirmation of the names with the exception of Michael W. Ober and Joseph M. Torr. The motion was declared carried.

Coun. SHATTUCK—Mr. President, I notice that on this list there are four people named Ober. I wondered whether the whole family was appointed to this job.

President GALVIN—It has been a tradition of the family.

The question came on confirmation of the names contained in Document 44, with the exception of Michael W. Ober and Joseph M. Torr. Committee, Coun. Hutchinson and D. F. Sullivan. Whole number of ballots 18; yes 15, no 3, and the appointments with the exceptions noted were confirmed.

On motion of Coun. GOTTLIEB, the name of Michael W. Ober was referred to the Committee on Constables; and on motion of Coun. D. F. SULLIVAN, the name of Joseph M. Torr was also referred to the Committee on Constables.

Later in the session Coun. M. H. SULLIVAN said: Mr. President, I ask that the name of Michael W. Ober be taken up at this time for confirmation.

Coun. COFFEY—Mr. President, I object to this name being acted upon at this time, for the same reason that the councilor from Ward 12 (Coun. Taylor) gave on another occasion, that it was a matter that interested some of the constituents in his district. I have the same argument here, that this concerns some of the constituents in my district. I notice also that there are three other members of this same family who are constables of the City of Boston, so that the family is not being deprived of any business. As this is a matter that concerns some of my constituents, I take the same ground on this matter that the councilor from Ward 12 (Coun. Taylor) took on another occasion.

Coun. GOTTLIEB—Mr. President, when the councilor from Ward 1 (Coun. Coffey) moved to take the name of Michael W. Ober from the list, I became concerned, because I have known Mr. Ober for more than ten years. I believe he has been a constable of the City of Boston for at least twenty years, and has performed the duties of the office at all times, to my knowledge, honestly giving good service as a constable in the discharge of his official duties. If there was any complaint against this man, I think the councilor from Ward 1 (Coun. Coffey) in all fairness should have notified the Committee on Constables before this time, in order that the committee might hold a hearing and determine whether or not the complaint against Mr. Ober as a constable was justified. I think, however, that it is very unfair for the gentleman from Ward 1 to wait until the entire list has been submitted and printed and put over for action at this meeting before proposing dilatory action which will deprive this man of his means of earning a livelihood for probably a month or more. I think the name should be acted upon at this time. The councilor from Ward 1 had plenty of time at the last meeting, when the list was presented, to object to Mr. Ober. The councilor from Ward 1 makes reference to an earlier occasion in which the councilor from Ward 12 (Coun. Taylor) figured. In that case, the name submitted came from the twelfth district, as such being peculiarly within the province of the councilor from Ward 12; and he had a right at that time to ask that action on the name be delayed. This is an entirely different situation, and I ask the Body in all fairness to vote at this time upon the reappointment of Mr. Michael W. Ober.

Coun. COFFEY—Mr. President, the councilor from Ward 14 (Coun. Gottlieb) makes the statement that he has known Mr. Ober for ten years. I have known of him pretty nearly all his life, as a graduate of the East Boston High School, and have known something about the performance of the duties of his office for twenty years. He has been an arrogant man in the performance of his duties. I don't care to put him out of business, but I believe there will be no injustice through a brief delay, inasmuch as several other members of his family will in the meantime have the right to serve process. The only reason why I mention the previous action in a similar matter of the gentleman from Ward 12 is that this is something that also concerns some of my constituents. In the previous case the councilor from Ward 12 felt that he had a real complaint, and I also feel that in this case, as representing my constituents, I have a real complaint. I have not even asked that the name be stricken from the list. I am not attempting to deprive this man of a livelihood. I do, however, feel that under the circumstances I am

justified in asking that the name be laid on the table for a week, and there will be no injustice done to the Ober family in the meanwhile, because, as I say, there are three other constables who are members of that family.

Coun. GOTTLIEB—Mr. President, I would like to ask the gentleman why he did not inform the Committee on Constables of his position in this matter?

Coun. COFFEY—Mr. President, I was not asked whether I had any opinion in regard to anybody on the list, and this is the first opportunity I have had.

Coun. SCANNELL—Mr. President, this name had been referred to the Committee on Constables?

President GALVIN—Yes. The question now comes on laying on the table for one week.

The motion to lay on the table for one week was declared lost. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The motion was lost, upon roll call, yeas 3, nays 9:

Yeas—Coun. Coffey, Scannell, Shattuck—3.
Nays—Coun. Carey, Englert, Fish, Galvin, Goode, Gottlieb, Hutchinson, Taylor, Wickes—9.

Coun. COFFEY—Mr. President, I ask for reconsideration. All I want to say is this. When the councilor makes the statement that he saw fit to go through with the councilor from Ward 12 (Coun. Taylor) because of the fact that he thought the councilor was at least entitled to that consideration, as it was a matter that concerned his district, I feel that he should give me the same consideration in a matter that concerns some of my constituents. And I don't think, either, that I should be considered anti-Ober because of the fact that I simply want action delayed here so that proper consideration may be given to the matter. I don't think it is fair, under the circumstances, for objection to be made to my wish to have this put over for one week, when no objection is made when Councilor Taylor asks for practically the same thing.

Coun. TAYLOR—Mr. President, as long as my name has been brought into the matter, I would like to bring the attention of the councilor from Ward 1 (Coun. Coffey) to the facts in the case. In the first place, when a matter of this kind directly concerns a councilor's own district, when the appointee lives in his ward, it has always been considered a matter of courtesy to defer to the wishes of the councilor from that district when the qualifications of the particular individual who is being voted upon are in question. As I understand, Mr. Ober comes from Ward 14, Councilor Gottlieb's district, and the situation, therefore, is entirely different in his case from what it would be in the case of the gentleman from Ward 1 (Coun. Coffey). In the previous case that has been referred to, in which my name has been brought in, the person concerned came from my district. The man in question never was a constable. He had always been in the real estate and insurance business, and had always made a living in that business. Consequently, I felt at that time that the man was not particularly fitted for the job. Mr. Ober, however, has been a constable for over twenty years, and it is his one means of livelihood. I don't know what the complaint against him is. I don't understand that any complaint has been brought against him in the past, and whenever there are grievances against a constable from a member of the Council in his district, it has always been the custom of such a member to present those objections to the Committee on Constables. In this case, that has never been done, and I certainly think in this case it is a gross injustice to this man, who has served process for over twenty years, to deny him an opportunity to continue to do so, in the way that is now being attempted.

Coun. CAREY—Mr. President, I believe that each member of this Body has had his chance since the last meeting to object to any man on the list. If there was any ground for objection, a hearing could be held and the facts could have been considered. Of course, if any member of the Council had reason to object to any constable in his district he could have objected, a hearing could have been given, and the facts could have been presented and considered. But if a member has not taken that course, he should abide by the result.

Coun. COFFEY—Mr. President, there is only one word additional that I wish to say. I am not attempting to deprive this man of a living. There are three other constables in his family, and they have been confirmed. So, as far as the Ober

family is concerned, the list of constables has not been cut. All I wish is simply that the action be delayed for a week.

Reconsideration was declared refused. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The motion to reconsider was lost, yeas 7, nays 9: Yeas—Coun. Carey, Coffey, Linehan, Russo, Scannell, Shattuck, F. D. Sullivan—7.

Nays—Coun. Englert, Fish, Galvin, Goode, Gotlieb, Hutchinson, Lyons, Taylor, Wickes—9.

The question came on confirmation of the appointment of Michael W. Ober. Committee, Coun. Fish and Scannell. Whole number of ballots 16; yeas 10, nays 6, and the appointment was confirmed.

TRANSFER OF LAND ADJOINING AIRPORT.

President GALVIN called up, under unfinished business, No. 4 on the calendar, viz.:

4. Order authorizing the transfer to the United States of America for airport purposes of a parcel of land containing 57,222 square feet adjoining the East Boston Airport.

On April 7, 1941, the foregoing order was read once and passed, yeas 20, nays 0.

The order was given its second and final reading and passage, yeas 19, nays 0.

APPROPRIATION FOR PUBLIC WELFARE DEPARTMENT.

President GALVIN called up, under unfinished business, Nos. 5 and 6 on the calendar, viz.:

5. Ordered, That under the provisions of chapter 92 of the Acts of 1941 the sum of \$3,510,000 be, and hereby is, appropriated for Public Welfare, Soldiers' Benefits and Federal Emergency Unemployment Relief Projects, to be used for meeting appropriations heretofore made, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount, the same to be issued outside the debt limit.

On April 14, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

6. Ordered, That under the provisions of chapter 92 of the Acts of 1941 a loan in the sum of \$250,000 outside the debt limit be, and hereby is, authorized, and that the City Treasurer, upon request of the Mayor, be authorized to issue bonds or notes therefor, and that the said sum of \$250,000 be, and hereby is, appropriated, to be expended in accordance with the provisions of chapter 92 of the Acts of 1941 for the following purpose:

Public Welfare Department.

Installation of Federal Surplus Commodity Stamp Plan.....\$250,000

On April 14, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

The orders were given their second and final reading and passage, yeas 19, nays 0.

ONE DAY OFF IN SEVEN FOR POLICE.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Police Commissioner of the City of Boston, through his Honor the Mayor, be requested to consider the advisability of granting the Boston police one day off in seven, provided it means no additional expense to the city for police protection.

Coun. D. F. SULLIVAN—Mr. President, during the last year or so there has been an increase in the number of policemen on the force here in Boston. Feeling that the additional force will warrant the members of the department enjoying the privilege of one day off in seven, I am introducing this order, to do justice to an overworked department. I trust that the order will be referred to the Executive Committee.

The order was referred to the Executive Committee.

FOOD STAMP PLAN REQUIREMENTS FOR W. P. A. WORKERS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Director of Public Welfare, through his Honor the Mayor, be requested to contact the officials of the Surplus Commodity Stamp Plan with the view that these officials consider the advisability of reducing the present food stamp plan requirement for W. P. A. workers of S rating with six or more in the family, to four in the family.

Coun. D. F. SULLIVAN—Mr. President, my purpose in introducing this order is because of the increased cost of living, particularly in the matter of food. Workers coming under the S rating of the W. P. A. of over \$80 a month, must have six or more in the family to take advantage of the stamp plan act. I am, therefore, introducing this order with the idea of having the Director of Public Welfare, through his Honor the Mayor, take this matter up with the officials of the Surplus Commodity Stamp Plan, with a view to considering the advisability of reducing the present food stamp plan requirement for W. P. A. workers of S rating with six or more in the family, to four in the family, so that families of four may derive benefit from the stamp plan act.

The order was passed under suspension of the rule.

PLAY AREA, WARD 6.

Coun. SCANNELL offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to consider the advisability of constructing a play area at the corner of C street and Broadway, Ward 6.

Passed under suspension of the rule.

BRIDGE, DORCHESTER AVENUE, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to place a smooth pavement over the wooden bridge on Dorchester avenue, near Kenp street, Ward 7, as a means of protecting vehicular traffic from loose boards, etc.

Passed under suspension of the rule.

SAVIN HILL PLAYGROUND, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to promptly arrange for the seeding and sodding of the Savin Hill Playground, Ward 13.

Passed under suspension of the rule.

MUNICIPAL BUILDING, DORCHESTER.

Coun. WICKES, GOTTLIEB, HUTCHINSON and FISH offered the following:

Ordered, That his Honor the Mayor be requested to consider the advisability of constructing a municipal building and health center in some centrally located section of Dorchester, the expense of same to be taken care of either from the income of the George Robert White Fund or through W. P. A. funds.

Passed under suspension of the rule.

MAY DAY DEMONSTRATIONS.

Coun. GOODE offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to provide extra police to prevent and guard against unlawful public disturbances by known Communists at the May Day demonstration, next Thursday, on Boston Common, and to arrange for the immediate arrest of alien agitators.

Passed under suspension of the rule.

SERVICE ON HYDE PARK-CLEARY
SQUARE LINE.

Coun. GOODE offered the following:

Ordered, That the trustees of the Boston Elevated be requested, through his Honor the Mayor, to increase the service on the Hyde Park-Cleary Square line during the rush hours of the morning and evening.

Passed under suspension of the rule.

PLAY AREA, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to construct a play area at the intersection of Glenwood Avenue East and Hyde Park Avenue, in the Hyde Park section of Ward 18.

Passed under suspension of the rule.

PROTEST AGAINST REDUCTION OF
W. P. A.

Coun. M. H. SULLIVAN and GOTTLIEB offered the following:

Resolved, That the members of the Boston City Council protest vigorously the proposed reduction of ten thousand Massachusetts W. P. A. workers prior to July 1, 1941, and earnestly request the Massachusetts membership in Congress to use every means at their command to forestall this proposed unwarranted objective.

Coun. M. H. SULLIVAN—Mr. President, I think most of the membership of this Body were shocked during the past week to read a statement from Howard Hunter, Federal Administrator of the W. P. A., that ten thousand more W. P. A. workers were to be dropped in Massachusetts prior to July 1 of this year. And even those figures do not tell the full story. On February 1st of this year, it was stated that ten thousand workers would be dropped by the first of June, and already between 5,000 and 7,500 have been dropped in Massachusetts. So, when Federal Administrator Hunter came here and said that ten thousand would be dropped between now and July 1st, obviously it did not mean that only ten thousand in all would be dropped, but it brought the figure of those already dropped and to be dropped to between 15,000 and 18,000. It is a further shock to the members of the Body and to every thinking citizen, to realize that this proposed reduction largely hits the white-collar workers of Boston and of the Bay State. We are told that a great many of these people will be working on defense, but there is very little hope in that line for members of the white-collar group. The fact is that there has been no material reduction in the number of unemployed in Massachusetts, and that, aside from the few of the white-collar class who may have become employed in private industry, most members of that group are still unemployed. So this whole thing militates against the possibility of employment for white-collar workers, who have for the last few years been employed on W. P. A. work, and who have thus been enabled to maintain their homes and to help support their families. But the sad fact is that the greater part of the white-collar workers are not going to work in defense projects. So when Mr. Hunter says that a large part of the workers who will be dropped from W. P. A. are going to be employed, he must mean in some new industry. All the members of this Body know white-collar workers who will not be employed to any extent if this proposed reduction takes place, and we are all aware that the poor white-collar worker is the man who will suffer. There are a million less employed in the United States than in 1929, and I still feel that Massachusetts is contributing more than its share to that million. I trust, therefore, that the members of Congress from Massachusetts will see to it that the ten thousand are not laid off and that the W. P. A. is still kept going on the same ratio as it has been up to the present time.

The order was passed under suspension of the rule.

Coun. TAYLOR in the chair.

ANNUITY TO SISTER OF ALBERT F.
MITCHELL.

Coun. GOODE offered the following:

Resolved, That the City Council of Boston hereby approves the enactment of legislation to authorize the payment of an annuity to the sister of Albert F. Mitchell, a member of the Fire Department of the City of Boston, who died August 9, 1935, from injuries received in the performance of his duty; provided that such legislation includes a referendum to the Mayor and City Council.

Passed under suspension of the rule.

STORAGE OF OIL AND GAS IN EAST
BOSTON.

Coun. COFFEY offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to grant no more permits for the storage of oil and gasoline in East Boston.

Passed under suspension of the rule.

PLAY AREAS, EAST BOSTON.

Coun. COFFEY offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to make a survey of the East Boston district for the purpose of determining locations for play areas.

Passed under suspension of the rule.

SURVEY OF EAST BOSTON STREETS.

Coun. COFFEY offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of the streets of East Boston for the purpose of making necessary repairs under the W. P. A. plan of construction.

Passed under suspension of the rule.

PERMANENT EMPLOYMENT OF MEN FOR
STREET CLEANING.

Coun. COFFEY offered the following:

Ordered, That his Honor the Mayor consider the advisability of requisitioning 200 men from the civil service list to be made permanent employees of the city for the purpose of keeping the streets clean.

Coun. COFFEY—Mr. President, two weeks ago on the floor of this Body I brought into the light the fact that the Public Works Commissioner was going to put at work several hundred men cleaning the streets of Boston—which we all knew were in deplorable condition and needed to have something done—and that those men were not to be certified from the civil service list. At that time I introduced an order asking that the Commissioner of Public Works be requested, through the Mayor, to demand certification from the civil service list of men needed for temporary work on street cleaning. At that time, our President stated that a constituent of his was certified that morning from the Public Works Department and that another was certified from the civil service list, which, of course, was an erroneous statement. The President at the time might have been referring to a requisition sent to the Public Works Commissioner requesting that twenty-five men be placed at work on patchwork of the city. But I have a personal letter from the Civil Service Commissioner which states that a requisition was not sent to that Commission for 215 men from the civil service list. A week ago last Tuesday morning, at nine o'clock, I called on the Civil Service Commissioner. The Commissioner of Public Works was with him at the time, and when he came out I went in and asked if a requisition had been sent to the Civil Service Commission for 215 men to do cleaning work, and the commissioner said that no such requisition had been sent to him. He claimed that the Public Works Commissioner said that it was an emergency, and asked if he could not hire 215 men at random. It could not have been such an emergency when on March 31 half a dozen different councilors filed orders asking that the streets in their different sections be cleaned im-

mediately, and so, if the Public Works Commissioner wished, he could very properly at that time have asked to have 215 men sent down. But the Civil Service Commissioner admitted in my presence that the Public Works Commissioner did not request him to send down from civil service 215 men, so that he could place those men at work. This order that I have introduced, therefore, asks that the Mayor consider the advisability of requisitioning 200 men from the civil service list to be made permanent employees of the city for the purpose of keeping the streets clean. If my information is correct, there are today about seven hundred vacancies in the Department of Public Works. I say, therefore, that the action I have suggested should be taken, so that the streets of Boston may be kept in proper condition, in line with the request made by half a dozen members of this Body three weeks ago. In spite of the work that has been done in cleaning the streets, the streets today are in as bad condition as they were at that time, and certainly some action along this line should be taken immediately. It is extremely important, for health and other considerations, that our streets be kept clean, and that is not being done at the present time.

Coun. SHATTUCK—Mr. President, it seems to me clear that the Department of Public Works needs extra men to help in the street-cleaning season. It also seems clear that the number of men necessary at such a time is not permanently necessary. Those men are needed more at certain seasons than at others. There is less need for them at other times than at the peak of the street-cleaning season. I don't think any of us know whether the department has enough of its ordinary men to handle the work at the peak season, or whether two hundred or any number of men should be added. I move, therefore, that the matter be referred to the Executive Committee, with the idea that the matter may be laid over for a week, to give the commissioner time to consider the matter and to tell us about it.

The order was referred to the Executive Committee.

CONSTRUCTION OF SAFETY ISLANDS, WARD 2.

Coun. GALVIN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a safety island at Warren and Park streets, Ward 2.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a safety island on Cambridge street, Ward 2, in the vicinity of Sullivan square.

Severally passed under suspension of the rule.

PLAY AREA AT WINTHROP SQUARE PARK.

Coun. GALVIN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to convert the Winthrop Square Park into a play area for children.

Passed under suspension of the rule.

SHELTER AT DEWEY BEACH, WARD 2.

Coun. GALVIN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to construct an all-cement shelter at Dewey Beach, Ward 2.

Passed under suspension of the rule.

RESANDING OF DEWEY BEACH, WARD 2.

Coun. GALVIN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to resand the beach at Dewey Beach, Ward 2.

Passed under suspension of the rule.

REPAVING OF HILLSIDE STREET, WARD 10.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to repave with smooth pavement, under the W. P. A. plan of construction, Hillside street, Ward 10.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISIL, for the Committee on Licenses, submitted reports on petitions for driveway openings, viz.:

1. Henry C. Brookings (referred January 29, 1940) at Beverly and Causeway streets—that same ought not to pass.

Report accepted; petitioner given leave to withdraw.

2. Francis J. Sawyer (referred April 29, 1940) at Causeway and Beverly streets—that same ought not to pass.

Report accepted; petitioner given leave to withdraw.

3. Mary A. Crowley (referred April 14) at Lake street—that same ought to pass.

Report accepted; leave granted on usual conditions.

4. Jacob J. Neitlich (referred March 31) at 783 Blue Hill avenue—that same ought to pass.

Report accepted; leave granted on usual conditions.

PAYMENT OF AID TO SOLDIERS AND SAILORS.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of April.

Report accepted; said order passed.

CLOSING OF DAY NURSERIES.

Coun. RUSSO offered the following:

Ordered, That his Honor the Mayor be requested to solicit the aid of the W. P. A. authorities to prevent the closing of day nurseries in Boston due to the lack of supervisory help on account of the mandatory thirty-day suspension due to the eighteen months' rule.

Coun. RUSSO—Mr. President, last week I had approximately fifteen mothers who called in a group at my office asking my support to see that the day nurseries of Boston should be kept open. They were interested because it was understood that the North End and West End nurseries were about to be closed. I took the matter up with the lady in charge, and she informed me that, although she hated to close these schools, the teachers are employed under W. P. A., and due to the eighteen months' thirty-day mandatory suspension rule, the thirty day closing is mandatory; and she informed me that the closing was often not only for thirty days but sometimes it is three or four months before they are able to take these teachers back. I realize that when my children were young I had placed them in the nursery school, and I was familiar with the benefits which they received, the aid given to mothers in teaching them how to bring up their children, and so on. I cannot help being firmly inclined in favor of keeping these schools going. I know that every mother in the City of Boston who has been in contact with these schools wishes them to be kept open. I hope, therefore, that the Mayor of Boston will solicit the aid of the W. P. A. authorities to obtain sufficient teachers so that these schools will be kept open. I trust that the order will pass.

The order was passed under suspension of the rule.

RETENTION OF CERTAIN FAMILIES ON WELFARE.

Coun. RUSSO offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to retain on the supplementary rolls of welfare,

families who have one adult son or daughter assigned to W. P. A. employment, but whose earnings are not sufficient for the support of the family.

Coun. RUSSO—Mr. President, I realize in presenting this order that there is quite a problem to be solved. I feel, nevertheless, that the problem can and will be solved if the Welfare Department will work in cooperation with these families who are on welfare. I have had brought to my attention cases of families who have been on dependent aid and who have had one son or daughter assigned to W. P. A. employment, and who have immediately been taken off the welfare rolls. But I ask you, Mr. President and gentlemen, to consider what happens. A family with four or five children has one boy, we will say, about twenty-one or twenty-three, who has been at work on W. P. A. receiving \$13 a week. Before he went at work on W. P. A., the family were receiving \$10.51 or \$10.52, whatever the amount might be, but with his employment the family are cut off, although his earnings are not sufficient for the support of the family. We are therefore placing a tremendous load on that son or daughter who may have a moral obligation to support the family. I do feel, therefore, that a W. P. A. allowance should be given also in such cases, so that the family may have sufficient money to get along. I trust that the Welfare Department will give enough to such families to help them out, so that the children will not be forced to leave their homes because they cannot see any future for themselves. I do hope that the proper authorities will take action which will prevent the breaking up of homes, and I trust that the order will pass.

The order was referred to the Committee on Public Welfare.

LOCAL DISTRIBUTION OF WELFARE.

Coun. CAREY—Mr. President, I ask unanimous consent to make a statement. (No objection.) On February 10, I introduced the following order:

"Ordered, That the Overseers of Public Welfare and Superintendent of Supplies be requested, through his Honor the Mayor, when making preparations for the year 1942, for the delivery of oil to recipients of Dependent Aid, Aid to Dependent Children, and Old Age Assistance, to discontinue the practice of arranging for this distribution by contract and instead to permit these recipients to purchase this oil from their local dealers."

Subsequent to the introduction of my order a hearing was granted, at which we were told that the Boston Ice Company, which held the contract, was incapable of properly carrying out the contract, particularly during the winter months. Within the last few weeks I have had brought to my attention a few cases in my district, the facts in which I think should be made a matter of public record here, because I think every member of the Council tries to help those who are unfortunate and who are seeking aid in the different districts. There are two particular cases I have in mind, which illustrate the point I am making, cases in which the sub-contractor was the Boston Ice Company. In both cases there was a shortage in oil deliveries. I received a telephone call at my house one evening complaining and stating that a test should be made. The tank in question was a fifty-gallon tank, which was supposed to be filled. I communicated with the Sealer of Weights and Measures and a test was made at the home. The measuring stick showed that there was a shortage of oil in the tank, that instead of the fifty gallons there was not over forty gallons. In other words, this constituent of mine, who could not afford it, was cheated to the extent of 20 per cent by this Boston Ice Company. In the second case I have in mind there was a similar shortage, where only forty-one gallons instead of fifty were received by the recipient from the Boston Ice Company. That shortage was also demonstrated in the same way as the other, but the Boston Ice Company asked the recipient not to have too much to say about it, because the Boston Ice Company felt that if it was subjected to too much criticism it would lose the contract for the coming year. Certainly that is not a fair way to do business. I think when cases are brought out into the open, Mr. O'Hare, the Director of Public Welfare, is anxious to see that everybody is properly taken care of. But many of these cases are not brought out into the open.

Many people are fooled, and others do not like to complain. In the two cases I have referred to, the recipients were deprived of nine or ten gallons in the particular case in question, and undoubtedly there are many more cases that we do not hear about. For this reason we are being besieged by recipients who ask if their allotments cannot be increased. Naturally, when there is a shortage in what is given to them, an increase is needed to carry them through. I sincerely trust, therefore, in view of what has happened, that the Mayor, will take a personal interest in this matter, as I know he will, and see that these unfortunates are properly taken care of, and that this contract with the Boston Ice Company will not be renewed in the future. Where concerns having such a contract are shown to be incapable or not desirous of making proper deliveries, I believe the question of distribution by the local house-to-house dealers should be seriously considered.

RECESS.

Chairman TAYLOR at 3.23 p. m. declared a recess, subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 5.17 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

Report on petitions (referred today) for children under fifteen years of age to appear at places of public amusement, viz.:

Boston Music School Settlement, May 8; Katherine L. Haviland, Jordan Hall, May 4; Edith M. Leavis, Jordan Hall, June 23—recommending that leave be granted under usual conditions.

Report accepted; leave granted under usual conditions.

2. Report on order (referred today) that Mayor consider requisitioning 200 men from civil service as permanent employees for street cleaning—that same ought to pass.

Report accepted; order passed.

3. Report on message of Mayor and order (referred March 31) for sale of land on Spring street to United States—that same ought to pass.

Report accepted; said order was given its first reading and passage, yeas 19, nays 0.

4. Report on message of Mayor and order (referred April 7) for transfer of \$3,500 from Reserve Fund to appropriation for Finance Commission—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

5. Report on message of Mayor (referred today) and order for lease of land on Border street to Navy Department—that same ought to pass.

Report accepted; said order passed, yeas 19, nays 0.

6. Report on message of Mayor and order (referred today) for transfer of property at 35 Hawkins street to Overseers of Public Welfare—that same ought to pass.

Report accepted; said order passed.

DISCRIMINATION IN AUTOMOBILE INSURANCE POLICIES.

Coun. CHASE offered the following:

Whereas, It was reported that Registrar of Motor Vehicles Frank A. Goodwin stated at a hearing conducted by the Legislative Committee on Insurance that he thought that some insurance companies were showing discrimination against the Jewish, Italian and Negro people in issuance of compulsory automobile insurance policies; and

Whereas, A petition was shortly thereafter filed with the Clerk of the House of Representatives, which would impose a fine of \$500 on any insurance company found guilty of discrimination; and

Whereas, This petition will shortly be heard by the Legislative Committee on Rules; therefore, be it

Resolved, That the Boston City Council in regular meeting assembled hereby records itself against purported discrimination by insurance companies and records itself in favor of enactment of legislation which would penalize any insurance company \$500 if found guilty of such discrimination; and be it further

Resolved, That a copy of this resolution be sent to the Chairman of the Legislative Committee on Rules.

Passed under suspension of the rule.

RESURFACING OF WARD 11 STREETS.

Coun. ENGLERT offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to

resurface with smooth pavement the following streets in Ward 11: Spalding street, Rosemary street.

Passed under suspension of the rule.

Adjourned at 5.30 p. m., on motion of Coun. LINEHAN, to meet on Monday, May 5, 1941, at 2 p. m.

CORRECTION.

In the Minutes of April 14, 1941, on the first column of page 163, twentieth line from the bottom, in Councilor Shattuck's speech on "Report and Information from Elevated Trustees," under "Cost of Service Per Revenue Passenger for the Year Ending December 31, 1940," the "Miscellaneous" figure of .4 cent should be .04 cent, or 4-100ths of a cent.

CITY OF BOSTON.

Proceedings of City Council.

Monday, May 5, 1941.

Regular meeting of the City Council held in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Conn. Kelly, Shattuck and Ward.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn, Coun. TAYLOR presiding at the box in the absence of the Mayor, as follows:

One hundred one traverse jurors, Superior Criminal Court, to appear June 2, 1941:

Thomas A. Crouse, Ward 1; Roderick M. Henderson, Ward 1; Gordon P. LeBlanc, Ward 1; Anthony Saccardo, Ward 1; Joseph P. Serra, Ward 1; George Flavin, Ward 2; James A. Fleming, Ward 2; Frederick W. Guidi, Ward 2; Thomas E. Morrissey, Ward 2; Joseph Abboud, Ward 3; Joseph T. Arigo, Ward 3; Alfred Carpenito, Ward 3; James Cotton, Ward 3; Carl Motroni, Ward 3; Reginald Doherty, Ward 4; James McEwan, Ward 4; William C. Collier, Ward 5; Herbert Noble, Ward 5; Frank J. O'Connor, Ward 5; Linwood L. Spencer, Ward 5; Edward Wise, Ward 5; James A. Aldred, Ward 6; Joseph R. Craven, Ward 6; James J. Manning, Ward 6; John J. O'Neil, Ward 6; Edward Sutherland, Ward 6; Oliver P. Birmingham, Ward 7; John J. Coughlin, Ward 7; Frank F. Dame, Ward 7; Timothy J. Donovan, Ward 7; Frank P. Slowe, Ward 7; Edward R. Bickerton, Ward 8; James F. Crafey, Ward 8; William Henry Fuller, Ward 8; Jeremiah J. Hegarty, Ward 8; Charles Wilson, Ward 8; Edward J. Dennihan, Ward 9; Charles R. Hazlett, Ward 10; Charles J. McGahey, Ward 10; Edward F. Smith, Ward 10; Daniel Gallagher, Ward 11; John J. Hines, Ward 11; Harold J. Kearns, Ward 11; Conrad O. Jensen, Ward 12; Earl W. Rouse, Ward 12; John R. Kehoe, Ward 13; Thomas J. Parker, Ward 13; Edward T. Pendergast, Ward 13; Albert W. Tower, Ward 13; John G. Wall, Ward 13; John W. Berry, Ward 14; Leonard Magrass, Ward 14; George Poorvu, Ward 14; Israel Schneider, Ward 14; Harry S. Silber, Ward 14; John F. Dolan, Ward 15; Leo A. Jones, Ward 15; Thomas F. Garrity, Ward 16; James J. Kerr, Ward 16; George M. Kincaid, Ward 16; Howard R. MacDonald, Ward 16; Francis L. MacLane, Ward 16; Harold E. McGann, Ward 16; Henry L. Moore, Ward 16; Whalend B. Cossaboom, Ward 17; Walter J. Costello, Ward 17; Adrian D. Edwards, Ward 17; George M. Foley, Ward 17; J. Edward Jansen, Ward 17; John J. Manning, Ward 17; Joseph A. Spencer, Ward 17; James E. West, Ward 17; Hugh W. Cameron, Ward 18; Herbert P. Joyce, Ward 18; Albert Morse, Ward 18; Carl E. Nilson, Ward 18; Michael O'Connor, Ward 18; Thomas Perrin, Ward 18; Elmer L. Williams, Ward 18; Leonard M. Campbell, Ward 19; Charles E. Herlihy, Jr., Ward 19; Peter MacDonald, Ward 19; William F. Riley, Ward 19; Joseph Roche, Ward 19; Frank H. Colton, Ward 20; Clarendon C. Cutler, Jr., Ward 20; Francis R. Daley, Ward 20; James Davidson, Ward 20; James McCormack, Ward 20; Patrick Tracey, Ward 20; Richard M. Welch, Ward 20; Irving M. Flashman, Ward 21; William C. MacKinnon, Ward 21; Lewis A. Rawl, Ward 21; John E. Burke, Ward 22; James C. Harton, Ward 22; Timothy Hayes, Ward 22; William J. Holmes, Ward 22; William R. Jennings, Ward 22; John H. McKinnon, Ward 22; David O'Malley, Ward 22.

One hundred six traverse jurors, Superior Civil Court, to appear June 2, 1941:

William F. Butler, Ward 1; William G. LePage, Ward 1; Sylvester C. Miles, Ward 1; William J. Purnell, Ward 1; Leonard P. Riley, Ward 1; Thomas A. Riley, Jr., Ward 1; George T. Scott, Ward 1; John D. Blaikie, Ward 2; Philip J. Geary,

Ward 2; Walter E. Trider, Ward 2; Charles J. McCourt, Ward 3; Arthur W. Wolf, Ward 3; William John Carter, Ward 4; Kenneth J. Cronin, Ward 4; Harold P. Freeman, Ward 4; Charles C. Rhone, Ward 4; Charles D. Schworer, Ward 4; Henry P. Coolidge, Ward 5; Raymond E. Robinson, Ward 5; Joseph E. Gaudet, Ward 6; Ralph E. Seifert, Ward 6; Edwin T. Taylor, Ward 6; Charles W. Tuttle, Jr., Ward 6; Robert F. Burns, Ward 7; James F. Cummings, Ward 7; Abraham Gilman, Ward 7; Ray H. Fellows, Ward 8; Fred E. Gass, Jr., Ward 8; Harry M. Lazarus, Ward 8; John McCarthy, Ward 9; Paul J. Brennan, Ward 10; Charles L. Molloy, Ward 10; Francis M. McHowell, Ward 10; Henry P. McMannus, Ward 10; Joseph C. Mueller, Ward 10; Thomas C. Sullivan, Ward 10; James F. Tully, Ward 10; James J. Burns, Ward 11; Francis M. Garrity, Ward 11; William Patriek Hoyer, Ward 11; William J. Kirby, Ward 11; Thomas F. Downey, Ward 12; Edward J. Keenan, Ward 12; Robert L. Stewart, Ward 12; Joseph F. Coffey, Ward 13; William A. Gouzen, Ward 13; Andrew J. Widdup, Ward 13; Carroll S. Bingham, Ward 14; Robert Boches, Ward 14; Harold Frank, Ward 14; Emanuel Goldman, Ward 14; Maurice Koopman, Ward 14; Charles M. Seavey, Ward 14; Hyman H. Segal, Ward 14; Louis Sheff, Ward 14; Morris Swartz, Ward 14; Milton V. Wagner, Ward 14; Samuel Zimmon, Ward 14; Everett L. Bedingsfield, Ward 15; Charles J. Kaveney, Ward 15; George A. Lowe, Ward 15; Leon G. Nelson, Ward 15; John P. O'Toole, Ward 15; James F. Roach, Ward 15; Claude A. Gordon, Ward 16; Richard L. McClenan, Ward 16; Joseph E. Muldoon, Ward 16; Charles J. J. O'Connell, Ward 16; Harry D. Benson, Ward 17; John F. Burke, Ward 17; Harry F. James, Ward 17; John J. Phelan, Ward 17; Howard C. Scully, Ward 17; Willard M. Chapman, Ward 18; Robert L. Childs, Ward 18; Francis J. Daly, Ward 18; Harold Edward, Ward 18; Joseph J. McNamee, Ward 18; John T. Morely, Ward 18; Elmer F. Shackley, Ward 18; Eben H. Wheeler, Ward 18; Leonard P. Foley, Ward 19; Henry F. Metzger, Ward 19; William H. Razeto, Ward 19; Frederick E. Atwood, Ward 20; John H. Carroll, Ward 20; Gustav Engewald, Ward 20; John F. Kilroy, Ward 20; James E. Kurley, Ward 20; William F. Ryan, Ward 20; Martin A. Waters, Ward 20; William F. Farrell, Ward 21; Gust Hanson, Ward 21; Robert V. Horan, Ward 21; Arthur D. Kanert, Ward 21; Harold L. Mosher, Ward 21; Joseph Spielman, Ward 21; Joseph P. Berkeley, Ward 22; John G. Byrnes, Ward 22; Andrew M. Carlin, Ward 22; John F. McGrath, Ward 22; Francis P. Nutrie, Ward 22; Ernest Outhet, Ward 22; Charles C. Paim, Ward 22; Jeremiah J. Sheehan, Ward 22; William E. Taylor, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weights of Goods: Philip H. Sheridan, 70 Alder street, Waltham, Mass.; Frederick R. Mayo, 383 Dorchester avenue, Boston, Mass.

Weighter of Coal: Benjamin H. Adler, 99 Ruthven street, Roxbury, Mass.

Measurers of Grain: John T. Shanahan, 96 Berkshire street, Cambridge, Mass.; John Lowney, 834 High street, Charlestown, Mass.; Joseph T. Shanahan, 70 Berkshire street, Cambridge, Mass.; John Galloway, 374 Main street, Charlestown, Mass.; Francis J. Dewey, 188 Bunker Hill street, Charlestown, Mass.

Severally laid over a week under the law.

APPROPRIATION FOR NEW HEAD-
QUARTERS BUILDING.

The following was received:

City of Boston,
Office of the Mayor, May 5, 1941.
To the City Council.

Gentlemen,— I am in receipt of the attached communication from the chairman of the Park Commission in which it is requested that the proceeds derived from a recent sale of Park Department property in the South Boston district to the Boston Housing Authority be made available for the construction of a headquarters building in the same section.

I have approved of this request and submit herewith an order providing for an appropriation

of \$3,500 from the Special Account Sales of City Property for the construction of a new headquarters building.

I respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$3,500 be, and hereby is, appropriated from Sales of City Property, to be expended under the direction of the chairman of the Park Commission for the following:

South Boston District Headquarters Building, Establishment of.....	<u>\$3,500</u>
--	----------------

Referred to Executive Committee.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,
Office of the Mayor, April 28, 1941.

To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$60,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, April 21, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$60,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	<u>\$60,000</u>
--	-----------------

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$60,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	<u>\$60,000</u>
--	-----------------

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Charles F. Ahearn, for compensation for damage to car caused by an alleged defect in Columbus avenue.

George F. Burke, to be reimbursed for clothing lost in fire at South Ferry Head House.

Richard Doherty, to be reimbursed for execution issued against him.

Charles H. Hatch, to be reimbursed as result of accident which occurred while in performance of duty.

Anthony Laugone, for refund on Sunday license. Ernest I. Love, to be reimbursed for execution issued against him.

Robert A. Mayer, for personal injuries caused while in performance of duty.

William F. McDonald, to be reimbursed for execution issued against him.

John B. McKittrick, for refund on dog license.

James Nicoll, to be reimbursed as result of accident which occurred while in performance of duty.

Frank G. Stein, to be reimbursed as result of accident which occurred while performance in of duty.

Terminal Liquor, Inc., for rebate on illuminated sign permit.

Edward Tinlage, to be reimbursed as result of accident which occurred while in performance of duty.

William W. Volk, Esq., for compensation for damage to car caused by an alleged defect in West street.

David L. Watson, for compensation for damage to car caused by an alleged defect in Alford Street Bridge.

Committee on Licenses.

Petition of Fred W. Burlleigh, agent, for driveway opening at 269 Washington street, Dorchester.

Executive.

Petitions for children under fifteen years of age to appear at places of public amusement, viz.:

Lucille Perry Hall, Jordan Hall, May 26.
Julia Lubit Pianoforte School, Jordan Hall, May 18.

CONSTABLES' BONDS.

The following constables' bonds having been duly approved by the City Treasurer were received and approved, viz.:

William A. Amsie, Henry Atwood, Samuel C. Baker, Edward I. Berman, Eugene B. Blinn, Abram Bornstein, Thomas F. Brett, George W. Brooker, Frances E. Brown, Joseph S. Burrelli, Thomas Cannizzarro, Thomas C. Carr, William K. Coburn, Sidney Cohen, John M. Crawford, Charles M. Daley, Walter A. Donlan, Louis Franconza, Samuel Goldkrand, Meyer Goldstein, Joseph Herman, Jacob Isgur, David B. Kaplan, Bronis Kontrim, Mark H. Krafurst, Nathan Kravitsky, Max Jacobs, Maurice Levine, Anthony Luongo, Isie Martin, Frank A. Mitchell, Bert Oppenheim, Louis H. Oppenheim, Frederick Partridge, Nachman Perlman, Phillip S. Phillips, George N. Pierce, George W. Pierce, Louis Richmond, Myers Rosenberg, William T. Rosengarten, Samuel Shain, Frank Shaw, Isaac Shulman, Joseph L. Shurtleff, Joseph Simansky, Jerome Suvale, Benjamin Tackeff, David Tobey, Roman J. Vasil, David Weir, William D. Whitmore, Sidney Williams, John W. Wragg, Louis Yacker.

Severally approved by the Council.

LOCATION FOR POLES, NEPONSET VALLEY PARKWAY.

Notice was received from the Metropolitan District Commission of location granted to Boston Edison Company and New England Telephone & Telegraph Company for three poles and wires in Neponset Valley Parkway, Hyde Park.

Placed on file.

PAYMENTS IN LIEU OF TAXES.

A communication was received from the United States Housing Authority inclosing copy of Agreement on Payments in lieu of taxes between Federal Works Administrator and City of Boston.

Placed on file.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition of Boston Elevated Railway (referred April 28) for petition for license to operate motor buses on Huntington avenue, from Brookline line to Evans way—that same ought not to pass.

Report accepted; petition given leave to withdraw.

FARES ON ALLSTON-DUDLEY STREET LINE.

Coun. CAREY and WARD offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a five-cent fare privilege on the Allston-Dudley Street line, from the intersection of Commonwealth and Harvard avenues to the entrance of the Dudley Street terminal, and return.

Passed under suspension of the rule.

W. P. A. TEACHERS IN NURSERY SCHOOLS.

Coun. RUSSO and GALVIN offered the following:

Ordered, That his Honor the Mayor, the members of the Boston School Committee and the members of the Massachusetts delegation in Congress be requested to expend their efforts for the accomplishment of the continuance of employment, without interruption by the thirty-day layoff due to the eighteen months' rule, for teachers employed under W. P. A. in the day nursery schools of Boston.

Coun. RUSSO—Mr. President, last week I presented to the Council an order requesting the School Committee, through his Honor the Mayor, to consider the advisability of keeping these nursery schools open. I am informed that one of these schools in the West End has now been closed, although one of the teachers has volunteered to give her services gratis. Nevertheless, the school has been closed and this teacher has worked for three weeks without any compensation. I have been informed on good authority that in other cities and towns the school committees have compensated these teachers for their work when they have reached the point where they have to be laid off temporarily due to the eighteen months' law. In presenting this order, I hope the proper authorities will take steps to see that such schools in the West End, North End, and all sections of the City of Boston will be kept open, because, as I said last week, I have in the past had occasion to see the large amount of good that the schools do in taking care of infants from the age of three till they go to kindergarten, in educating the mothers in bringing up their children and in other directions. I hope something will be done to keep the schools open.

The order was passed under suspension of the rule.

DECISION ON NON-RESIDENT CITY EMPLOYEES.

Coun. COFFEY offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to immediately render a decision on the legality of city employees living outside of Boston, which decision was requested under date of April 14.

Coun. COFFEY—Mr. President, some three weeks ago, on April 14, to be specific, I introduced a similar order—"That the Corporation Counsel be requested, through his Honor the Mayor, to submit an opinion to the City Council as to whether or not city employees are required to live within the city limits." That order, of course, was passed under suspension of the rule and was sent to his Honor the Mayor, but up to the present time no answer has been given by the Corporation Counsel. I think it is about time that either the Mayor or somebody else in authority, the department heads, should take some action in regard to these hundreds of city employees who live outside the City of Boston. About a year ago Fire Commissioner Reilly saw fit to tell firemen living outside of the city to either sell their property or dispose of it in some way, and to come back within the city limits. If my information is correct, Fire Commissioner Reilly had no authority, under any ruling that has been made, to force those men to come back into Boston, and I now feel, if the city has no jurisdiction over the question of where city employees should have their homes, that the Corporation Counsel should render a decision to that effect. If it is true that there is no such jurisdiction over them, I think that it was unfair to the firemen to make them come into Boston, and I believe in that case the Fire Commissioner should tell them

to move back to their homes in Arlington, Revere, Chelsea or Winthrop. I believe, therefore, that if the Corporation Counsel has the courage—which I doubt—to give an answer to this order and to tell us whether if in his opinion city employees, men on the pay roll of the City of Boston, must live within the confines of the city, such an opinion should be given.

The order was passed under suspension of the rule.

NOTARY IN EACH LOCAL WELFARE OFFICE.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Director of Public Welfare, through his Honor the Mayor, be requested to consider the advisability of having one clerk in each local welfare office serve as a notary, said expense involved to be paid by the Welfare Department.

Coun. D. F. SULLIVAN—Mr. President, the purpose of this order is to expedite the certification of all persons applying for W. P. A. assistance. Among the papers which must be submitted by the W. P. A. applicant is a form demanding proof of citizenship, which must be sworn to by the applicant before a notary, and he must furnish a birth certificate, social security information, and a new card form that now comes from 9 Beacon street. Much needless time is now lost in this process. If the applicant could have this form notarized by a Welfare Department clerk who is a notary, this would speed up the certification and help reduce the welfare cost to the city. I trust that the order will pass.

The order was passed under suspension of the rule.

SELECTION OF FUNERAL DIRECTOR BY INDIGENT.

Coun. D. F. SULLIVAN offered the following:

Ordered, That, the Director of Public Welfare, through his Honor the Mayor, be requested to allow families of deceased persons who are on Welfare or Old Age Assistance or other persons eligible under chapter 117 of section 18A, as amended by chapter 465 of the Acts of 1938 of General Laws, to be granted the privilege of selecting the funeral director.

Coun. D. F. SULLIVAN—Mr. President, some time ago one of our colleagues, the councilor from Ward 4 (Coun Chase), introduced an order calling attention to the fact that there was an act passed by the Legislature back in 1938 under which the various cities and towns are allowed to spend \$100 for burial of the indigent poor. It was not until it was found that the Welfare Department would not pay that amount except where the burial was done by funeral directors under their supervision that the order was introduced. Since then I have myself had occasion to look into the case of a woman who died at the City Hospital. She happened to be on the welfare roll when she died, and her husband was also on welfare. The family undertaker was called in to do the burial, and he was told that all that would be allowed would be \$20, but that if the Welfare Department took charge \$100 would be allowed to the funeral director whom they directed. I had to run around to get the \$100 for the funeral director employed by the family. I am, therefore, introducing this order to remedy a condition that I believe should not be allowed to continue in Boston. We have on our welfare rolls people who have seen better days and who have a family tradition to the effect that members of their family shall be buried by the family funeral director. It is not a question of the family funeral director making money out of the burial, but the families do have in many cases a very strong feeling in favor of their own funeral director doing the burying. It seems to me that that is a very natural feeling, and I trust therefore that this order will be passed and that the Director of Public Welfare will allow families of deceased persons who are on Welfare or Old Age Assistance, or other persons eligible under the Act of 1938, to have the privilege of selecting their funeral director.

Coun. COFFEY—Mr. President, I want to go along on the order offered by Councilor Sullivan. I think it is a very good order. If my information is correct, about five funeral directors in the City of Boston get all the work of the Welfare Depart-

ment in this line. I am informed that at times one of these funeral directors would take as many as five of these bodies at once to Potter's Field, to save themselves separate trips and some expense, and charge up \$100 for each body. Since the order introduced by the councilor from the Back Bay went through, I had a person come to me and tell me that in a case in his family and it is, I understand, a matter of public record, a member of his family was buried and up to the present day he cannot obtain information as to where that person was buried either from the Welfare Department or from the city or state death records. I have had another case brought to my attention by a former resident of my town, who went to California, getting a job as nurse, and after a while when she sent on for her father, she found to her amazement that he was dead and buried, and she cannot find where he was buried. I had an undertaker come to me a few weeks ago and state in regard to a burying job that was given to a favorite undertaker, that upon subsequent examination it was found that the wrong body was taken, and he sent to the morgue and seized the right body. I certainly feel that the authorities should live up to the intention of the law, which is to take care of the poor and see that they get decent burial. I understand that bodies have been lying at the hospital morgue for five and six months awaiting identification. I understand that there are several bodies there turning black with age, they have been there so long. I believe, therefore, that this order should be passed and that families should be granted the privilege of selecting their own funeral director, instead of having bodies taken out to Potter's Field and thrown in a grave with other bodies.

Coun. CAREY—Mr. President, I think it is time that some action should be taken in this matter. There is nothing more sorrowful than death, and certainly every consideration should be made to the feelings of the family of the deceased at such a time. It seems clear that something should be done in this matter. It has been before the Council previously, and has now been resurrected. I feel sure that if this matter is brought clearly to the attention of the Director of Public Welfare and his Honor the Mayor, it will be remedied. Certainly in this city, where humanity is supposed to be observed at all times, it is time that the bodies of those unfortunates who have become unfortunate through no fault of their own should be properly handled. I trust that the order will go to the Committee on Public Welfare, that the subject will be looked into, and that the present system which we are told prevails will be corrected.

Coun. HUTCHINSON—Mr. President, I would also like to have the committee investigate the handling of bodies down at Long Island. I have heard, but have not been able to trace it down, that people are buried down there, that nobody knows who they are, and that their relations have not called for them. I think matters of that kind should be thoroughly looked into and that all the information available should be obtained. I trust that that is a matter that will also be investigated.

Coun. RUSSO—Mr. President, I simply want to go along with this order, and I feel that individuals thus afflicted should be given the right to select their own undertakers to bury their dead. I know of several occasions in the past where certain undertakers were unable to be hired, due to the fact that the Welfare Department took it upon themselves to handle the matter as we are told that it has been handled, and that they will not allow more than \$20 if their own funeral directors do not do the burying. I wish to go along on this order, as I believe these people should be given the right to hire their own undertaker.

The order was referred to the Committee on Public Welfare.

SALE OF STOCK BY BOSTON ELEVATED.

Coun. TAYLOR offered the following:

Whereas, The report of the Finance Commission pertaining to the Boston Elevated Railway has revealed that the deficit charged to the cities and towns has been unjust; and

Whereas, The matter is now in the Attorney-General's office for his action; be it

Resolved, That his Excellency the Governor be requested to instruct the Board of Elevated Trustees to cancel their request for payment of said deficit by the various cities and towns; and be it further

Resolved, That his Excellency the Governor be requested to instruct the trustees to issue and sell additional stock sufficient to take care of the outstanding deficit to be charged to the cities and towns.

Coun. TAYLOR—While the Elevated question has not been solved to the thorough satisfaction of all classes concerned, particularly the taxpayers of the City of Boston, nevertheless, there has been a serious question raised as to whether or not the deficit charged to the cities and towns is a just one. In the meantime, until that question has been settled, I believe that this railway company, now waxing fat at the expense of the taxpayers of the City of Boston and of other cities and towns, should be compelled to shoulder a portion of the burden itself. I don't think there is anything in the contract or in the law that will prevent the Elevated from issuing stock to take up this amount, and I believe it is only fair that the burden should be borne by the stockholders of the Elevated, the value of whose stock, through the furnishing of up-to-date equipment, has increased to such an extent under the Public Control Act. I certainly believe, under the circumstances, that it is time that they should assume some of the burdens and that the trustees should issue and sell more stock to meet the deficit. They will thus be assuming a portion of the burden and will be affording to the citizens of Boston and other cities and towns a part of the consideration to which they are justly entitled.

The order was passed under suspension of the rule.

LICENSING OF HORSE AND DOG TIP ESTABLISHMENTS.

Coun. HURLEY and FISH offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to prepare and submit to the City Council an ordinance providing for the licensing of all horse and dog tip establishments in the City of Boston.

Passed under suspension of the rule.

ROBERTS FIELD IMPROVEMENTS.

Coun. WICKES offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the installation of a drinking fountain on Roberts Field, at the rear of the baseball backstop.

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the installation of lighting equipment on Roberts Field, Ward 17.

Severally passed under suspension of the rule.

ONE DAY OFF IN SEVEN FOR POLICE DEPARTMENT.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to devise plans whereby one day off in seven may be granted to the members of the Boston Police Department with the present personnel.

Coun. TAYLOR in the chair.

Coun. M. H. SULLIVAN—Mr. President, during the past week several stories have appeared in the local newspapers to the effect that the Mayor and the Police Commissioner have been considering the possibility of giving one day off in seven to the members of the Police Force. The City of Boston has been backward in this matter, has lagged behind other municipalities. I know that his Honor the Mayor is heartily desirous of promoting this one day off in seven plan for the Police Force if it is financially possible for the city to do so, and I know that a year ago, when Commissioner Timilty appeared before the Committee on Appropriations—

Coun. COFFEY—Mr. President, I rise to a point of order. I doubt the presence of a quorum.

Chairman TAYLOR ordered a roll call, which showed that fourteen members were present.

Chairman TAYLOR—A quorum is present, and the speaker will proceed.

Coun. M. H. SULLIVAN—Mr. President, I know that his Honor the Mayor is heartily desirous of granting this one day off in seven if the condition of the city financially is such that it is possible to do so. I know also, as I say, that last year Commissioner Timity appeared before the Committee on Appropriations and had something to say about this matter. As chairman of the Committee on Appropriations at that time, I asked the commissioner about the possibility of providing for one day off in seven for the police. He stated that the department was undermanned but added that if he received additions to the force he would be pleased to give consideration to the idea of one day off in seven for the men. Since then there have been additions to the force. I realize, of course, that other situations may have arisen and that possibly the commissioner may not have been able to carry this out. On the other hand, I have read during the past week about the situation in regard to the traffic officers. I understand that there have been good results from the drive they have been making on parkers, and that those who have been receiving four or five tickets are now paying fines, which are bringing in an income to the Municipal Court, and that there has been a substantial improvement in the parking situation as a result of this recent drive. I think, perhaps, in view of the fact that there has been a lessened demand on the parking officers thirty-five or forty might be taken off and that the department might thereby be enabled to carry out successfully the one day off in seven. Certainly the men should have their one day off in seven, and I believe personally that it will add to the efficiency of the department. It certainly is time that Boston should fall in line with other cities of the country in this respect, and I trust that the commissioner, under the circumstances, will now be able to do something about it.

Coun. HUTCHINSON—Mr. President, I concur heartily with the councilor from Ward 22 in this matter. I think it is really a very good order. We do not realize how hard the members of the force have to work. They not only do not get the one day a week off, but there are times of emergency, crime waves, parades, one thing and another, when they are on duty over hours, often at night, and when fifteen or sixteen hours out of the twenty-four are given by them in performance of their duties without any extra pay or compensation whatsoever, I think, therefore, that it is about time that the City of Boston should grant the men at least one day off in seven.

Coun. D. F. SULLIVAN—Mr. President, I have an order the same as this in the Executive Committee, and I think if that order is taken up and acted upon at the present time it will accomplish what is desired by this order.

Coun. M. H. SULLIVAN—Mr. President, I move the passage of the order.

Coun. COFFEY—Mr. President, I read in the morning paper that the Mayor said that he could not afford at the present time, with the condition of the city's finances, to give the men one day off in seven. But the gentleman who has introduced the order is a very good friend of the Mayor, and I am going to ask that it be passed, feeling that if it is a possible thing the one day off in seven will be given. It rests solely in the Mayor's hands.

Coun. M. H. SULLIVAN—Mr. President, I believe, with the conditions as they now exist, there is at least a possibility that the commissioner may be able to carry this out without an additional appropriation.

Coun. D. F. SULLIVAN—Mr. President, I believe that my order covers the same situation. It is in the Executive Committee now and we are awaiting the Police Commissioner to appear before us.

Chairman TAYLOR—The order will be referred to the Executive Committee.

DEMOLITION OF BUILDING, BROOKS STREET.

Coun. SULLIVAN offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to tear down the building formerly used as a public library branch, on Brooks street, Brighton, to which building the Board of Street Commissioners now holds title.

Passed under suspension of the rule.

MONUMENT ON ALICE E. GALLAGHER PLAYGROUND.

Coun. M. H. SULLIVAN offered the following:

Ordered, That his Honor the Mayor be requested to arrange for the erection of a suitable monument to be located on the Alice E. Gallagher Playground in Brighton prior to the date of dedication in July.

Passed under suspension of the rule.

ACCEPTANCE OF WARD 22 STREETS.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as public highways, Denton road, Ryder Hill road and Richardson street, Ward 22.

Passed under suspension of the rule.

LOW-INCOME GROUP HOUSING PROJECTS.

Coun. LINEHAN offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to notify all tenants in the low-income group housing projects of the Authority's decision, in answer to the City Council order of February 3, 1941, that those projects already occupied by families in the low-income group would be kept occupied solely by those families.

Coun. LINEHAN—Mr. President, on February 3 of this year some of the councilors may remember that I filed an order requesting the Boston Housing Authority, through his Honor the Mayor, to refrain from selling any more housing projects to the Federal Government for any purpose other than to house families in the low-income group. At that time it was said by members of the Council that I was trying to put members on the spot through such an order. But that was not so, Mr. President. I happen to know that many of those families who are now being provided for, families in the low-income groups, feel very uneasy about the conditions at the present time. I certainly hope that the Housing Authority will inform the low-income group tenants of the Housing Authority's decision, in answer to the City Council's order of February 3, 1941, that those projects already occupied by families in the low-income groups will be kept occupied solely by those families in those groups. I happen to know that, for instance, in the Old Harbor project district that there are hundreds of families who have been on the anxious seat, and I think they should be given some knowledge other than what has appeared in the Boston papers. I trust that the Housing Authority will see fit to get that information to the low-income tenants.

The order was passed under suspension of the rule.

VACATIONS FOR DRAFTEES.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor be requested to instruct the various department heads to grant a two weeks' vacation, with pay, to those city employees who are inducted into the armed forces of the nation.

Coun. GOODE—Mr. President, I am introducing this order at this time because I feel that some provision should be made for young men who are being inducted into the army and who, if they work for a full year, would be entitled to receive vacations. I am in receipt of a communication from one department refusing such treatment to an employee, because he had left the department under such circumstances, although if he had remained he would have received two weeks' vacation with pay. So in his case the two weeks' vacation with pay was denied. I think something of this kind should be done for these young men.

The order was passed under suspension of the rule.

IMPROVEMENT OF CASTLE ISLAND.

Coun. SCANNELL offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to grade off the section of Castle Island which is now being used as a dump and also to construct granolithic walks on the island.

Passed under suspension of the rule.

ENLARGING OF FROG POND.

Coun. RUSSO and FISH offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to enlarge the Frog Pond on the Boston Common.

Coun. RUSSO—Mr. President, the past week I have read in the newspapers about the placing of two frogs in the Frog Pond on the Common, and there seems to be quite a commotion over it. I see that the Park Commissioner is quite concerned. I ask in this order that proper steps be taken looking to the enlargement of the Frog Pond. I have occasion to go there at times in the summer, and I see there many children from my district who otherwise would have no place to go with the same facilities that are offered to them there, in the way of wading in and enjoying the Frog Pond. While, of course, the name "Frog Pond" is not associated with the presence of frogs in the pond, I do feel at this time that the pond means a great deal to the children, that it is one of the places where they enjoy going and that, considering the numbers who frequent it, it should be enlarged. That, of course, to my mind can be done without endangering their lives. I trust, therefore, that the order will pass.

The order was passed under suspension of the rule.

SHOWER BATHS, EAST BOSTON.

Coun. COFFEY offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make plans for the construction of shower baths in the building now being erected on the East Boston side of the South Ferry.

Coun. COFFEY—Mr. President, the reason why I introduce this order is that recently we had a fire at the South Ferry, and in the erection of the new building they tell me that there is no allowance in the plans for shower baths. I trust that the Public Works Commissioner will see fit to have shower baths erected there, if only for this reason, that when the engineers come off duty there will be no proper place for them to clean up unless they have a shower bath to go into.

The order was passed under suspension of the rule.

SAFETY ZONES, BLUE HILL AVENUE CAR RESERVATION.

Coun. GOTTLIEB offered the following:

Whereas, The Boston Elevated Street Railway reservation on Blue Hill avenue, from American Legion Highway to Mattapan, affords no safety for the passengers boarding or alighting from street cars on said reservation; and

Whereas, The Blue Hill avenue reservation is exclusively within the control of the Boston Elevated Railway Company, which Railway Company refuses to construct safety zones which are sufficiently illuminated; therefore be it

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to immediately call a conference, to be attended by his Honor the Mayor, the trustees of the Boston Elevated Railway and the General Manager thereof, for the purpose of taking immediate steps to protect the lives and safety of the users of the Boston Elevated in Dorchester and Mattapan.

Passed under suspension of the rule.

INVESTIGATION OF INTIMIDATION OF PUBLIC OFFICIALS.

Coun. GOTTLIEB offered the following:

Ordered, That the Federal Bureau of Investigation be requested, through his Honor the Mayor,

to launch an immediate investigation into the intimidation of public officials.

Coun. GOTTLIEB—Mr. President, about two weeks ago I received a postal card through the mails which was in the nature of a threat against me personally if I continued in my activities against subversive groups in the City of Boston. I paid no attention to the postcard, feeling that it was the work of some crank. This postcard followed within a few days the filing of a resolution in this Body asking for an investigation and the closing of the Nazi consulate in Boston. Whether it had any connection

Coun. COFFEY—Mr. President, I rise to a point of information. Will the Chair tell me whether the speaker is out of order?

Chairman TAYLOR The gentleman will be allowed to speak, and the order will then be referred to the Committee on Rules.

Coun. COFFEY—Mr. President, at a recent meeting an order like this was ruled out of order. Does the Chair now rule this one in order?

Chairman TAYLOR—The Chair will rule that the councilor has a right to speak, because he himself is involved in a threat.

Coun. COFFEY—Mr. President, I press my point of order. A similar order was introduced awhile ago, for an investigation by the Federal Bureau of Investigation, and that order was ruled out of order.

Chairman TAYLOR—I do not recall that. The Chair has no recollection of the order referred to by the councilor.

Coun. GOTTLIEB—Mr. President, in the order I have just filed I merely ask that the Federal Bureau of Investigation launch an immediate investigation into the question of intimidation of public officials. I make no mention of any particular group nor do I aim my order at any individual or group in connection with this threat to which I was subjected. I will say, however, that I did recently introduce an order concerning subversive groups, and I later received the postcard I have referred to, and later I received a letter containing a picture of a bomb and a statement that I would get what was coming to me unless I stopped squawking. I feel that if we have come to a pass where, in the exercise of our duties as representatives of the people, we are to be subjected to this sort of thing by any individual or group doing their best to undermine the democratic form of government, I have every right as an American citizen to demand an official investigation. I feel that in a matter of this kind the Federal Bureau of Investigation should take it over at once, in justice to my family and to myself as an individual citizen of the City of Boston.

Chairman TAYLOR—The order will be referred to the Committee on Rules.

Coun. COFFEY—Mr. President, I would like to ask the gentleman to answer a question.

Chairman TAYLOR—The order has been referred to the Committee on Rules.

Coun. COFFEY—Mr. President, may I talk on the order?

Chairman TAYLOR—It has been referred to the Committee on Rules.

Coun. COFFEY—The councilor spoke upon it, and you recognized me when I got up, calling me by name, and before I had a chance to speak, you referred it to the Committee on Rules.

Chairman TAYLOR—If you want to speak, you can do so by unanimous consent.

Coun. COFFEY—Mr. President, I think I have a right to talk on the order before its reference to the Committee on Rules.

Chairman TAYLOR—The order has been referred to the Committee on Rules.

Coun. COFFEY—Mr. President, I appeal from the decision of the Chair.

Chairman TAYLOR—Is there any seconding of the appeal? (No response.) The order stands referred to the Committee on Rules.

Coun. ENGLERT—Mr. President, I move that we take a recess and go into Executive Session.

Coun. Englert's motion was declared carried. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The Council voted to take a recess subject to the call of the Chair, yeas 13, nays 2.

Yeas—Coun. Carey, Englert, Fish, Goode, Gottlieb, Hurley, Hutchinson, Langan, Lyons, Russo, Scannell, M. H. Sullivan, Taylor—13.

Nays—Coun. Coffey, D. F. Sullivan—2.

Coun. COFFEY—Mr. President, I move a reconsideration.

The motion to reconsider was declared lost.

Coun. COFFEY—Mr. President, I doubt the vote and ask for a roll call.

The motion to reconsider was lost, yeas 2, nays 13:

Yeas—Coun. Coffey, D. F. Sullivan 2.

Nays—Coun. Carey, Englert, Fish, Goode, Gottlieb, Hurley, Hutchinson, Langan, Lyons, Russo, Scannell, M. H. Sullivan, Taylor—13.

The members went into recess at 3.35 p. m. and reassembled at 3.50 p. m., Coun. TAYLOR in the chair.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on petitions (referred today) for children under fifteen years of age to appear at places of public amusement, viz.:

Lucille Perry Hall, Jordan Hall, May 26.

Julia Lubit Pianoforte School, Jordan Hall, May 18—recommending that leave be granted under usual conditions.

Report accepted; leave granted under usual conditions.

2. Report on message of Mayor and order (referred today) that \$3,500 be appropriated from Sales of City Property for South Boston District Headquarters Building—that same ought to pass.

3. Report on message of Mayor and order (referred today) that \$60,000 be appropriated from income of George F. Parkman Fund, to be expended for Common and Parks in Existence on January 12, 1887—that same ought to pass.

The reports were accepted and the question came on the passage of the orders. The orders were passed, yeas 17, nays 0.

REPORT OF COMMITTEE ON COUNTY ACCOUNTS.

Coun. GOTTLIEB, for the Committee on County Accounts, submitted the following:

Report on resolve (referred February 24) in favor of payment to Connors Brothers Company in settlement of claims arising out of contract for alteration and enlargement of old Suffolk County Court House—that same ought to pass.

Report accepted; said order passed.

ENFORCEMENT OF ZONING ORDINANCE, WARD 8.

Coun. HURLEY offered the following:

Ordered, That the Board of Appeal be requested, through his Honor the Mayor, to enforce the zoning ordinance in Ward 8, particularly in so far as it applies to the establishment of junk yards.

Passed under suspension of the rule.

BOCCHÉ COURTS, WILLIAM EUSTIS PLAYGROUND.

Coun. HURLEY offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the installation of bocché courts on the William Eustis Playground, Ward 8.

Passed under suspension of the rule.

OPEN-AIR FIREPLACES, FRANKLIN PARK.

Coun. HURLEY and GOTTLIEB offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to construct open-air fireplaces for the use of picnickers at Franklin Park.

Passed under suspension of the rule.

SURVEY OF LINES ENTERING DUDLEY STREET TERMINAL.

Coun. HURLEY, D. F. SULLIVAN, CAREY and ENGLERT offered the following:

Ordered, That the trustees of the Boston Elevated be requested, through his Honor the Mayor, to make a survey of all lines entering and leaving the Dudley Street terminal, with the view to extending the present five-cent fare zone to permit a five-cent fare from outside the terminal to the line terminus, and from the start of the line to the entrance of the terminal.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following reports on petitions for driveway openings—that same ought to pass, viz.:

Roxbury Realty Trust (referred April 28), at 467 Brookline avenue.

Milton Palevsky (referred April 28), at 461 Brookline avenue.

Reports accepted; leave granted on usual conditions.

CONFIRMATION OF APPOINTMENTS.

On motion of Coun. M. H. SULLIVAN, Nos. 1 and 2, under unfinished business, were taken from the calendar, viz.:

1. Action on appointment submitted by the Mayor, April 14, 1941, of Joseph M. Torr, to be a Constable authorized to serve civil process upon filing bond.

2. Action on appointment submitted by the Mayor, April 28, 1941, of Walter Moran, to be a Constable, without authority to serve civil process, vice Frank Chaisson.

The question came on confirmation of the appointments. Committee, Coun. Lyons and Chase, Whole number of ballots 15; yeas 15, and the appointments were confirmed.

FIVE-DAY SUMMER WEEK FOR CITY EMPLOYEES.

Coun. M. H. SULLIVAN and HURLEY offered the following:

Ordered, That his Honor the Mayor consider the advisability of placing all city employees, wherever possible, on a five-day week during the summer months, starting May 31, 1941.

Passed under suspension of the rule.

Adjourned at 4.04 p. m., on motion of Coun. D. F. SULLIVAN, to meet on Monday, May 12, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, May 12, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Hurley and Kelly.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Constables for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon the filing of the necessary bond: J. Charles Karcher, 14 Glenside avenue, Ward 11; James F. Mahoney, 10 Catawba street, Ward 12; Salvatore Grassa, 791 Saratoga street, Ward 1.

Weighers of Goods: Raymond A. Bacon, 32 Montvale street, Roslindale, Mass.; Charles Nason, Border street, West Newton, Mass.

Weigher of Coal: Edna Levine, 14 Hildreth street, Dorchester, Mass.

Severally laid over a week under the law.

CONSTRUCTION OF HILLSIDE STREET, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of April 28, 1941, concerning repaving with smooth pavement, under the W. P. A. plan of construction, Hillside street, Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 10, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council, April 28, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to repave with smooth pavement, under the W. P. A. plan of construction, Hillside street, Ward 10."

In the event that it is determined necessary to resurface the above-referenced street, it is my intention to have the project submitted to the W. P. A. authorities providing for the reconstruction work to be done during the current year.

Very truly yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PLAY AREA, WINTHROP SQUARE PARK:

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 28, 1941, concerning the converting the Winthrop Square Park into a play area for children.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 8, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 2, with inclosure, order from the City Council that the Park Department convert the Winthrop Square Park into a playground for children.

Please be informed that this would meet with all kinds of objections from the residents of Charlestown. It has always been the intention to maintain the area as a park with the Soldiers Monument in the center. I do not think it would be advisable to even consider turning this area into a play area,—in fact, I am having the grounds fixed up at the present time and put down to grass.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

CEMENT SHELTER, DEWEY BEACH, WARD 2.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 28, 1941, concerning the construction of an all cement shelter at Dewey Beach, Ward 2.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 8, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 2, with inclosure, order from the City Council that an all cement shelter be constructed at Dewey Beach, Charlestown.

I can make up a project to this effect, submit it to the authorities and no doubt it will be approved. After it is approved I cannot start it, due to the fact no skilled help can be obtained from the W. P. A. at the present time.

There is no way this department can comply with this request, except through a W. P. A. project.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

IMPROVEMENT OF SAVIN HILL PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of April 28, 1941, concerning the seeding and sodding of the Savin Hill Playground.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 8, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 2, with inclosure, order from the City Council regarding the seeding and sodding of the Savin Hill Playground.

This is a W. P. A. project I have been trying to clean up for some little time. It will be too late to do any seeding when the W. P. A. grading job is done. I feel sure all I can do with it this spring is to grade it and roll it. I will order a roller in there immediately.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

CAR SERVICE, DORCHESTER AND ROXBURY.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of March 31, 1941, concerning making arrangements for better and more frequent

service on the Ashmont-Morton Street bus line^e and on the Washington Street-Dudley Street car line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
April 28, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Since the receipt of your letter of April 3, with copy of order of the City Council requesting more frequent service on the Morton-Fairmount Streets to Ashmont Station bus line and on the Ashmont to Dudley Street via Washington Street car line, we have had counts taken which show the service to be adequate to meet the present riding requirements.

Riding on both lines will, however, be watched and service adjustments made if necessary.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SERVICE IN HUNTINGTON AVENUE SUBWAY.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of April 7, 1941, concerning providing adequate car service in the new Huntington Avenue Subway by placing more cars in service.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
May 7, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of April 12, with order of the City Council concerning car service in the new Huntington Avenue Subway, I would say that since the new subway was opened the riding has been carefully observed and adjustments made to meet the riding requirements, with the following results:

Scheduled trips from Arborway before subway opened, 208; at present, 243; scheduled trips from Francis street before subway opened, 146; at present, 131. Total trips before subway opened, 354; at present, 374. Increase, 20.

Recent counts show that service operated is adequate to meet present riding requirements, but it will be watched and adjustments made from time to time as found to be necessary.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

FUNDING OF OVERLAY DEFICITS.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—Chapter 225 of the Acts of 1941 authorizes the borrowing of an amount not in excess of \$3,000,000 to be used to meet deficits arising through the granting of abatements of taxes, assessed in years prior to 1938, in excess of the overlay included in the tax levies of the years of assessment. This legislation represents an extension of the authorization originally granted in chapter 235 of the Acts of 1938. The experience of the city under this original act indicates that the amount of funding authorized was not sufficient to cover the overlay deficits occasioned largely by the action of the Board of Tax Appeals in granting reductions in valuations established prior to the current administration.

As of April 30, 1941, overlay deficits totalling \$994,579.28, relating to the years 1931 to 1937, inclusive, were reflected on the books of the city. To reimburse the city treasury for this accumulated loss of revenue and to provide a reserve for subsequent deficits as they may arise during the bal-

ance of the current year I submit an order providing for an appropriation of \$2,000,000. I respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 225 of the Acts of 1941 the sum of two million dollars be, and hereby is, appropriated, to be used for the funding of overlay deficits, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

Referred to Committee on Finance.

STOCKHOLDERS OF BOSTON ELEVATED.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the members of the Finance Commission relative to your orders of April 14, 1941, concerning submitting to the City Council a list of the stockholders of the Boston Elevated Railway and the amounts of stock held by each, and also the names and addresses of the stockholders and amounts held by each at the time legislation was passed guaranteeing dividends by the State.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
The Finance Commission, May 8, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Honorable Sir,—On April 14, 1941, the City Council adopted two orders by which the Finance Commission was requested, "through his Honor the Mayor,"

(1) to inform the Boston City Council as to the names and addresses of the stockholders of the Boston Elevated Railway Company and the amounts of stock held by each;

(2) to submit the list of names and addresses of the stockholders and amounts held by each at the time legislation was passed guaranteeing dividends by the State.

The commission did not have this information in its possession. Therefore, on April 21, 1941, the commission sent the following letter to the Secretary of the Board of Directors of the Boston Elevated Railway Company:

The Finance Commission of the City of Boston incloses herewith order passed by the City Council of the City of Boston, under date of April 14, 1941, requesting that this commission submit to the City Council a list of the stockholders of the Boston Elevated Railway, their addresses, and the number of shares held by each, both as of May 22, 1918, and at present.

This order is transmitted to you with the suggestion that it be complied with, unless in your opinion and that of the Board of Directors of the Boston Elevated Railway, there is some valid and substantial reason why the information should not be furnished.

In reply to this letter Mr. John H. Moran, vice president and treasurer of the Boston Elevated Railway, called upon the chairman of the Finance Commission at his private office on Tuesday, May 6, and deposited with the chairman two volumes, approximately 11 inches by 19 inches in size, one of which contains the list of stockholders at the time of the annual meeting for the year 1941, which was held in March, and the other containing the list of stockholders as of May 24, 1918. The list of stockholders as of the 1941 meeting is spread over slightly more than two hundred pages with approximately thirty names and addresses on a page. The 1918 list is spread over approximately one hundred seventy-five pages with approximately thirty-six names and addresses on a page.

It was explained by Mr. Moran to the chairman of the Finance Commission that these volumes constitute the official records of the Elevated Company and are not duplicates, that duplication would be expensive and slow, and that therefore he had entrusted to the chairman of the Finance Commission the original records upon the definite

understanding that they would be safely kept and would be returned to the Boston Elevated Railway Company.

The commission is unwilling to accept the responsibility of being the custodian of these original records, on the foregoing conditions. Therefore, the commission has returned the records to the vice president and treasurer of the Elevated Company.

The commission assumes, however, that inasmuch as the Board of Directors was informed by the commission's letter of April 21, 1941, set forth above, that the commission was requesting the list for the benefit of the City Council, it will be accessible to the Council if request for it be made directly to the Boston Elevated Railway Company.

Respectfully submitted,

CHARLES M. STOREY, Chairman,
JAMES E. MAGUIRE,
DAVID LASKER,
JAMES H. FLANAGAN,
ELIAS F. SHAMON,

The Finance Commission.

Placed on file.

DATE OF ANNUAL RENTAL PAYMENTS OF HUNTINGTON AVENUE SUBWAY.

The following was received:

City of Boston,

Office of the Mayor, May 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith an explanatory communication from the chairman of the Transit Commission and a copy of chapter 148 of the Acts of 1941 changing the date of the annual rental payments for the use of the Huntington Avenue Subway by the Boston Elevated Railway Company.

I recommend the passage of the accompanying order accepting the act.

Respectfully,

MAURICE J. TOBIN, Mayor.

—

City of Boston,

Transit Department, May 6, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—This department is in receipt of notice from the Secretary of the Commonwealth that chapter 148 of the Acts of the year 1941, entitled "An Act providing for modification of the terms and conditions under which the Boston Elevated Railway Company has been granted the use of certain subway premises and equipment, and making certain changes relative to payments in connection with such use" was approved by his Excellency the Governor on March 31, 1941.

This act is an amendment of section 7 of Part II of chapter 366 of the Acts of 1933, as affected by chapter 159 of the Acts of 1937, and by chapter 395 of the Acts of 1938, and as amended by section 1 of chapter 398 of the Acts of 1938.

Chapter 366 of the Acts of 1933, above referred to, authorizing the construction and equipment of the Huntington Avenue Subway, provided for annual rental payments by the Boston Elevated Railway Company on the twenty-fifth day of July, and the contract between the City and the Company for the sole and exclusive use by the company of the premises and equipment of the Huntington Avenue Subway contained the same provision. At the time of the execution of this contract the City of Boston tax year was April first.

In view of the change in the Boston tax rate year from April first to January first it became necessary to move forward the annual date of rental payment by the Boston Elevated Railway Company to the twenty-fifth day of April in each year to and including the year 1941 and to the twenty-fifth day of January in each year thereafter.

The acceptance of this act, chapter 148 of the Acts of 1941, constitutes an agreement on the part of the City and the Boston Elevated Railway Company to execute a contract modifying, in accordance with the provisions of this act, the existing contract between the City and the Company for the use by the company of the premises and equipment of the Huntington Avenue Subway only in regard to the date of rental payments.

The first requirement of the act relating to its effectiveness provides for its acceptance both by vote of the City Council and by approval of

your Honor and by the filing of a certificate of such acceptance and approval with the State Secretary during the current year.

The department respectfully forwards herewith a photostatic copy of the act.

Respectfully yours,

T. F. SULLIVAN, Chairman.

—

Ordered, That chapter one hundred and forty-eight of the Acts of the year nineteen hundred and forty-one, "An Act Providing for Modification of the Terms and Conditions Under Which the Boston Elevated Railway Company Has Been Granted the Use of Certain Subway Premises and Equipment, and Making Certain Changes Relative to Payments in Connection With Such Use" be, and is hereby, accepted.

Referred to Executive Committee.

APPROPRIATION FOR ZONING BOARD

The following was received:

City of Boston,

Office of the Mayor, May 9, 1941.

To the City Council.

Gentlemen,—Each year it is customary to appropriate the sum of \$1,500 to carry on the routine work of the Board of Zoning Adjustment of the City of Boston constituted under section 20, chapter 488, of the Acts of 1924, commonly known as the Boston Zoning Law. The money is expended for verbatim records of public hearings, blueprints, postage, automobile hire for inspection trips, personal services, including engineering, drafting, secretarial and clerical work, and miscellaneous expenses.

The Board of Zoning Adjustment, through its chairman, Frederic H. Fay, has requested an appropriation for 1941, and in compliance with this request I submit the attached order providing for the appropriation of \$1,500 from the Contingent Fund, and recommend adoption by your Honorable Body.

Respectfully,

MAURICE J. TOBIN, Mayor.

—

Ordered, That the sum of fifteen hundred dollars (\$1,500) be, and hereby is, appropriated, to be expended under the direction of the Board of Zoning Adjustment, for the operating expenses of this Board for the year 1941, said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

SAFETY ISLANDS, WARD 2.

The following were received:

City of Boston,

Office of the Mayor, May 12, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of April 28, 1941, concerning the construction of a safety island on Cambridge street, Ward 2, in the vicinity of Sullivan square.

Respectfully,

MAURICE J. TOBIN, Mayor.

—

City of Boston,

Public Works Department,

May 10, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council April 28, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a safety island on Cambridge street, Ward 2, in the vicinity of Sullivan square."

A plan was recently prepared in connection with the installation of the above-referenced safety island by the Traffic Department.

I anticipate that the island will be installed during the current year under a W. P. A. project.

Very truly yours,

GEORGE G. IYLAND,
Commissioner of Public Works.

City of Boston,
Office of the Mayor, May 12, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of April 28, 1941, concerning the construction of a safety island at Warren and Park streets, Ward 2.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 10, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council April 28, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a safety island at Warren and Park streets, Ward 2."

A plan was prepared by the Traffic Department several months ago in connection with the proposed installation of a safety island at the above-referenced intersection.

It is my intention to have the island installed during the current year with the aid of the Works Project Administration.

Very truly yours,
GEORGE G. HYLANO,
Commissioner of Public Works.

Placed on file.

RESURFACING WARD 11 STREETS.

The following was received:

City of Boston,
Office of the Mayor, May 12, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of April 28, 1941, concerning resurfacing with smooth pavement the following streets in Ward 11: Spalding street, Rosemary street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 10, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council April 28, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement the following streets in Ward 11: Spalding street, Rosemary street."

In the event that the department engineers determine that the resurfacing of the above-referenced streets is necessary, the work will be done during the current year as a W. P. A. project, unless the W. P. A. street construction program is curtailed to such an extent as to make it impossible to complete the street work that the department anticipates doing, during the current year.

Very truly yours,
GEORGE G. HYLANO,
Commissioner of Public Works.

Placed on file.

RESIGNATION FROM COMMITTEE BY COUNCILOR WARD.

The following was received: May 12, 1941.

To the President.
I desire at this time to resign from the Committee on Licenses, to take effect immediately.

MICHAEL J. WARD.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Arthur L. Andrews, for compensation for damage to car by city truck.

Associated Factory Mutual Fire Insurance Company, for compensation for damage to property at Paine Furniture Company, by fire engine.

Frank J. Bandzul, for compensation for damage to car by car of Traffic Department.

Helen S. Barry, for compensation for damage to car by city truck.

Emanuel Borenstein, for compensation for damage to clothing by city truck.

Neil P. Coyle, to be reimbursed as result of accident which occurred while in performance of duty as employee of Public Works Department.

Norman R. Dean, to be reimbursed as result of accident which occurred while in performance of duty as employee of Traffic Department.

Mrs. William Doyle, for compensation for damage to property at 6 Ashley street, caused by backing up of sewage.

Rachel Engelman, for compensation for injuries caused by an alleged defect at 110 Wales street.

Patrick Gallagher, to be reimbursed for execution issued against him.

Patrick Gallagher, to be reimbursed for execution issued against him.

Patrick Gallagher, to be reimbursed for execution issued against him.

Margaret Little, for compensation for injuries caused by an alleged defect at Beacon street and Kenmore square.

Joseph McKenney, to be reimbursed for execution issued against him.

Mabel Mokaba, for compensation for injuries caused by an alleged defect in Fulton place.

John J. O'Connell, to be paid for two days' work on street cleaning.

John Rittenburg, for compensation for injuries caused by an alleged defect in Huntington avenue.

Antonio F. Seretta, for compensation for injuries caused by an alleged defect in Columbus avenue.

Gertrude E. Shea, for compensation for damage to clothing caused by paint on bench in Public Garden.

Florence J. Sullivan, to be reimbursed for collapse of water boiler at 32 Mystic street, caused by water being shut off.

Mary L. Trotter, for compensation for damage to car by street cleaning machine.

William A. Condry, for refund on dog license.

Licenses.

Petitions for driveway openings, viz.:
Frank Palumbo, at Green and Chardon streets.
Mollie Dansky, at 107 Park street, West Roxbury.

CHILDREN'S PERMITS.

Petitions were received for children under fifteen years of age to appear at places of public amusement, viz.:

L. Mosely, Recital Hall, May 22.

Morris Bleiwas, Recital Hall, May 21.

Marie Ryan Livingston, Eliot Hall, May 26.

Katharine D. O'Gorman, John Hancock Hall, May 19.

Mildred Davenport, Jordan Hall, May 23.

Jean Paige, Brighelmsstone Club, May 27.

Corinne H. Alleyne, Recital Hall, May 23.

A. Marie Sovone, Jordan Hall, May 27.

It was voted to grant leave under the usual conditions.

APPROVAL OF CONSTABLES' BONDS.

The following constables' bonds having been duly approved by the City Treasurer were received and approved, viz.:

Alfred Blaustein, Arthur E. Byrnes, Daniel B. Carmody, Henry G. Dahlquist, Louis Gilbert, Solonon Gorfinkle, Abraham M. Hecht, Abraham Landfield, Max Rabinovitz, Almerindo Sarno, Sidney J. Sheinfeld, Leon Small, Joseph M. Torri Harry A. Webber, Charles A. Wood.

PRECINCT CHANGES IN WARDS 2, 7, 9 AND 10.

The following was received:

City of Boston,
Election Department, May 7, 1941.
Wilfred J. Doyle, Esq.,
City Clerk, Boston.

The following are votes of the Board of Election Commissioners taken under date of May 7, 1941:

Voted, To re-establish Precincts 2 and 4 in Ward 2 and Precinct 1 in Ward 10, which were

discontinued in accordance with the vote of May 22, 1939, because of land-takings by the Federal Government in connection with the construction of Housing Projects.

Voted, To change the lines of several precincts in Wards 7 and 9, also, because of land-taking by the Federal Government in connection with the construction of Housing Projects. These changes are set forth in the description accompanying this letter.

These changes will make a total of 389 precincts in the City of Boston.

The changes are to become effective for the Police Listing of January 1, 1942.

Very truly yours,

BOARD OF ELECTION COMMISSIONERS,
FREDERIC E. DOWLING,
Commissioner and Secretary.

Placed on file.

ORGANIZATION OF PUBLIC WELFARE DEPARTMENT.

Notice was received from the Public Welfare Department that at annual meeting of Board, held May 5, 1941, the following officers were elected for the ensuing year:

John J. Walsh, Chairman; Mrs. Margaret J. Gookin, Vice Chairman; Edward H. Willey, Treasurer; William G. O'Hare, Secretary.

Placed on file.

ACTING SUPERINTENDENT OF SUPPLIES.

Notice was received of designation by the Mayor of James J. McCarthy, City Treasurer, to be Acting Superintendent of Supplies *vice* John A. Breen, resigned May 6, 1941.

Placed on file.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, No. 1 on the calendar, *viz.*:

1. Action on appointments submitted by the Mayor, May 5, 1941, of Philip H. Sheridan, Frederick R. Mayo, to be Weighers of Goods; Benjamin H. Adler, to be a Weigher of Coal; and John T. Shanahan, John Lowney, Joseph T. Shanahan, John Galloway, Francis J. Dewey, to be Measurers of Grain.

The question came on confirmation. Committee, Coun. Russo and Goode. Whole number of ballots 16; yeas 16, and the appointments were confirmed.

SALE OF WEST ROXBURY LAND.

President GALVIN also called up, under unfinished business, No. 2 on the calendar, *viz.*:

2. Order for the sale to the United States of America, for the sum of \$40,000, of a parcel of land on Spring street, West Roxbury, containing approximately thirty acres.

On April 28, 1941, the foregoing order was read once and passed, yeas 19, nays 0.

The order was given its second and final reading and passage, yeas 17, nays 0.

REPORT OF COMMITTEE ON PUBLIC LANDS.

Coun. RUSSO, for the Committee on Public Lands, submitted the following:

Report on message of Mayor and order (referred April 28) granting easement to Massachusetts Memorial Hospitals, land on East Newton street—that same ought to pass.

Report accepted; said order read once and passed, yeas 17, nays 0.

ANTI-CONVOY RESOLUTION.

Coun. RUSSO offered the following:

Whereas, The execution of contemplated plans of the United States Government to convoy ships to, and in, European waters, will no doubt result in the loss of many ships and men; and

Whereas, The President of the United States has stated that convoy means shooting and shooting means war; therefore be it

Resolved, That the Boston City Council hereby desires to go on record as strenuously opposed to the convoy of any ships; and urges the Congress and President of the United States to concur with the wish of the great majority of the American people to remain out of war, and maintain peace.

Referred to the Committee on Rules.

Coun. RUSSO—Mr. President, I ask unanimous consent to make a statement.

President GALVIN—Objection is made and the resolution has been referred to the Committee on Rules.

RESIDENCE OF CITY EMPLOYEES.

Coun. RUSSO offered the following:

Ordered, that his Honor the Mayor be requested to consider the advisability of issuing instructions to the head of each city department to compel all employees of the city to take up residence in the City of Boston prior to September 1 of this year.

Passed under suspension of the rule.

RESURFACING OF WARD 3 STREETS.

Coun. RUSSO offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving Fleet street, Ward 3.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving and construct sidewalks, on Somerset street and Ashburton place, to Howard street, Ward 3.

Severally passed under suspension of the rule.

PARTICIPATION BY DRAFTEES IN MEMORIAL DAY SERVICES.

Coun. SCANNELL offered the following:

Ordered, That his Honor the Mayor be requested, in cooperation with the American Legion, to arrange for the participation by selectees now in training, who are on leave over the week-end of May 30, in the Memorial Day services conducted throughout the city.

Passed under suspension of the rule.

TRAFFIC LIGHTS, BRIGHAM CIRCLE.

Coun. CAREY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make arrangements immediately for the installation of traffic lights at Brigham Circle, in Ward 10.

Coun. CAREY—Mr. President, an order similar to this one has been introduced by me several times before as a member of this Council, and on each occasion, as is customary with all such orders, the "stock" reply has been received that "there are no funds available." Now, Mr. President, the time has come when funds must be found in order that the lives of innocent children and others might be protected in the Brigham Circle area on Huntington avenue. The Huntington Avenue Subway was opened recently, and at the present time the Jamaica Plain line car tracks are being removed from the surface of Boylston street and from Huntington avenue to the exit from the subway near Opera place. Furthermore, an underpass is being constructed at the intersection of Huntington and Massachusetts avenues. Both of these improvements are bound to attract considerable more vehicular traffic to the already heavily traveled Huntington avenue. Huntington avenue connects at the Brookline line with the Worcester turnpike, and it is also the main connecting artery with downtown Boston for those commuting by automobile who live in a large part of Jamaica Plain, with West Roxbury, and with the Shore Line road to New York. Also, plans are being considered by the City of Boston Traffic Department and Public Works Department, to which I do not subscribe, to narrow the width of the sidewalks on both sides of Huntington avenue in the vicinity of Brigham Circle, and thereby provide freer and speedier movement of vehicular traffic. Now, Mr. President, all of these plans that I have just mentioned are for the

purpose of speeding up the movement of vehicular traffic along Huntington avenue. Well, Mr. President, the motor vehicle has perhaps got to be taken care of, but I demand that the innocent and unprotected pedestrian be taken care of, too. There are two grade schools on Huntington avenue in close proximity to Brigham Circle, and the Peter Bent Brigham Hospital is located right there. Also, close by, in the immediate vicinity, is the Mission School and the Mission Church, to which latter place hundreds of parishioners in the Francis street, Fenwood road, St. Albans road, Kempton street, and Huntington avenue sections tread daily in going to Holy Mass and for the purpose of making visits. During the past week six different cases have been called to my attention where serious, and perhaps fatal, injury by automobile was avoided only through a miracle. The hazard to life and limb on Huntington avenue, in the neighborhood of Brigham Circle, is already unbearable, and during the next few months, with the completion of the plans above enumerated, conditions there are bound to become decidedly more dangerous. Affording proper protection to pedestrians there has been delayed long enough, Mr. President, and I therefore demand that immediate action be taken, and if his Honor the Mayor, the Traffic and Public Works Departments cannot find it possible and feasible to construct an underpass there, which I have also previously suggested, then let us have these traffic lights without further delay.

Coun. GOTTLIEB—Mr. President, speaking on the order offered by the councilor from Ward 10, I want to say that I fully sympathize with him in his efforts to care for the needs of the district along the line of better traffic control. Out in Ward 14 we have a similar dangerous situation, with traffic moving along Blue Hill avenue without proper protection to pedestrians through traffic lights. In fact, it is suicidal to cross some sections of Blue Hill avenue today. Two years ago the Traffic Commissioner made a survey of different dangerous intersections in the City of Boston, and at that time stated that practically \$100,000 would have to be spent to eliminate the dangerous crossings in the City of Boston. I wonder how long we will have to demand these necessary traffic lights? It seems to me far more important to have traffic lights, to protect men, women and children in our city, than even to have streets cleaned or repaired in the City of Boston; and I hope that the Mayor and the Traffic Commissioner will see fit to go along not only on the order submitted by Councilor Carey, but will have in mind the various dangerous crossings throughout our city where the present dangerous conditions should be eliminated at once.

Coun. SHATTUCK—Mr. President, the traffic danger on Huntington avenue has been increased through the extension of the subway, with the consequence that automobiles now run along there at higher speed, causing a greater need for traffic lights. That condition has been brought about, of course, through the extension of the Huntington Avenue Subway, with the consequent improving of rapid transit there, and the speeding up of automobiles on the street. The solution of this problem, of course, demands traffic lights.

The order was passed under suspension of the rule.

PRINTING OF "BOSTON'S STREETS."

President GALVIN offered the following:
Ordered, That the Superintendent of Printing be authorized and directed to print a new edition of one thousand copies, bound in boards, of the book entitled "Boston's Streets," with the precinct changes, if any, made by the Election Commissioners to December 31, 1941, and the list of streets, etc., added to and corrected by the Board of Street Commissioners up to the date of publication; said copies to be distributed under the direction of the Committee on Printing; and the expense to be charged to the Contingent Fund.

Passed under suspension of the rule.

TIME OFF FOR NEW STATE GUARD.

Coun. GALVIN offered the following:
Ordered, That his Honor the Mayor be requested to instruct all department heads to grant the same privileges, in so far as time off and vacations are concerned, to the new State Guard as were granted to the National Guard.

Passed under suspension of the rule.

APPROVAL OF GEYER ANTI-POLL TAX BILL.

Coun. D. F. SULLIVAN offered the following:
Resolved, That the City Council of Boston hereby goes on record as approving the principle of the Geyer Anti-Poll Tax Bill now before Congress, which bill is designed to abolish the requirement of the payment of a poll tax as a prerequisite for voting.

Referred to the Committee on Rules.

MATRONS AT FRANKLIN PARK.

Coun. GOTTLIEB offered the following:
Ordered, That the chairman of the Park Commission be requested, through his Honor the Mayor, to immediately furnish a matron at Franklin Park for the convenience of the women members of the Franklin Park Golf Course.

Coun. GOTTLIEB—Mr. President, the City of Boston maintains two public golf courses, one at Franklin Park and the other in Hyde Park, and I am informed that there are two matrons furnished at the George Wright Golf Course for the convenience of the women who play on that course. Out in Franklin Park the poorer citizens are accommodated, those who cannot afford to pay the rate charged on the George Wright course, but it seems to me there should be at least one matron at Franklin Park to take charge of the showers, towels, and so forth. I think it is fair to state that the Franklin Park Golf Course over a period of years has yielded a substantial profit to the City of Boston, and I feel that the people using that course should receive the services of one matron at once. I trust that the order will pass, and that immediate action will be taken.

The order was passed under suspension of the rule.

TENNIS COURTS, ROBERTS FIELD, WARD 17.

Coun. WICKES offered the following:
Ordered, That the Park Commission be requested, through his Honor the Mayor, to immediately place the tennis courts on Roberts Field, Ward 17, in proper condition.

Passed under suspension of the rule.

MUNICIPAL BUILDING, DORCHESTER.

Coun. WICKES offered the following:
Ordered, That the Superintendent of Public Buildings be requested, through his Honor the Mayor, to submit to the W. P. A. authorities a project for the erection of a municipal building in some central location in Dorchester, the expense of same to be taken care of by an outright Federal grant.

Passed under suspension of the rule.

OPPOSITION TO PROPORTIONAL REPRESENTATION.

Coun. GOODE offered the following:
Resolved, That the Boston City Council hereby records its opposition to the proportional representation form of voting for the City of Boston on the grounds that it results in "group anarchy" dictatorship, and is in direct contrast to the principle of majority rule.

Coun. GOODE—Mr. President, I have offered this resolution to counteract the influence of organized groups who are intent on bringing the proportional representation form of voting to the City of Boston. Elections in New York under the proportional representation law have failed to measure up to the claims of its supporters. It was intended to give minorities a fair chance of representation, and to prevent a powerful city machine from dominating the City Council. It was also expected to make possible the election of a higher type of public servant. The first City Council elected under the plan in New York certainly did not fulfill expectations. From start to finish the body engaged in continuous wrangles; its dignity and efficiency remained at a low ebb. The system in my opinion is no bar to electing a machine controlled by a political gang. The

present administration has been a great success, but if a Council were elected under the proportional plan and they had a two-thirds majority they might override the Mayor's veto. Under such a plan large sections of the city would be without any kind of representation. This would probably be the case in my own ward, which today is the largest in area in the city. City Councilor Chase is to be congratulated for the stand he took in the Legislature last week against the idea. His statement, that the speaker who sponsored the bill was unable to explain it to the satisfaction of the Legislature, is the truth. For that reason, I am going to request Mayor Tobin to extend an invitation to Professor Ferdinand A. Herms of Notre Dame University, outstanding authority on voting methods, to come to Boston at the expense of the City of Boston to explain the plan to the voters of Boston, the City Council and the members of the Massachusetts Legislature, that all may be adequately informed on this important question. This is a non-partisan question, far above party lines, but it is my conviction that when the people of Boston are better informed on the question they will bury it in a referendum.

Coun. SHATTUCK—Mr. President, there is before us no question of accepting or not accepting proportional representation. The only question at the present time, in City Hall or in the Legislature, is whether action will be taken which will enable the citizens of Boston to have a chance to vote on the question, and the citizens will have a chance to consider both sides of the question, under a referendum, before acting. I don't suppose the gentleman from Hyde Park (Coun. Goode) would object to the citizens of Boston voting on the question as to whether they will have or will not have proportional representation?

Coun. GOODE—Mr. President, I am not against having the matter go to the voters of the city, but as a member of the City Council I would certainly wish to have my constituents thoroughly informed as to what this matter really means and I would like to look into it more thoroughly myself. Naturally, some of my constituents have said to me, "What do you know about this thing? What do you know about this and that?" Certainly they should have and we should have information that will enable us to act intelligently. Personally, I do not feel that this represents a proper principle of democratic government.

Coun. SHATTUCK—The gentleman says in his resolution that he is opposed to the proportional representation form of voting on the ground that it results in "group anarchy, dictatorship." I wonder if there is any better way of finding out how it will work than to see how it has worked in other places. I spent a month in Ireland two years ago, travelling around the cities and towns of the country, and I found it exceedingly well governed. They have proportional representation there, and they have it in Cincinnati, which is generally regarded as the best governed city in the United States. It is a city which for some years past has been governed by proportional representation. If the gentleman thinks that proportional representation will lead to anarchy, I would like to have him explain just how he thinks it will lead to anarchy.

Coun. TAYLOR—Mr. President, if the gentleman will yield for a question, taking our present system, with the powers we have, I would like to have him tell us what advantages there would be to the City of Boston in having the City Councilors elected by proportional representation.

Coun. SHATTUCK—Mr. President, the bill before the Legislature, as I understand it, would not change Boston's form of government, but would simply affect the method of election. There is no provision which would allow the councilors of the city to override a veto of the Mayor by a two-thirds vote. But in the election of councilors-at-large, I think there would be many advantages, because I think when councilors are elected as we are, by wards, they do not take into consideration the interests of the whole city outside of their particular wards. That is almost a necessity of the present system, because the people of a particular ward are the people who elect us, and naturally we take a rather narrow view. If we were elected at large, we would take a broader view. Also, although they speak about the greater difficulty of campaigning under the proportional representation system, the burden really would not be great, because all that would be necessary to make the quota would be a tenth of the vote that you would ordinarily get in a city-wide election. On the first choice, for instance, the quota would be about

one-tenth of the city vote, which would be very different under proportional representation from the requirement of a majority of the votes throughout the city.

Coun. CHASE—Mr. President, will the gentleman yield for a question?

Coun. SHATTUCK—I will not yield at the moment. Proportional representation would also permit minority representation. Many years ago we had two representative bodies in the City of Boston, a Common Council and a Board of Aldermen. Three Common Councilors were elected from each of the twenty-five wards of the city, making seventy-five in all, and there was a Board of Aldermen of twelve members. I remember the membership of the Common Council very well because I was thinking at one time of running for the Common Council, but was advised to wait until the next time. I did, and there was no next time, because there was no continuance of the Common Council. That was in 1909. At that time there was a Board of Aldermen of thirteen members, elected at large, but each voter could vote for only seven, which made an approach to minority representation in a way, at that time. Of course, under proportional representation you do have minority representation substantially in proportion to the majority and minority within the particular election district.

Coun. TAYLOR—Mr. President, I don't think the councilor has fully answered my question. In all the cities you speak of, where proportional representation is in effect, the City Council in those particular communities have more power than the Boston City Council, do they not, having in mind the fact that the only power of any consequence we have is to reduce the appropriation items presented by the Mayor?

Coun. SHATTUCK—Mr. President, I think we have more power than is generally recognized. I think, in other words, that we really have more power than we exercise. We have an absolute negative power that is seldom exercised, that we should exercise more than we do.

Coun. M. H. SULLIVAN—Mr. President, I listened with interest to the wording of the resolution introduced by the gentleman from Ward 18, and I noticed that he does not oppose the idea of presenting the matter by referendum to the people of Boston, as a representative councilor. That might be very well, if the bill presented in the Massachusetts Legislature was being presented and honestly treated on its merits, but it must be obvious to all that it has been accompanied throughout with obvious subterfuge and political trickery. Certainly, the members of the Massachusetts Legislature in the past several weeks have clearly shown that they are trying to drive the Caseys, the Flahertys, the McCormacks and the Healeys out of Massachusetts politics. They have been trying to disfranchise in large part the Democratic electorate of Massachusetts by depriving them of representation in the United States House of Representatives, violating the right of Massachusetts voters to exercise majority rule by cracking the whip on members of the Massachusetts Legislature in an attempt to take away the right of representation in Congress of a large section of our people through political trickery. Of what use would a referendum be in this matter of proportional representation when the people would not even know what they were voting upon? The Massachusetts Legislature in the last several weeks has out-Hitlered Hitler. The Republican members of the Legislature have gone ahead and acted regardless of the political rights of the Democratic party and regardless of the rights of the City of Boston. Like Hitler, in Germany, they have told members of the Legislature how they should vote. Representatives from Haverhill, Attleboro and other places have gone ahead and acted entirely irrespective of the rights of the people of Boston, practically hiding the action of our Legislature under the principle of the Australian ballot, which was never intended to apply to the proceedings of a legislative body, but simply to the votes of our citizens on election day. While we are supposed to know how our representatives vote on questions coming before them, there is no way of knowing how they have been voting the last few weeks as far as the Massachusetts Legislature is concerned. They have out-Tammanyed Tammany Hall, have outdone "Boss" Pendergast, on Beacon Hill. They have observed no decency there whatsoever. Speaker Herter got up there the other day and plied the whip over the backs of members of the Massachusetts Legislature, and got them to vote on this

proportional representation measure, despite the fact that the Republican leader in the Boston City Council opposed it, despite the fact that other leaders in the state opposed it, despite the opposition of prominent representatives in both political parties. It was simply railroaded through, an outrageous and un-American proceeding. They have set out to ruin the political ambitions and aspirations of the boys of Democratic persuasion, I repeat, they have out-Hitlered Hitler. I do not think that any more un-Democratic or high-handed group has ever attempted to put anything over on Beacon Hill. It has been put over by the same crowd who have come in here from year to year and have tried to interfere with the business administration of the City of Boston, who have tried to cut down the expenses of the city in the interest of wealthy taxpayers, and to the injury of many of our poor whose jobs they would take away and whose help at the hands of the city, so necessary in a time like this, they would curtail. We have continually seen here, when our budgets have been under consideration, representatives of the same interests, asking that men's jobs be taken away from them, and asking for the rejection of worthy propositions looking to the welfare of our citizens, simply in the interests of certain wealthy groups. They tell you that this will mean better representatives. What will it really mean, Mr. President and gentlemen? It will mean the election of the men who have the money to get elected, or who can get the money necessary to elect them from people who will later expect those so elected to do something in their interests. The boys from East Boston, from South Boston, from Brighton, from the various poorer sections of the city, will no longer be able to represent the people of their districts in City Hall, because they will not have sufficient money to conduct a campaign, and if a poor man should happen to be elected, under the conditions that will prevail, it will simply mean that he will owe his election to people or to a group who will expect to control his votes here later on. Mr. President, this bill is an absolute insult to the electorate of Boston. If it should go through, you will not find here men like Joe Russo or Bill Carey, or other members, men from South Boston, East Boston, Charlestown, or other poor sections of our city, men trying hard to represent and take care of the interests of their constituents, but men who would not be able with their own means to finance a campaign in the twenty-two wards of Boston; men who could only do so with the assistance of others, and who could then be hardly expected to represent the interests of the entire city as against the interest of their sponsors. Well, when it comes to a representative here trying to look after the whole City of Boston, you will find a man trying to do an impossible job. I don't care who the man is, or how much he desires to help the people of Boston, if he is elected at large he cannot do such a job as men now here from individual wards are doing every day to help the people of their wards. Such men as we now have here in this Body—poor, honest men, thoroughly devoted to the interests of their constituents and working for them every day, men desirous of rendering public service—will not be able to be elected. They will not be able to finance such a city-wide campaign as would be necessary. This Council has its shortcomings, of course, but I dare say that you would never again have Council members so devoted to the poor and needy among their constituents, people with whom they have personal contact and with whose needs they are familiar. That can be seen when you survey the character of the measures that are continually being passed here, and when you have a chance to see the character of the service that is being given by the different members of this Body to those whom they represent. The members of this Council have always—and I say this without hesitancy and without fear of contradiction from any representative from any other part of Massachusetts, from North Adams, Attleboro or any other section—done a conscientious, self-sacrificing, honest job, certainly during the years since I have been connected with the Body; and I ask you, Henry Shattuck, if you have ever in the House of Representatives of Massachusetts seen any such self-sacrificing group of men as those who sit in this Body today?

President GALVIN—The question is out of order.

■ Coun. M. H. SULLIVAN—Mr. President, they speak of the merits of the bill and of the

economy that would result from having a smaller body. Of course, when you cut down the membership of the body you are simply further removing government from the people, which you are decidedly doing when you take away the personal representation that the citizens of our various wards now have under the present system. This is simply another attempt to remove representatives farther from the people, and it will also deprive the ordinary man in this city, the boys who are fighting their way up, of a chance to enter public life in this city. Those who have had the opportunity in earlier days to enter public life have gone from here to high places in the city, the state and the nation. But it is now proposed to deprive them of that possibility. I suppose, however, that it will be railroaded through the House and Senate, and that we cannot help ourselves. That is the sort of spirit that we now see displayed in the Massachusetts Legislature. The way in which the bill is being railroaded indicates the type of bill it is. They talk about the great advantages of proportional representation. Well, we have been watching the situation in Cambridge under the Plan E proposal. The people of Cambridge now have a bill before the Massachusetts Court to get rid of Plan E. Wherever this sort of thing has been tried it has been a failure. They tried it out in Kalamazoo, and there was a popular crusade against it. They talk about how successful it has been in Cincinnati, but it has been successful there only because it has been administered by people who would have had the same degree of success under the ordinary ward representation. Plan E has nothing whatever to recommend it, and proportional representation has nothing to recommend it. I want to congratulate the gentleman from Ward 4 (Coun. Chase). He had occasion to see the subtleties that were being resorted to, and the trickery accompanying the progress of this bill, and he recognized it for what it is, a political threat. It has nothing to recommend it to the voters of Boston.

Coun. LINEHAN—Mr. President, I am not going to indulge in any personalities or in party politics. But this proportional representation plan on Beacon Hill was brought up when the gentleman from East Boston (Coun. Coffey) and myself were members of the Legislature and when an explanation of proportional representation was then attempted, as it has been recently attempted. That was two years ago. At that time the Speaker of the House, the same speaker who is presiding today, Mr. Herter, took the floor and spent a whole hour trying to explain the bill for our benefit. After that hour the members of the Legislature, the House of Representatives, looked at each other and started to ask questions. And the questions were such as this,—“What did he say?” “What does it all mean? I am still vague about this thing.” We went up and asked Speaker Herter what it was all about, and by the time the explanation was over we were more at sea than we were before. I might take issue with the gentleman from Brighton (Coun. M. H. Sullivan) in regard to the Democratic way of getting bills through the Legislature. I still say that there are men up there who don't have to be railroaded on anything. Of course, where patronage enters into the question, a bill might be railroaded. But I do know from my experience up there that the members do try honestly to understand the matters that come before them, and I wish also to say that the members were not able to understand two years ago the explanations of this bill, any more than I think some of them understand them today. I am proud to say that as a member of that body I was one of the Boston Representatives who took the floor and argued against the bill when I was a member of the House, but I wish also to say that a member of the body who had served in the City Council spoke for it. And why? I remember well why he spoke for it, if he said what he thought. He said that there were down here a lot of deadheads, stupid fellows, men with whom he had served. I had never served with members of the Boston City Council at that time. But I do know this much, that if the bill is enacted into law I would not want to run for membership in the Boston City Council, because I don't believe I would have sufficient money to conduct a city-wide campaign. Of course, influential men could run, and others could get the support of influential men. But we all know what that might mean. At that time I had not run for the City Council, but when the gentleman from Charlestown took the position he did at that

time, casting reflections on his former fellow members of the City Council, because of their comparative lack of knowledge or education. I said to the gentleman from Charlestown that I took issue with him, that I was willing to compare my qualifications with his, although I had not at that time had such educational advantages as he had had. He went to one of the leading universities in this country and in the world, and he intimated that gentlemen like himself were the only ones who were qualified to serve in the City Council. Well, the people of his district saw fit to defeat him when he ran for re-election, so apparently they did not consider that he was qualified to represent them. Well, at that time I voted against the bill for proportional representation, and I left my action to the people of Boston. Nothing happened to me. I did not think that the people of my district would approve of the bill, and because I did not think so, I was willing to leave it to the electorate. Perhaps I was stupid, but I was willing to leave my action to the judgment of the people when I voted against it. After all, gentlemen, you are elected to the City Council, as you are elected to the Legislature, to do your own thinking, and it is up to you to do your thinking on matters presented to you which affect the people of your district. At that time I did not think that bill would benefit either the district or the people. So I voted against it. And then we had the proposition for biennial elections, and I voted against that, and nothing happened to me on that. I have told you that I heard Speaker Herter, when I was in the Legislature, trying to explain this proportional representation bill, and I have told you the effect that his explanation had on the members of the Legislature. I did not hear the able speaker speak recently upon that bill. He is, however, one of the most able men serving in the Legislature of the State of Massachusetts, but it was evident, with all his education and ability, that after he got through his explanation, the members of the Legislature did not know what it was all about. That was the reason why he took such a terrible licking on the matter two years ago, and I can't for the life of me understand how it went through the House this year. Perhaps there was a little pressure, as the gentleman from Brighton has said. But that same thing might have been true two years ago. Perhaps the members have not this year the fighting spirit that we have in the City Council, although evidently many members of the Legislature don't think a lot of us down here. That may be the fact; I don't know. But, as the representative from East Boston (Coun. Coffey) has told you, there were enough of us up there two years ago to defeat it. And I might also say, in regard to biennial sessions, that I don't think the people understood that question. It is frequently difficult for people to understand these questions, when members of the legislative body passing the bills frequently do not understand them. Under the present system I, as the councilor from Ward 7, represent my own ward, and I try to do that, as other members of this Body also try to represent their wards, decently and faithfully. Where we represent our own wards, we know something about their needs, individually, and we know the people of the wards. We have here twenty-two members of the Council, each representing his own particular ward, his own particular section. If we have a body of nine members, elected at large, will there be the same individual knowledge of the needs and constituencies of each ward? Could that be good representation of our citizens in the city government? I certainly do not believe it. I certainly do not believe that a councilor under such circumstances could have the special knowledge of the needs and requirements of each ward and its residents that the representative of each ward now possesses. And you can see the pressure that could then easily be brought to bear on the Mayor of the city. Five out of the nine members could get together and say, "Mr. Mayor, give us this or that, or you will not get this." But in a Council of twenty-two men, it would be much harder to get twelve men to say, "Give us this or that, or you will not get this." I have never seen anything of that sort done since I have served in the City Council, but I am afraid if proportional representation went through and there were an election of members to the City Council at large under such a bill, that is what we would be faced with. As the gentleman from Brighton has well said, there is something to the job besides simply serving in

the Body. That is just a small part of our job here in the government. Of course, we in this Body, besides serving our constituents in the various wards, would also, like representatives in the State Senate or House of Representatives, gladly do our duty for the city, the state and the nation as a whole. But, as representing individual wards in the City of Boston, we are thrown more directly in contact with the needs of the people of those wards, and do our best for the social benefit of the unfortunate. We are in that way able to do what you might call a more specialized job. I certainly trust that this resolution will pass, Mr. President.

Coun. CHASE—Mr. President, this week the House indicated their intention to give the citizens of Boston an opportunity to vote on the question as to whether or not they wanted proportional representation in Boston. The House did this despite the fact that the Boston Republican members of the House were equally divided on this matter and the Democratic members were unanimously opposed to it. I frankly felt that the overwhelming majority of those members that favored this pernicious legislation did not even understand this problem, so they could intelligently explain the proposed legislation. I feel that most of the members who voted yes on this question would not have voted that way but for the activities of certain people. With this in mind, I cannot agree with them, but their vote on the question was prompted as a result of deliberation which logically caused them to come to this conclusion. I am a firm believer of our representative form of government, and I know that the citizens of the state expect that representatives should exercise common sense in passing on any matter which might eventually become law. Is it not logical to state that a lawmaker should first thoroughly understand this proposition before him and be able to logically explain it before he is willing to have it thrust before the public? I am sure that there is no popular demand for proportional representation in Boston. As a matter of fact, the public does not even understand the subject and I do not believe the public will ever understand it, because if their lawmakers cannot understand it and are unable to logically explain, the problem remains one for only a crackpot braintruster to solve. In my opinion, this matter of proportional representation is one which is being attempted to be put over on the public by certain members of the American Bankers Association, because the average commoner would never be given a chance to hold office under it. Only a wealthy man, or one financed by the wealthy, could ever hope to be elected under this confusing system. I believe that this proportional representation question for municipal governments is only an entering wedge in our form of government. The proponents of this plan have on many occasions inferred that they would like to have this system of election eventually apply also to our state and federal elections. I understand that William Howard Taft, former President of the United States and former Chief Justice of the Supreme Court of the United States, said, with reference to proportional representation, that the group system means lack of success in popular government. Furthermore, I understand that Professor Hermens, member of the Political Science Faculty of Notre Dame University, has said that proportional representation was introduced in Italy in 1919, and it took just a little over three years before it had disintegrated the political life of the country to such an extent that the situation was ripe for a dictatorship. He said Hitler's victory is even more clearly due to proportional representation than the triumph of Mussolini. He further contended that Austria was the next victim of proportional representation and that proportional representation has worked similar havoc in Greece and in a number of states in eastern Europe. Furthermore, he contended that most of the existing difficulties in Czechoslovakia, Belgium and Holland were due to proportional representation. Under this system the counting of ballots is so strange that proportional representation has been ruled unconstitutional by the Supreme Courts of California and Michigan. In its ruling the Michigan Supreme Court said, "An actuary, mathematically skilled in the application of the doctrine of chance to financial and other affairs, might work with confidence upon the possibilities of this system, but to the non-expert it appears too intricate and tedious to be adopted for popular election by the people." I am sure that the citizens of Boston want no part of the ill government of Europe, especially since from earliest childhood the impression has

been formed in us that our system of government is the world's best. We have had too much meddling now with our form of government by people who have theories which were founded in Germany, Russia and other countries. Mr. President, if this proportional representation system should ever be enacted into law, so that Boston, as well as other municipalities, will elect its municipal governing body by proportional representation, it will mean the absolute denial of an opportunity to a large section of our people throughout Massachusetts to hold office. You can figure it out for yourselves as a matter of common sense. In Boston we have a population of approximately 800,000 people, and we have approximately 300,000 voters. How could any man in this room ever hope to go out and conduct an honest campaign over such a large field, free from an alliance with people who might finance him? He might, of course, be able to find those who would finance the campaign for him, but they would then dictate to him how he should act after he comes here. And so I say to you that the time has come for all the commoners to go to Beacon Hill and tell the Legislature that they want direct representation of the people, that they wish Abraham Lincoln's idea continued,—of government of the people, by the people and for the people. And I say to you, Mr. President, that the real people of this country, the overwhelming majority of the real people of this country, come from that great class, the common people. Mr. President, God must have loved the common people, because he made so many of them. And now we have this proposition before the Massachusetts Legislature, which will deny, if enacted, the right to the real people, the common people of this country, to ever hold office in any municipal government. I trust that tomorrow or the next day, when this bill comes before the House for a final reading, the House will come back to its senses and will agree to ask the Supreme Court of Massachusetts, in view of the decisions already rendered by two courts in this country, to tell us whether or not this law, in the opinion of the Supreme Court, is constitutional.

Coun. M. H. SULLIVAN in the chair.

Coun. TAYLOR—Mr. President, I was not at all surprised when I learned from the newspapers that the Speaker of the House took the floor and requested the passage of this particular bill. In my opinion, it is the final result of conspiracy that has been going on for many years, and they now feel that the time is ripe to put it over, with political trickery. They tried it many years ago in an election for Mayor of the City of Boston, when it looked as though James J. Storrow would be elected, and the Legislature adopted a charter which would fit in with that situation. The Republicans at that time were dissatisfied with the City Charter of Boston, and, feeling that they were to have a Republican Mayor of Boston, the existing charter at that time was abolished, and a new charter, the charter that we have at the present time, was enacted. That charter placed all authority, all power that they could possibly conceive of, in the hands of the Mayor. That was done because they then felt that Mr. Storrow would be the Mayor of Boston. However, that conspiracy miscarried, and Mr. John F. Fitzgerald was elected Mayor, and when that happened the people who had been active in changing the charter wished that they had not given the Mayor the power they had at that time in their new charter. They are now working on another conspiracy, to take away from people who are entitled to representation in this metropolitan City of Boston that representation, which they now enjoy. And so the Speaker of the House got on the floor and used the whip on the Republican members of the Legislature, men who are not interested in the politics of Boston, and who don't care for the people of Boston. What do the Republican members of the Massachusetts Legislature care for Boston, and what have they done for the people of Boston? They have placed on the shoulders of the City of Boston many burdens which we should not be expected to bear. I might call attention to one or two of them. For example, the people of Boston are paying all the expenses of the County of Suffolk, which takes in Revere, Winthrop and Chelsea. Then they have placed upon our backs, as if we were not bearing a sufficient burden already, a burden of welfare that should be borne by the entire state. The time has now come when they want complete control. Their cry is "Minority

representation." This Council up to this year has always contained four Republican councilors, practically 20 per cent of the entire Body. The Republicans do not have 20 per cent of the voting power of this city, and so the Republicans have had their proper minority representation here. But the problem goes farther than that. In the Democratic party, supporting this measure, are men who never did anything for their constituents, who never turned their hands to anything that would assist them in any way. One former member of the Council who has been favoring this proportional representation measure, outside of the gentleman from the Back Bay, does not even have any telephone in his house so that he can be reached by his needy constituents. That gentleman wants to put this measure through, saying that it will lead to a better type of councilors. When I asked the councilor from the Back Bay what benefit the City of Boston would obtain through election of members of this City Council at large, you heard his answer. I can very well see the reason for it. He says that the vision of the members of the City Council is confined to the narrow limits of their wards and that they do not regard the interest of the citizens as a whole. That is the reason he stated, but no, that is not the reason, Mr. President and gentlemen. I will tell you the real reason. They want enough representation by people of the moneyed class so that when the Mayor sends to us an appropriation to meet the usual expenses of the city, the wealthy class, the class backed by the moneyed people, will say, "We are going to cut down the appropriations of the City of Boston. We will take away money from the City Hospital, we will take away money used for the people who need medical care, and they will not get it. We will take money from the Police and Fire Department appropriations, so that the people of Boston will not get the protection to which they are entitled. We will cut down the welfare allowance to such an extent that even a dog could not live on it." And the reason is very clear. It will be for the financial benefit of the wealthy stockholders and bondholders of the City of Boston, those owning large buildings in the city, to cut down the expenditures and the salaries paid by the City of Boston, and they will expect to cut down our administrative expenses to such an extent that the citizens will not receive one half of the public expenditure to which they are entitled for necessary services. They will cut down the city's expenses to such an extent that, while the tax bills may be cut down, the people of Boston, those comprising the electorate of our city, will not receive the public services to which they are justly entitled. That, gentlemen, is the conspiracy here. And how generally has this law appealed to people in other places? What is the public reaction to it? On the books of the Commonwealth we now have in effect a law that gives the right to any city or town outside of Boston to put this law into effect. Where in the Commonwealth of Massachusetts has any Republican city or town taken advantage of the situation? You say Cambridge, but that is a Democratic city, a Democratic stronghold. But why don't Republican cities and towns take advantage of it? Why do they not put it into effect? They don't want it. It is simply used to control the Democratic electorate. And where it has been introduced in different cities it works a hardship on those who live in the cities. I have read the books setting forth the proportional representation theory time and time again, and I confess that I do not understand it. And the people of New York do not understand it, and they are having trouble there now. It was put into effect there to control Tammany, but they have not succeeded. Tammany still has control in the city of New York, and it has operated as a boomerang on the Republican party. It is surprising to see how the minds of the men in the Massachusetts Legislature work. They will call the Boston City Councilors bad names, and will try to tell about the things that are done here, but if anything such as has happened in the House of Representatives or in the Massachusetts Senate in the last few weeks took place here we would immediately have an investigation by the Finance Commission. There was a bill up there in the Legislature sponsored by Councilor Chase, for the purpose of abolishing beano, and when it first came up it got by, but the Body immediately turned turtle, overturning its previous action. And why did the Massachusetts Senate vote to abolish fireworks and

then turn over? Why, if this Council was ever as inconsistent as the Legislature is in its votes on Beacon Hill, we would have an investigation here by the Finance Commission. It will be interesting to see how this question appears on the ballot, if the bill is passed by the Legislature. It will probably be drawn up in such a skillful way by our genial Secretary of State that the natural tendency of anybody reading it will be to vote "Yes." We know how that has happened in the past when there has been a referendum vote submitted to the people on the ballot. Where it has been for the interest of these people to have a "yes" vote, the thing reads in such a way that people feel that they must vote "yes," and so they do. They have been fooled on the biennial question and they have been fooled on other questions that have been submitted in that way, and if this proportional representation bill is passed and we have a referendum, it will probably read in such a way that people will feel that they must vote "yes." That is undoubtedly their plan, and they are very skillful in carrying it out. Certainly I trust that we will not have proportional representation put over on us here in the City of Boston. Under such a plan, the everyday man who would like to be a candidate for the Council in the City of Boston would not have the money to spend on publicity, on the radio, and otherwise; and in order to win a city-wide election all these agencies would have to be employed to educate and influence the people of the city. No, Mr. President, this is a plan, a conspiracy, to defeat the everyday man who wants to run for public office; and if he gets the wealthy people to finance him, he will be under obligation to them and will later be expected to meet that obligation by his votes. While perhaps the language of the resolution offered by Councilor Goode is somewhat strong, nevertheless the principle behind it is correct, and I trust that it will pass.

Coun. CAREY—Mr. President, I don't wish to make any attack on the members of the Legislature, because I think many of them may feel justified in taking the point of view that they do. I think that there may be some excuse for the position taken by the gentleman from Ward 5 (Coun. Shattuck), who has always been a Republican, and may naturally take a different point of view from some of the rest of us. But when the former councilor from Ward 18 (Mr. Norton) goes up there to the State House as a proponent of the proportional representation bill, it seems to me quite a different matter. Of course, he was undoubtedly looking for newspaper publicity, as he is always doing, but when he went up to the State House and had the audacity to tell the members of the Legislature that the passage of this bill would bring out as candidates for public office men of a higher type than those now representing the citizens of Boston in the City Council, I think he showed awful "gall." Mr. Norton was a former councilor here, and I would like to ask the members of this Body how many people, if they were trying to find Councilor Norton, when they were looking for assistance in some way, could find him. He is a man who cannot be found. You cannot get him on the telephone, because his telephone number does not appear in the book. He is just an old ducking type of man. We should have men in public office who can be seen by the voters when they are in trouble or when they need advice. We have in the Boston City Council twenty-two members, one representing each ward of the city, and they are supposed to interest themselves in the affairs of their constituents, are supposed to extend a helping hand when it is needed. That right should not be denied to any voter in the City of Boston. The citizens and taxpayers of this city naturally call on the boys here to know what is going on, and they have a right to look to us for assistance. I feel that that is one of the duties which I assumed when I came to this Body, and I know that other members of the Body feel the same way. When we are elected to this Body we expect to make sacrifices and we expect to be ready to help people morning, noon and night in connection with the different activities of the city—the City Hospital, the Assessing Department, the department where they pay taxes on their property and where at times they have a proper claim to help, and we should always be glad to help them. We are also called upon in connection with welfare assistance and whatnot. And I realize also that members of the Legislature, in the same way, have their duties to perform, and I don't like to

see a general attack made on them, because I think they are justified to a certain extent, from their point of view, in the action they take. But I don't like to see a man who has served here in this Body have the audacity to go there and say that this bill would bring out men of a higher type for public service and that we need more men of such a type. Nor do I think it proper to deny to the ordinary man in this city, the man who does not possess financial means, an opportunity to try to represent his fellows in this city and to be able to conduct a fight in which he is trying to be elected to office. I am a poor man, thank God, but I am trying to do a good job for my constituents. I would probably be unable to carry on such a fight for election to the Body as would be involved under this bill, because I would not have the necessary means to insure my election. There have been many good points brought out here today in opposition to this proposed measure, and I certainly hope the voters of this city will interest themselves, will carefully look into the matter, and determine for themselves the folly or the propriety of any such bill. I do not believe if the bill went to the citizens, if it is passed, they would stand by the Legislature. But I certainly do not consider any such measure in the interest of our citizens.

Coun. LANGAN—Mr. President, I am not going to indulge in any personalities either as regards the Republican or the Democratic parties, because I have always felt that we should not, in matters that concern the welfare of the city, be influenced too much by merely political considerations. I can honestly say, in all sincerity, that if I felt that the introduction of proportional representation, combined with the election of members of this Council at large, would promote the best interests of the citizens of Boston, I would not hesitate for one instant to advocate it. But I honestly do not feel that such would be the case. In my three years of public office-holding here I have tried to keep in close touch with the people I have represented, and I have found within the limits of my ward quite sufficient work to do in so keeping in touch with people. In this time of economic stress, those who are not particularly fortunate find themselves on financial rock bottom, and I am convinced that their interests are best served by a representative who is in close touch with them and close to the government. It seems to me that that would not be the case where a representative is elected at large. We do, as individual members of this Council, have a very important function to perform. The Mayor of the City of Boston cannot see every individual voter of the city. He cannot be expected to hear every individual problem that might be presented. But I learned in my school-day history of this country, that it was founded on the principle that the people were to rule, and the last vestige of that type of government, I say, rests in the members of the City Council of the City of Boston under our present system. There are two things that have bothered me in connection with this proportional representation plan. One is that the advocates of this form of election say that the minority are now deprived of a voice in government. I was not elected unanimously by the voters of my ward, but I will say this, that I have represented every single citizen of the ward, and I know that the same thing is true of every member of this Body. They have all represented every single citizen in their ward. They do not ask John Jones if he voted for them before they try to help him. I can honestly say that the councilors in this room represent their entire electorate, represent every single citizen of their wards, and not even only the voters, but every person living within the wards, even if a person has not reached the age of twenty-one and therefore cannot vote. Those defending proportional representation also say that the interest of the representatives of the different wards at the present time is too narrow, that they do not represent or consider the needs of the whole city. I feel that that is not so. I know that I feel that I represent not only my ward, and every single resident of the ward, but also every inhabitant of the city who may come to me for any type of assistance; and I know that all of us, even if we may be termed errand boys, are at all times glad to go out of our way to help anybody in need. So I cannot see that the mere fact that we are supposed to represent not only our ward is at all contrary to the idea that we not only represent our ward but the city as a whole. I do not know of a single instance where any councilor with whom I have been acquainted has voted for his

particular section as against the interests of the city as a whole. Another thing that bothers me in this proposed proportional representation of councilors at large is that a number of those so elected might come from a single ward, and that whole wards might be left without a single representative under this form of representation. It is easily conceivable that a number of wards might be left without the least vestige of representative government. Therefore, as far as the argument that minorities are not represented at the present time is concerned, and that that defect would be cured by proportional representation, I think I have given you the answer to that. Each of us represents everybody in his ward, and we even go outside of ward lines and try to help people all over the city. So far as the claim that proportional representation is more American is concerned, I claim that the present system is truly representative and is truly American. Each of us, representing the people of his ward, can and do go to the city departments and to the Mayor, to plead their cause, complaining of inefficiency in various departments in the government, complaining of conditions in various sections in all parts of the city. I say that each one of us is thoroughly imbued with the principle of American government, that those principles are dear to our hearts. I know that they are dear to my heart and to the heart of each member of this Body. I love my city, my state and my country, as each one of you do, and I feel that some of these measures that are being advocated on Beacon Hill are detrimental to the common people and to the best interests of this city.

Coun. RUSSO—Mr. President, we have heard the statements that have been made here today with regard to the motives behind this proportional representation plan. I merely wish to say that I was fortunate enough to be elected by the people of my district, defeating an individual who had been a member of this Boston City Council for many, many years. I am sure that if proportional representation prevailed, I, for one, and many of the people in my ward, would not have the opportunity to do the honest and sincere job that we have attempted to do in the interest of our constituents. Mr. President, proportional representation does not afford the poor individual who is trying to get along in this world, who is trying to serve his city, state and nation in the best possible way, an opportunity to do so. Not only that, but it seems to me the present ward system, where we know the people of our wards and what their needs are, gives a better opportunity for service to the people than would be afforded by a city-wide election. Mr. President and members, every day of every week thirty to forty individuals come to my door asking for my support, my help, in whatever way it may be. I ask you how it would be possible under proportional representation to interview in any such way 150 or 200 individuals all over the city and do the job right? Do you feel that that would be at all feasible, Mr. President? Certainly not. In the first place, you could not know all those people from all over the city and understand their needs. I know that I would have to have four or five secretaries, which I cannot afford. Mr. President, I believe in American principles and American ideals, the freedom of men to go out and do a good job in their particular district, without having to bow to anyone or without having anyone over you who might be able to say to you, "Here, I was the one who sent you there, helped out financially, and you do as I say." I thank God that I have no such individual over me, that my people are the taxpayers and citizens of my ward, the poor and unfortunate who sent me here to do the best I possibly can to help them at all times and to the best of my ability. When you get to the point of saying to a representative, "You have to be a college man," unfortunately I have no college education, nor even a high school education, but my experience has led me to know something about human nature and to know what people's reactions are, and that is the most important thing for us all to know. My experience has enabled me to help and that is what is expected of any good American who is a representative of the people, all the time.

Coun. SHATTUCK—Mr. President, I think I am about the only person who has spoken here who has spoken to the point. Practically everything that has been said has been beside the point. This measure before the Massachusetts Legislature is simply a permissive measure, giving home rule to the City of Boston. The Legislature itself does not place the question on the ballot. It permits the people of Boston to place it on the ballot by refer-

endum. It simply gives to the citizens of Boston the same permission that all other cities and towns now have.

Coun. GOTTLIEB—Mr. President, will the gentleman yield for a question?

Coun. SHATTUCK—In a moment. Why should we not give to the citizens of Boston a voice in this question? Generally speaking, home rule is considered a proper principle in the government of cities. Boston has sometimes been denied home rule. In this case, Boston is granted home rule. There is no trickery in granting Boston home rule. It is an act of magnanimity, not trickery. The measure simply grants to the people of Boston home rule on this question, an opportunity for the citizens, if they so wish, to say what they think about proportional representation. All we have to decide is whether the citizens of Boston shall be able to pass on the question, if they want to do so.

Coun. GOTTLIEB—Having in mind the number of votes cast throughout the city for councilors in the past year or other years, have you an opinion as to the number of votes which would be required to elect under the proportional representation system, the probable number required to elect councilors?

Coun. SHATTUCK—I could not guess. It varies from year to year, I assume.

Coun. GOTTLIEB—Well, let us take an approximate figure. Let us assume that 250,000 votes would be cast. Having in mind the number of votes received on the average by the present councilors in their respective districts, have you an opinion as to whether the councilors elected under the proportional representation system would need a greater number of votes?

Coun. SHATTUCK—I assume that, generally speaking, a greater number of votes would be required than would ordinarily be necessary under the present system, where a councilor is elected from one ward.

Coun. GOTTLIEB—Would the councilor say that under this proportional representation system, having in mind the number of men to be elected, assuming that there would be less than half as many as in the present Council, would the councilor venture to say that a candidate would require at least three times as many votes for election as at the present time?

Coun. SHATTUCK—I don't know.

Coun. GOTTLIEB—Mr. President, I have the greatest respect for the councilor from Ward 5 and for the very careful study that he gives to measures that come before the Body. I have also the highest respect for his record in the Legislature, as chairman of the most important committee, Ways and Means, and I know that he has the reputation of being one of the most able men in the city and state government, a man who has a thorough knowledge of state and municipal finances. I cannot, however, feel feeling that the councilor from Ward 5 has looked at this political picture with an entirely different perspective than the other members of the Body. He represents a district where, in each election year, it is customary for men to have their names—

Coun. LINEHAN—Mr. President, I object to this type of debate, impugning the motives of members of the Council.

Chairman M. H. SULLIVAN—The point of order is well taken, councilor.

Coun. GOTTLIEB—Mr. President, I have no desire to impugn any member's motives. I don't think we should go into motives. The motives of the gentleman, in my opinion, are of the best, and I think you will agree with me. I will say, and I think it is apropos of this whole discussion on proportional representation, that there are men in public life, coming from certain sections of the city who differ about the type of service that should be rendered by city government. But I do feel, having in mind the statement of the councilor from the Back Bay and taking into consideration the number of votes that would be required under proportional representation, that there is no question but what men who will be candidates for office under that system would require many, many more votes than are required by men elected under the system in force today. You and I all know, as a practical matter, that in our districts it is customary, even on a small scale, for us to send a circular through the mails advising the voters of our qualifications for public office. That is the general thing, and the simplest thing that any candidate can do. Of course, the intention is simply to impress upon the voters, as I say, the qualifications of the candidate. That is a comparatively simple thing, in the elections

held today, but after all, a one-cent stamp must be placed on each one of the envelopes in which such circulars are sent, and if the number to which they are sent is greatly increased, of course the expense is correspondingly increased. Under the proportional representation system, if any man in this room should be a candidate there would be the increased expense of sending such circulars to voters all over the city, or there would be billboard or other advertising expense requiring the expenditure of a considerable sum of money. Either that or, as has been said by other speakers today, a candidate would require the backing of men of means and influence, prepared to expend money in his behalf, but that would carry with it certain conditions that would affect our independence in public life and subject us to the domination of others. The whole situation would be such that it would be impossible for a poor man to run for public office, and if he looked for financial assistance outside he would make himself subservient to those who helped him.

Coun. CAREY—Mr. President, I have the utmost respect and esteem for the gentleman from Ward 5 (Coun. Shattuck), as have other members of the Body. But when the principle of home rule is brought out in this particular instance, I feel strongly that in our present Council of twenty-two members, with one member from each of the twenty-two wards, we have more real home rule than we would have under this proposed plan. This proportional representation bill, in my estimation, would take away the last vestige of home rule from the voters of this city.

Coun. CHASE—Mr. President, it has been said that the proposition before the Legislature is simply permissive legislation, giving the chance to the people of Boston to exercise home rule, to decide whether they want this plan or not. But the whole thing is so complicated and so confusing that I venture to say not ten members of the Massachusetts Legislature could go before their constituencies and explain intelligently what proportional representation would mean. I submit that the people elect their governmental representatives with the expectation that they will exercise their reason and logic upon all matters coming before them, before finally enacting them into law. But if there should be a referendum under this plan, it would simply give the citizens of Boston the opportunity to vote on something that the members of the House do not even understand, something that even the advocates of it cannot intelligently explain. It is an absolute fact that the proponents of the plan apparently do not understand it. That is what I object to. The citizens of Boston and the Commonwealth elect us to this Council, to the House and to the Senate, and they expect reasonable action on our part in passing upon these measures. But I say that the House did not exercise logic in its action upon this matter, because the members themselves don't know what proportional representation means or how it would work out.

Coun. COFFEY—Mr. President, I will not be too long, but I hope that what I have to say may be given consideration and will have due effect on the members of the Council. I was in the House when this matter came up before. I am glad to hear Representative Chase give his views, as I think he has made a real fight in the House on behalf of the Council. I have received as much publicity on this matter, I think, as any man in the Body. I was against this when I was in the Legislature, but I don't think my action upon it injured me any with my constituents, because I have been fortunate enough to go through a successful election since. Evidently the people of my ward approved my action. If the people want to repudiate me at the next election, that will be satisfactory to me. But there are a few things that might be said. I believe the gentleman from Ward 4 (Coun. Chase) is getting in the groove now and understands how things should go. The members of the Legislature from time to time have these questions presented to them, and go on record according to their own feelings and convictions. This matter was defeated at the time when I was a member of the House, but it has now gone through. I have in mind also, along with this vote on proportional representation, the vote we took on biennial sessions, that matter being subsequently placed on the ballot and biennial sessions now prevailing, although the members of the House today, nine out of ten, are opposed to that result. The members of the Body when I was in the Legislature voted salary

cuts for themselves, although many of those who so voted injured themselves seriously in doing so, as they needed the money to send their children through college, to meet bills, and one thing and another. But they voted, being whipped into line for their own salary cuts, although later on I know that they cried about it. I know, because I was a witness to it, and I know that many of the members who voted for the salary cut have deeply regretted it ever since. They needed the money in their own homes, and there was a serious loss to this state because many worthy and able Representatives who were a credit to the state, afterwards would not run for election. Of course, the whip is used up there to defeat members who wish to get through certain measures. I have had occasion to suffer from that in my own district, because at one time I succeeded in getting through up there a relief hospital for East Boston, upon which I have introduced an order here eleven times, and it did look once as if I would get that through in the Legislature. I got it through to the third reading, and then, when it came to the third reading, the whip was used to defeat me, with the leadership of Representatives Baker and Bigelow. I have been informed by the Representative from Ward 4 (Coun. Chase) that some 119 votes were cast for proportional representation. That, of course, was put through under the whip. There is no necessity for this proportional representation. There would be no trouble if the members of the Legislature outside of Boston would allow Boston to run its own affairs, and do as it sees fit. If the people of Boston want it, let them recommend it. But this is not something that is wanted by the citizens of Boston. There are certain interests that want this thing to go through and to have this Body reduced from twenty-two to nine members. A body of nine, elected in this way, not by the people of the different wards, but all over the city, will be easier for certain interests to handle. I think the other members will agree with me that it would be very difficult for them to get sufficient backing to run for the Council under this proposed plan. What would happen? The candidates would be men who were independently wealthy themselves or who were able to get the backing of some contractor or banker, somebody not interested in the citizens but in his own plans; and when any important matter came up in the Body the action of members elected in that way would not mean the interest of their constituents but the interest of the contractor or banker. If there were a dozen things proposed that were in the interest of the citizens, they would have to step aside for the contractor. I say that the members of the Legislature have been shoved into something they don't want, and I say the action they have taken will not meet with the approval of the people of my district. They want to elect their own councilor. I was defeated twice before being elected to the City Council, because I did not approve of certain things that had happened, but I say right now that I will go after the Senate next week if they are going to pass this bill. The whip will be snapped, of course, and I suppose it will go through the Senate the same as it was rushed through the House. But I am going to ask some of the members up there to remember what Bickford said a few years ago, that they were a bunch of thieves and that they would sell their vote for a pound of tea. That was said about some of the men in the Legislature, and I wondered at the time why some of the members did not challenge him. But he got away with it. I was not a member of the Legislature at the time. I don't know why they did not at least defend their own characters by asking Bickford to name the man who had told him that they were a bunch of thieves.

Coun. LINEHAN—Mr. President, the gentleman from East Boston has asked why Bickford was not challenged at the particular time. I was a member of the Legislature at the time and, if I remember correctly, a committee was appointed by the House and they did call Bickford in and ask him to name the man. But he refused to do so. I certainly was not going to get up as a member of the Legislature, under the circumstances, when he had been called in and had refused to name the man. Of course, I could hardly be expected, under the circumstances, to stand up and protest, after he had placed himself on record in that way, because he did not prove anything against me.

Coun. COFFEY—Mr. President, again I say that if I was a member of the Legislature and was

told that the votes of members of the Legislature could be obtained for a pound of tea, as Bickford said three years ago.

Chairman M. H. SULLIVAN—The gentleman is out of order. That has nothing to do with this discussion.

Coun. COFFEY—I wonder how many times you might be ruled out of order in the course of a meeting! I was not a member of the body at that time, but I do recall the matter being brought up and that charge being made. Well, 119 members have voted for proportional representation, the whip being used on those men. They don't care for the people of Boston or how they may wish to be represented. It may be that they feel, as one of the Boston Representatives who had been a member of this Body felt at the time when the matter came up before the Legislature previously, that the people of Boston were too stupid to be trusted under the present system. Well, some of them, I suppose, having that feeling, the biennial bill was passed, although there was nothing to indicate that the people of Boston wanted it. I know the reaction to that bill. As is the case in a good many of these referendums, the people voted yes, without any explanation that would have made the thing intelligent to them, and the people accepted it under those circumstances. I know that some in my own family voted for it, although I was a member of the Legislature and was against the bill becoming law. But they, and a great many others, voted for it, because it was not properly explained, and they didn't know what it meant. And these members of the Legislature today are really the ones who are stupid in passing this proportional representation bill, telling the Boston voters what to do although they know nothing about the bill themselves, or how it will work. As I say, representatives of the Legislature at the time when the biennial bill went through, voted for it and were stupid enough to vote for a reduction in their own salaries, although they afterwards cried until four o'clock in the morning.

Coun. GALVIN—Mr. President, I desire to say just a word on this matter of proportional representation, voicing my own opinion. As we all know, this matter was recently taken up by the committee of the Legislature having the proportional representation bill in charge, and the bill gained much favorable opinion in the Legislature because of the fact that members of the Legislature, who were former members of the City Council, went up there and appeared in favor of it. One of those former City Council members a few years ago is a man who preceded me here in public office, and the other man was from Ward 18, stating to that committee that with the passage of this bill we would have an improvement in the members of this Body. That gentleman from Ward 18 is a man who used to come into this Council at about twenty minutes of five at night, just before the close of the meeting, then telling the Council what it should or should not do. He tried to lead the public of Boston at large to believe that he was the only councilor representing the people of Boston. He gave very little of his time to the people of Boston while he was a member of this Council, although he tried to give the impression to the public that he was extremely active. That same gentleman from Ward 18 annually used to take a trip to Europe about the first of June and come back the first of September, and he would then tell us over the radio what a wonderful government they had in Germany. Well, as the years have rolled by we have seen that this so-called wonderful government in Germany is not such a good government. I recall also that that same gentleman awhile back went on the radio and told the people of Boston that they should vote for a certain person for public office. Since that time that person has been removed from that office. I say that not in criticism of the person who was removed, but just to give an idea of the defender of a bill of this kind in the Legislature, who also tries to tell the people of Boston on various occasions how they should vote. That same gentleman served for eleven years in the City Council and tried to get great credit while he was serving the city for not drawing his salary. He knew, of course, that he could draw it at any time later, but he tried to represent to the people that he received no salary. But he can simply at any time when he wishes draw that back salary, in spite of the impression that he has left with the public. That is not an honest, honorable thing to do. He is not acting like one gentleman here, who draws his salary and

gives it to charity. The gentleman from Ward 18 leaves it there, so that when he is ready to retire or ready to withdraw it, \$22,000 will be there for him. In the meantime, of course, he makes a great play for the poor unfortunate children whom he desires to have receive one-cent milk, and he makes other such attempts to obtain public notoriety, in the magazines and papers and on the radio. But you have that type of person, who has been drawing two salaries for eleven years, although he did not see fit in those eleven years to favor a proportional representation Council of nine members. At the present time this gentleman holds a public office. He lives at the ninth hole of the George Wright Golf Course. In order to reach him you have to take a car to a distant section of Hyde Park and then walk a mile and a half to reach his place, where you may find him at home after eleven o'clock at night, but you will be greeted by two ferocious police dogs before you are able to get into his home. Of course, if you are successful in fighting off the two dogs, you may be able to ring the bell. I say that when this man goes before a committee of the Legislature and gives the impression that in what he is saying he is representing this Body, he is misleading the members of the Legislature. I believe the members of the Council should ask for a hearing before the Senate committee on this particular bill. I think that committee should have something better to do than to listen to a couple of crackpots who are trying to tell them what they should do for the people of Boston.

The resolution was adopted.

Coun. TAYLOR—Mr. President, I doubt the vote and ask for a roll call.

The resolution was adopted, yeas 17, nays 1:

Yeas—Coun. Carey, Chase, Coffey, Englert, Fish, Galvin, Goode, Gottlieb, Hutchinson, Langan, Linehan, Lyons, Russo, D. F. Sullivan, M. H. Sullivan, Taylor, Wickes, 17.

Nays—Coun. Shattuck—1.

POLICE PATROL OF BRIDLE PATHS.

Coun. LYONS and LANGAN offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to assign mounted police to patrol the bridle paths in the Fenway, Arboretum and West Roxbury woods, for the safety of the riders and to guard against fires.

Passed under suspension of the rule.

RESURFACING OF WARD 20 STREETS.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 20, as W. P. A. projects: Clement avenue, Cotton street.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the roadway and install artificial stone sidewalks on both sides of Weld street, Ward 20, as a W. P. A. project.

Severally passed under suspension of the rule.

ACCEPTANCE OF CLEMENT AVENUE, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Clement avenue, from Anawan avenue to the West Roxbury Parkway, Ward 20.

Passed under suspension of the rule.

SIDEWALKS, SYMMES STREET, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install artificial stone sidewalks on both sides of Symmes street, Ward 20, as a W. P. A. project.

Passed under suspension of the rule.

POLICE SIGNAL ALARM SYSTEM.

Coun. FISH offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to appear before the License Committee of the City Council for the purpose of ascertaining whether or not certain privileges now granted by him in connection with the operation of the police signal alarm system should be either discontinued or subject to a fee.

Passed under suspension of the rule.

TRAFFIC SIGNALS, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals at the corner of Dorchester and Savin Hill avenues, Ward 13, the expense of same to be taken care of out of the proceeds received from the sale of land on Spring street, West Roxbury, to the Federal Government.

Passed under suspension of the rule.

TENNIS COURTS, SAVIN HILL.

Coun. HUTCHINSON offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to make the following improvements to the tennis courts at Savin Hill:

Repaint the lines, straighten or replace the posts, repair and turn on drinking fountain, clean the courts, place a wire barrel there for waste paper, etc.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON PUBLIC WELFARE.

Coun. COFFEY, for the Committee on Public Welfare, submitted the following:

1. Report on order (referred April 28) for retention of certain families on supplementary rolls of welfare—that same ought to pass.

Report accepted; said order passed.

2. Report on order (referred May 5) relative to selection of undertakers by families of deceased persons who are receiving Welfare Aid or Old Age Assistance—recommending passage of accompanying new draft, viz.:

Ordered, That the Director of Public Welfare be requested, through his Honor the Mayor, to allow families of deceased persons who are on Welfare or Old Age Assistance, or other persons eligible under chapter 117, section 18a, as amended by chapter 465 of the Acts of 1938, the privilege of selecting the funeral director; and be it further

Ordered, That the Director of Public Welfare or his assistants be requested to inquire from the kin of the deceased whether or not they have a funeral director of their own selection.

Report accepted; order in new draft passed.

RECESS.

On motion of Coun. COFFEY the members voted at 4.40 p. m. to take a recess subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 5 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) appropriating \$1,500 for Board of Zoning Adjustment—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition (referred April 28) of New England Mutual Life Insurance Company for driveway opening at Newbury street—that same ought to pass.

Report accepted; petition granted on usual conditions.

AVAILABILITY OF DEPARTMENT HEADS.

Coun. D. F. SULLIVAN offered the following: Ordered, That his Honor the Mayor instruct all department heads to be available in their respective offices on Mondays when the Council is in session.

Passed under suspension of the rule.

THE NEXT MEETING.

On motion of President GALVIN the Council voted that when it adjourn it be to meet on Monday, May 26, 1941, at 2 p. m.

Coun. COFFEY moved a reconsideration of the vote; declared lost. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The motion to reconsider the vote was lost, yeas 8, nays 8:

Yeas—Coun. Carey, Chase, Coffey, Goode, Linehan, Russo, D. F. Sullivan, M. H. Sullivan—8.

Nays—Coun. Englert, Fish, Galvin, Gottlieb, Hutchinson, Lyons, Shattuck, Taylor—8.

Adjourned at 5.03 p. m., to meet on Monday, May 26, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, May 26, 1941.

Regular meeting of the City Council held in the Council Chamber at 2 p. m., President GALVIN in the chair and all the members present.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Constable for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon the filing of necessary bond: Harry Greenbaum, 71 Goodale road, Ward 14.

Weighers of Goods: Michael Ferala, 43 Tapley avenue, Revere, Mass; Clarence Humberstone, 283 Chestnut street, Needham, Mass.

Weigher of Coal: Mary E. Oldham, 71 Kenwood street, Dorchester, Mass.

Severally laid over a week under the law.

POLICE PATROL FOR FIRE PREVENTION.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of May 12, 1941, concerning the assignment of a mounted police patrol to the bridle paths in the Fenway, Arboretum and the West Roxbury woods for the safety of riders and to guard against fires.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Police Department, May 23, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Your memorandum of May 20, 1941, together with inclosure of City Council order passed in the City Council May 12, 1941, regarding the assignment of a mounted police patrol to the bridle paths in the Fenway, Arboretum and the West Roxbury woods for the safety of riders and to guard against fires, has been received.

I have taken up this matter with the responsible senior officers of this department and, in view of the limited number of officers available for police duty, together with a further reduction in the active personnel due to vacation periods, it is impossible to assign mounted officers to patrol the bridle paths at the Arboretum and the West Roxbury woods at this time. The bridle path along the Fenway (from the Fenway to Willow Pond, Jamaica Plain) is at present patrolled by mounted officers assigned to Division 16.

The commanding officers of the divisions covering the district traversed by the bridle paths of the Arboretum and the West Roxbury woods have been directed to have their foot patrolmen, motorcycle men, and men assigned to cruising cars maintain close observation and surveillance over the bridle paths themselves and the adjoining woodlands for the purpose of protecting riders, detecting forest fires, and for the apprehension of objectionable persons who may be found frequenting the locality.

I feel certain that the precautions thus taken by this department will have the desired effect.

Very truly yours,
JOSEPH F. TIMILTY,
Police Commissioner.

Placed on file.

HYDE PARK CAR SERVICE.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of April 28, 1941, concerning the Hyde Park Avenue-Cleary Square line during the morning and evening rush hours.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
May 12, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.
Dear Sir,—Since the receipt of your letter of May 2, with copy of order of the City Council, we have had observations made of the roadway and riding on the Hyde Park Avenue-Cleary Square line during the morning and evening rush hours.

The checks show the roadway to be good and the service adequate to meet the present riding requirements. It will, however, be watched and any necessary adjustments made to meet changed conditions.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

ALLSTON-DUDLEY STREET CARFARE.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of May 5, 1941, concerning the establishment of a five-cent fare on the Allston-Dudley Street line from the intersection of Commonwealth and Harvard avenues to the entrance of the Dudley Street Terminal and return.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
May 22, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.
Dear Sir,—The trustees have considered the order of the City Council of May 5, 1941, requesting establishment of a five-cent fare on the Allston-Dudley Street line from the intersection of Commonwealth and Harvard avenues to the entrance of the Dudley Street Terminal and return.

They have directed me to say that under the present conditions which surround the Elevated from a financial standpoint, any such consideration s out of the question.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SAFETY ZONES, BLUE HILL AVENUE.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of May 5, 1941, concerning the construction of safety zones on Blue Hill avenue, from American Legion Highway to Matapan.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
May 22, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.
Dear Sir,—The trustees have considered the order of the City Council of May 5, 1941, relative to construction of safety zones on Blue Hill avenue, from American Legion Highway to Matapan.

They have directed me to say that under the present conditions which surround the Elevated from a financial standpoint, any such consideration is out of the question.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

CLOSING OF DAY NURSERIES.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of April 28, 1941, concerning soliciting the aid of the W. P. A. authorities to prevent the closing of the day nurseries in Boston due to the lack of supervisory help.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
May 16, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated April 28, 1941, reading as follows:

"Ordered, That his Honor the Mayor be requested to solicit the aid of the W. P. A. authorities to prevent the closing of day nurseries in Boston due to the lack of supervisory help on account of the mandatory thirty-day suspension due to the eighteen months' rule."

May I state that I have conferred both with the W. P. A. authorities and Miss Susan J. Ginn who is the sponsor's representative for the Boston School Committee, on the question of the temporary closing of some of the nursery schools. Closings are made only when it is not possible to obtain proper staff to maintain the nursery schools and as soon as people who are acceptable for the project's maintenance are certified and people who have been terminated because of the eighteen months' ruling are recertified the schools will immediately reopen.

There is no way of maintaining staffs in the schools continuously, because the eighteen months' rule operates in every project under W. P. A. I feel sure, however, that everything will be done to make any closings of nursery schools in any section of Boston only for a very short period.

Very truly yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

ENLARGING OF FROG POND.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning enlarging the Frog Pond on the Boston Common.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 10, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council that the Park Commissioner be requested to enlarge the Frog Pond on Boston Common.

I regret to inform you it would be very inadvisable to attempt to enlarge the Frog Pond, from an historical standpoint; also from the destruction it would cause to surrounding areas. Furthermore, there is no necessity for it, that I can see.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

BOCCE COURTS, WILLIAM EUSTIS PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning the installation of bocce courts on the William Eustis Playground, Ward 8.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council that bocce courts be installed on the William Eustis Playground.

We have a project going on at this area at the present time. If it is possible to get men enough from the W. P. A. to do this work, I will be very glad to comply with the request.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

GRADING OF CASTLE ISLAND.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning grading off the section of Castle Island which is now being used as a dump and also to construct granolithic walks on the island.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council to grade a certain area in Castle Island, and construct granolithic walks on the island.

Please be informed that a project will be prepared and forwarded to the Federal Government to comply with this request. The department has no funds or men available for the purpose.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

LIGHTING ROBERTS FIELD.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning arranging for installation of lighting equipment on Roberts Field, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 12, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council, to arrange for the installation of lighting equipment at Roberts Field.

The cost of lighting equipment on a large area like Roberts Field would be prohibitive. It is useless to try to obtain a project of this kind, because most of the expense would be for material and only skilled help to erect the electrical end of it. I will, however, obtain an engineer's estimate on the cost of lighting this area.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

DRINKING FOUNTAIN, ROBERTS FIELD.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning the installation of a drinking fountain on Roberts Field, at the rear of the baseball hackstop.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council that the Park Department construct a drinking fountain at Roberts Field, in the rear of the baseball hackstop.

We have at the present time one or two fountains there, but I will be pleased to look into the advisability of having an additional fountain placed in the rear of the hackstop.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

FIREPLACES FOR PICNICKERS,
FRANKLIN PARK.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 5, 1941, concerning the construction of open-air fireplaces for the use of picnickers at Franklin Park.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 8, with inclosure, order from the City Council that the Park Commissioners be requested to construct open-air fireplaces at Franklin Park.

Please be informed, I feel it would be very inadvisable to comply with this request for a number of reasons—the principle one being on account of fire hazards.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

MATRON, FRANKLIN PARK.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 12, 1941, concerning furnishing a matron at Franklin Park for the convenience of the women members of the Franklin Park Golf Course.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 22, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 20, with inclosure, order from the City Council to furnish a matron in Franklin Park.

I will be pleased to comply with the request on or about June 15, when the temporary matrons will report.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

WELD STREET IMPROVEMENTS.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 12, 1941, concerning resurfacing the roadway and installing artificial stone sidewalks on both sides of Weld street, Ward 20, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 22, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 12, 1941:

“Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the roadway and install artificial stone sidewalks on both sides of Weld street, Ward 20, as a W. P. A. project.”

Arrangements will be made to have a survey made of the above-referenced street by department engineers, and a W. P. A. project will be submitted providing for whatever reconstruction work the engineers determine it is necessary to effect in this street.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.
Placed on file.

RESURFACING FLEET STREET.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 12, 1941, concerning resurfacing with smooth paving Fleet street, Ward 3.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 21, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 12, 1941:

“Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving Fleet street, Ward 3.”

In the event that the department engineers determine that it is necessary to do so, arrangements will be made for the submitting of a project to the W. P. A. authorities, providing for the resurfacing of the above-referenced street, during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.
Placed on file.

RESURFACING WARD 3 STREETS.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 12, 1941, concerning resurfacing with smooth paving and constructing sidewalks on Somers street and Ashburton place to Howard street, Ward 3.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 21, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 12, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth paving and construct sidewalks on Somerset street and Ashburton place to Howard street, Ward 3."

As the department has received the necessary approval, the reconstruction of the roadway and sidewalk areas of Somerset street will start in the near future.

In the event that it is determined necessary to do so, after a survey has been made of the street, a project will be submitted to the W. P. A. authorities providing for the reconstruction, during the current year, of Ashburton place.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING WARD 20 STREETS.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 12, 1941, concerning resurfacing the following streets in Ward 20, as W. P. A. projects: Clement avenue, Cotton street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 21, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 12, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 20, as W. P. A. projects: Clement avenue, Cotton street."

In the event that the department engineers determine that it is necessary to do so, a project will be submitted to the W. P. A. authorities providing for the reconstruction of the above-referenced streets during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

DUDLEY STREET LINES.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of May 5, 1941, concerning the surveying of all lines entering and leaving the Dudley Street Terminal.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
May 22, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—The trustees have considered the order of the City Council of May 5, 1941, requesting a survey of all lines entering and leaving the Dudley Street Terminal, by the trustees, with the view to extending the present five-cent fare zone to permit a five-cent fare from outside the terminal to the line terminus, and from the start of the line to the entrance of the terminal.

They have directed me to say that under the present conditions which surround the Elevated from a financial standpoint, any such consideration is out of the question.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

LEASE TO LINCOLN HOUSE ASSOCIATION.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—The City of Boston has come into the possession, through tax title foreclosure, of a parcel of land on Village street, South End, comprising of about 1,000 square feet. I am informed by the Custodian of Foreclosed Real Estate that the Lincoln House Association have offered to lease this property from the city for a three-year period at an annual rental of one dollar per year. This association will beautify this lot of land as a rest area for mothers and children and will expend in that endeavor approximately \$1,000.

I am very much in accord with this proposal and I respectfully request that your Honorable Body give approval to the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Real Estate Division, May 19, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

In re 86 Village St., Boston. (Vacant Land, Area, 1,004 square feet.)

Dear Mr. Mayor,—I am inclosing for transmittal to the City Council, for approval by that body, four copies of an order which has been prepared by the Law Department, to grant a three-year lease, at \$1.00 per year, to the Lincoln House Association.

The Lincoln House Association intends to improve and beautify this vacant lot as a rest area for mothers and babies. Their intention is to expend approximately \$1,000 for such improvements.

I can see no immediate demand for this property, in view of which I highly recommend that the lease be granted.

Very truly yours,
DANIEL M. DRISCOLL,
Custodian.

Whereas, The City of Boston is the owner of about 1,004 square feet of land on the southeasterly side of Village street, numbered 86 in the numbering of said Village street in Boston; and

Whereas, The said premises are now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division of the City of Boston; and

Whereas, The Lincoln House Association, a charitable corporation organized under the laws of the Commonwealth of Massachusetts, is desirous of using the said premises for playground purposes, now, therefore, it is hereby

Ordered, That the Custodian, Foreclosed Real Estate Division of the City of Boston, be, and he hereby is, authorized to lease, in the name and behalf of the City of Boston, by an instrument in writing satisfactory in form to the Law Department of the City of Boston, the said premises to the said Lincoln House Association, for the purpose of a playground, for the term of three years, at an annual rental of \$1.00, reserving, however, to the City of Boston the right to cancel said lease at any time by giving to the said Lincoln House Association a written notice of its intention so to do within thirty days of the date of said notice.

Referred to Executive Committee.

APPROPRIATION FOR RANDIDGE FUND EXCURSIONS.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the chairman of the Board of

Park Commissioners requesting an appropriation of \$5,000 for transportation and incidental expenses in connection with excursions to be arranged under the Randidge Fund for children in the various sections of the city. In accordance with this request I submit the attached order providing for the furnishing of the required amount from the Contingent Fund, and respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 21, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—You are respectfully informed that an appropriation of \$5,000 will be required for transportation and incidental expenses in connection with excursions to be arranged under the Randidge Trust Fund for children in various sections of the city, said sum to be charged to Contingent Fund, when made.

This is the usual request for \$5,000 which is made each year for the Randidge Trust Fund Excursions, which begin on Tuesday, July 1, and end on Friday, August 29.

The following is a copy of the order which has been presented each year to the City Council.

“Ordered, That the sum of \$5,000 be, and the same hereby is, appropriated, to be expended by the Board of Park Commissioners, for recreation purposes, by the transportation of children from various parts of the city to certain recreational centers within and without the limits of the city, and for other incidental expenses in connection therewith, said sum to be charged to the Contingent Fund, when made.”

Very respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$5,000 be, and the same hereby is, appropriated, to be expended by the Board of Park Commissioners, for recreation purposes, by the transportation of children from the various parts of the city to certain recreational centers within and without the limits of the city, and for other incidental expenses in connection therewith, said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

SALE OF LAND TO BOSTON HOUSING AUTHORITY.

The following was received:

City of Boston,
Office of the Mayor, May 26, 1941.

To the Honorable the City Council.
Gentlemen,—I present herewith an order for the sale of a certain parcel of park land to the Boston Housing Authority for the sum of \$1,000.

This parcel of land contains 2,050 square feet and is situated at the southwesterly side of Park place, a private way running southwesterly from Yeoman street and adjacent to land of the Boston Housing Authority in the Roxbury district of the City of Boston.

The chairman of the Board of Park Commissioners informs me that this parcel of land is no longer needed for public park and playground purposes.

The Boston Housing Authority desires to use this parcel of land in the development of a housing project.

I am of the opinion that a sale of this property at the price of \$1,000 should be made to the Boston Housing Authority without public auction.

I recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 2,050 square feet, situated on the southwesterly side of Park place, a private way running southwesterly from 53 Yeoman street and adjacent to land of the Boston Housing Authority in the Roxbury district of the City of Boston. This parcel of land, hereinafter described, was acquired by the City of Boston for park and playground purposes, by purchase in 1922. The deed of conveyance is recorded with Suffolk Deeds, Book 4342, page 307; and

Whereas, This parcel of land is no longer needed for public park and playground purposes; and

Whereas, The Boston Housing Authority is desirous of acquiring this parcel of land for the development of a housing project, now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell, without public auction, at a minimum price of \$1,000, to the Boston Housing Authority, all the City of Boston's right, title and interest in and to this parcel of land and the private way known as Park place, and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston. This parcel of land is bounded and described as follows:

Southwesterly by land of the City of Boston (Orchard park), forty-three and 17-100 (43.17) feet; northwesterly by two parcels of land; the first of said parcels of land formerly of George E. Roberts and now of the Boston Housing Authority; the second of said parcels of land formerly of John McMeniman and now of the Boston Housing Authority, forty-seven and 50-100 (47.50) feet; northeasterly by two parcels of land; the first of said parcels of land formerly a private way, Park place, and now of the Boston Housing Authority; the second of said parcels of land formerly of Augusta Scharbus and now of the Boston Housing Authority, forty-three and 17-100 (43.17) feet; southeasterly by two parcels of land; the first of said parcels of land formerly of Michael and Elizabeth Woolhan and now of the Boston Housing Authority; the second of said parcels of land formerly of Maria Butler and now of the Boston Housing Authority, forty-seven and 50-100 (47.50) feet; containing two thousand fifty (2,050) square feet of land, more or less.

This parcel of land designated as “Parcel C” and all of said measurements are shown on a plan marked “City of Boston, Orchard Park, Roxbury, January 3, 1922, F. O. Whitney,” Chief Engineer, Street Laying-Out Department,” on file in the office of said department, City Hall, Boston, Mass.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to committees named, viz.:

Claims.

Atlantic Mutual Insurance Company, for compensation for damage to property by fire apparatus.

James J. Bellen, to be reimbursed as result of accident which occurred while in performance of duty.

Mabel F. Brusco, for compensation for injuries caused by an alleged defect at Atlantic avenue and Summer street.

Lawrence Buckley, for compensation for damage to health of family by overflow of sewage.

Lawrence Buckley, for compensation for damage to property at 21 Lincoln street, caused by overflow of sewage.

Margaret C. Callahan, for compensation for damage to coat caused by an alleged defect in Washington street.

Patrick J. Connolly, to be reimbursed for accident which occurred while in performance of duty.

Theresa Cullen, for compensation for loss of salary in Health Department.

Maurice J. and Lillian C. Dineen, for compensation for damage to property at 2303 Centre street, during sidewalk construction.

Margaret A. Donahue, for compensation for injuries caused by an alleged defect in Copley square.

Albert L. Edson, to be reimbursed for execution issued against him.

John J. Garrity, for compensation for damage to property at 35 Belton street, during laying of sidewalk.

Sadie Gillis, to be reimbursed for loss of teeth at City Hospital.

George F. Gundersen, for compensation for damage to car caused by defective bridge, Charlestown.

Laura I. Holden, for compensation for injuries caused by an alleged defect in Tremont and Stuart streets.

Mary B. Howard, for compensation for injuries caused by an alleged defect in Park square.

Henry A. Kurosky, for compensation for damage to car by city truck.

Edward J. Levenson, for compensation for damage to property at 108 Huntington avenue, during subway construction.

Max Levine, to be reimbursed for execution issued against him.

James H. McDonald, to be reimbursed for execution issued against him.

John J. McDonald, to be reimbursed for accident which occurred while in performance of duty.

Michael J. McDonough, to be reimbursed for accident which occurred while in performance of duty.

Edwin J. McLaughlin, to be reimbursed for accident which occurred while in performance of duty.

Ruth Mintz, for compensation for eyeglasses broken at City Hospital.

Joseph Mirabella, to be paid for two days work as street cleaner.

Annie Moynihan, for compensation for injuries caused by an alleged defect at O street and Broadway.

John Murnane, to be reimbursed for judgment issued against him.

Mary O'Hara, for compensation for injuries caused by an alleged defect at Cambridge and Sparhawk streets.

Gwendolyn Pritchard, for compensation for injuries caused by an alleged defect at 576 Washington street.

Paul N. Segal, for compensation for damage to car by city truck.

Louise Smith, for compensation for injuries caused by an alleged defect at 1688 Commonwealth avenue.

Francis Sullivan, for compensation for damage to property at 19 Lincoln street, caused by overflow of sewage.

Marion Tucker, for compensation for injuries caused by an alleged defect in Broadway.

U-Dryvit Auto Rental Company, Inc., for compensation for damage to truck by city truck.

Max Waggenheim, for compensation for injuries and damage to property by city car.

Frederick L. Waggett, to be reimbursed for execution issued against him.

Arthur Wheeler *et al.*, for compensation for injuries and damage to property by truck of Police Department.

Elizabeth Desmond, for compensation for damage to property at 10 Braddock park, caused by city trucks.

Frederick L. Waggett, to be reimbursed for execution issued against him.

Morry Foster, for compensation for valuables lost at Tyler Street Gymnasium.

Committee on Licenses.

Petition for driveway openings:

The Texas Company, 244 Hancock street.

The Texas Company, Greenbrier and Claybourne streets.

Gulf Oil Corporation, 680-694 Beacon street.

PETITIONS FOR CHILDREN TO APPEAR.

Petitions for children under fifteen years of age to appear at places of public amusement were received, viz.:

Alice Astle, Whiton Hall, May 28.

Corbett School of Dancing, Jordan Hall, June 2.

Armando Arena, Brown Hall, June 6.

Eva Schlossberg, Recital Hall, June 10.

Gertrude Dolan, Jordan Hall, June 12.

Lillian A. Chiampa, Boston High School, June 16.

Gertrude Dolan, Jordan Hall, June 19.

Theresa O'Connell, Jordan Hall, May 20.

Stanley E. Brown, Jordan Hall, June 3.

Ruth M. McShane, Municipal Building, South Boston, June 6.

Martha Avery, Recital Hall, June 7.

Lillafranees Viles, Current Events Clubhouse, June 7.

Leopold DeCordova, Recital Hall, June 12.

Boris Novikoff, Jordan Hall, June 14.

Maria Paporello, Jordan Hall, June 16.

Leona MacGraw, Recital Hall, June 18.

The petitions were granted under suspension of the rule.

APPROVAL OF CONSTABLES' BONDS.

The following constables' bonds, having been duly approved by the City Treasurer, were received and approved, viz.:

Milton Jacob Bronstein, Edgar F. Callahan, James A. Canton, Americo A. DeSimone, Richard Hegarty, Salvatore Maffei, William P. Miles, Harold Ober, Michael W. Ober, Jacob E. Schrank, Henry J. D. Small, Walter J. Stewart, Francis J. Tobin.

MINORS' LICENSES.

Applications for minors' licenses were received from twenty-one newsboys and four bootblacks. Licenses granted under usual conditions.

APPROVAL OF LOAN.

Notice was received from the Emergency Finance Board of vote passed May 14 approving loan of \$3,680,000 for installation of Federal Surplus Commodity Stamp Plan (\$250,000), Dependent Aid and Old Age Assistance (\$1,330,000), and W. P. A. Projects (\$1,000,000). Placed on file.

APPOINTMENTS BY THE MAYOR.

Notices were received of the following appointments by the Mayor:

Members of Board of Overseers of Public Welfare, for term ending April 30, 1944:

Eva Whiting White, 395 Charles street; Isabel C. Connelly, 21 Gerald road, Brighton; William F. Dailey, 238 South street, Jamaica Plain; Edward H. Willey, 701 East Broadway, South Boston.

John L. Hall, 285 Clarendon street, member of Board of Trustees of Boston Public Library, for term ending April 30, 1946.

David H. Howie, 80 Federal street, to be member of Boston Port Authority, for term ending July 24, 1947.

Roger T. Doyle, 1550 Tremont street, Roxbury, to be member of Board of Trustees of Boston City Hospital, for term ending April 30, 1946.

Daniel J. O'Connell, 30 Beaufort road, Jamaica Plain, to be member of Transit Department, for term ending April 30, 1944.

William F. Kelley, 3 Glenburnie road, West Roxbury, to be member of Board of Park Commissioners, for term ending April 30, 1944.

To be members of Boston Planning Board for term ending April 30, 1946:

Ernest A. Johnson, 16 Tennyson street, West Roxbury; Mary M. Fitzgerald, 59 Halifax street, Jamaica Plain.

Severally placed on file.

CONTAMINATED AREAS, BOSTON HARBOR.

A communication was received from the State Board of Health forbidding taking of shellfish from contaminated areas in Boston Harbor.

Placed on file.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointments submitted by the Mayor, May 12, 1941, of J. Charles Karcher, James F. Mahoney and Salvatore Grassa, to be Constables with authority to serve civil process upon filing bonds.

2. Action on appointments submitted by the Mayor, May 12, 1941, of Raymond A. Bacon and Charles Nason, to be Weighers of Goods; and Edna Levine, to be a Weigher of Coal.

The question came on confirmation. Committee, Coun. Russo and Ward. Whole number of ballots 16; yes 16, and the appointments were confirmed.

SUBWAY EASEMENT TO MASSACHUSETTS MEMORIAL HOSPITALS.

President GALVIN called up, under unfinished business, No. 3 on the calendar, viz.:

3. Order granting an easement to the Massachusetts Memorial Hospital to construct a subway

with pipes and conduits in a parcel of land owned by the City of Boston on the southwesterly side of East Newton street.

On May 12, 1941, the foregoing order was read once and passed, yeas 17, nays 0.

The order was given its second and final reading and passage, yeas 19, nays 0.

HEARING ON SALE OF ELEVATED POWER HOUSES.

Coun. SHATTUCK offered the following:

Ordered, That the President and General Manager of the Boston Elevated Railway Company and the President or another authorized officer of the Boston Edison Company be requested, through his Honor the Mayor, to appear before the Executive Committee of the City Council with reference to the pending proposal for the sale to the Boston Edison Company of the power houses of the Boston Elevated Railway Company and for a contract with the Boston Edison Company to supply power to the Boston Elevated Railway Company.

Coun. SHATTUCK—This is a matter of great interest to the citizens of Boston. They pay about two thirds of the Elevated deficit, and through the Boston Metropolitan Transit District, of which Boston is the center, they have a very large investment in the Elevated property. And they own and lease to the Elevated all the subways except the Cambridge subway, which is owned by the state. Is the offered price of \$7,400,000 fair? Is the charge of 7.18 to 7.60 mills per kilowatt hour, with adjustments for changes in the cost of fuel and of wages, etc., for the current sold a fair price? Might not any savings which might be made by sale of the plant and purchase of power at the proposed prices be offset were the Boston Elevated Railway to provide for interconnection of its plant with the Boston Edison and for sale of its surplus power, of which it has capacity in excess of its own requirements amounting to about 60,000 kilowatts? Is it advisable in the public interest that the Boston Elevated Railway, which is publicly controlled and in large part publicly owned, dispose of its power-generating plants to Boston Edison Company on any terms, or unless at least a large and assured saving can be demonstrated? These are all-important questions, and they are questions which should be most carefully discussed and considered before action is taken. They are questions, also, on which the City of Boston should take a position. That is the purpose of this order. I suggest that the hearing on the subject be open to the public, and that the American Federation of labor (which has already expressed an interest in the question) and other interested parties be invited to participate.

Coun. TAYLOR—Mr. President, I would like to ask a question. Will this affect in any way the deficit paid by the City of Boston?

Coun. SHATTUCK—Mr. President, some of the figures I have seen indicate that if the proposed sale were made, the power plant being purchased at the price suggested, there might be a saving of from \$291,000 to \$386,000 a year. That saving would largely come about through the saving of interest at 4 per cent on the \$7,343,000 that is proposed to be paid for the transfer of the power house. There is another factor that might effect an increase in the saving, and that would be in the charge varying from 7.18 to 7.60 mills per kilowatt hour to be charged for the current. At the higher price, practically the only saving would be in the interest on the purchase price of the power house. On the other hand, the question arises whether, looking over a period of years, any saving could be presumed, this question depending on whether the price for the power might be increased in subsequent years. I believe a 20-year contract is proposed, subject to revision by the Department of Public Utilities. On the other hand, the cost of generating electricity might go up because of a rise in the price of fuel and other things. There is another factor to be taken into account, and that is that apparently the Elevated has quite a large amount of surplus power there. If through interconnection there would be some way of distributing this electric power, this might greatly reduce the cost of power for the trains, and any saving made by the proposed sale might be entirely wiped out. In fact, there might be a loss rather than a saving, a feature that is worth looking into.

Coun. CAREY—Mr. President, when does the gentleman propose to have these representatives appear?

Coun. SHATTUCK—Mr. President, the order asks the services of the Mayor in getting them to come before the Council, and if it is still in order I would amend the order so as to provide that they come at the next session.

The CHAIRMAN—The Chair would state that it would be better to leave the date unsettled. The order was passed under suspension of the rule.

MEMORIAL DAY CAR AND BUS SERVICE.

Coun. RUSSO offered the following:

Ordered, That the Trustees of the Boston Elevated be requested, through his Honor the Mayor, to arrange for additional street car and bus service to and from all cemeteries in the City of Boston on Memorial Day, May 30.

Coun. RUSSO—Mr. President, I am introducing this order because of many requests I have received the last few days from people who go to various cemeteries to show respect for their loved dead, and I also realize that there is no one who is not affected by the loss of their nearest and dearest friends and relatives. I know that in the past many people going to the cemeteries on Memorial Day and having to carry wreaths and flowers, get very tired from their long walk. I might refer particularly to the situation at Forest Hills, where there is quite a tedious walk to the various cemeteries. I certainly trust, therefore, that the trustees of the Boston Elevated will see fit to furnish more street car and bus service to and from the cemeteries on that particular day.

The order was passed under suspension of the rule.

ACCEPTANCE OF BALDWIN PLACE.

Coun. RUSSO offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway under the W. P. A. form of construction, Baldwin place, Ward 3.

Passed under suspension of the rule.

ACCEPTANCE OF ELLSWORTH STREET.

Coun. ENGLERT offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Ellsworth street, Ward 11, as a W. P. A. project.

Passed under suspension of the rule.

REIMBURSEMENT TO BOSTON BY LYNN.

Coun. TAYLOR offered the following:

Ordered, That the Director of Public Welfare and the Corporation Counsel be requested, through his Honor the Mayor, to take all necessary action to compel the city of Lynn to reimburse the City of Boston for all money paid by the City of Boston to all recipients who have Lynn settlements.

Coun. TAYLOR—Mr. President, I have introduced this order because of a situation which has been called to my attention this past week, a situation that would make any red-blooded man's blood boil. Certainly the officials of Lynn cannot be proud of their action. A gentleman who lives in my district, and whom I will not embarrass by mentioning his name, is a World War veteran, and in the war lost the sight of an eye and a part of his leg. He lives in Boston and has been receiving welfare aid from the City of Boston. Having enlisted in the army from Lynn, under the law he was a Lynn settled case, but the City of Boston was paying this man relief every month and asked to be reimbursed by the city of Lynn. Recently, however, the city of Lynn notified the welfare authorities of Boston that they would no longer reimburse Boston for any of the money paid out to this man. They wanted him to come back to Lynn, where they were going to send him to a poor farm. It certainly is a sad commentary on our democratic form of government for a public official of Lynn to send one of her patriotic sons who participated in the World War and helped to preserve democracy, to a poor farm, simply

because Lynn did not care to pay the welfare aid to which this man was properly entitled. The City of Boston does not send such men to a poor farm, but might send them to Long Island, where they could be properly cared for. This man is a World War veteran who has been deprived of some of his faculties, and there is now a threat that he shall go to the city of Lynn, simply because that city will not pay the amount that has been paid out to the man, who, incidentally, has a Lynn settlement, and where he will be compelled to go to a poor farm. It certainly is not an inspiring situation for young fellows who enlist in the army and who, because of the hazards of war, become unable to earn a living in the ordinary way. I certainly say that the Director of Public Welfare and the Corporation Counsel should be requested, through his Honor the Mayor, to take all necessary action to compel the city of Lynn to reimburse the City of Boston for all the money paid by this city to recipients who have Lynn settlements. I trust that all proper steps will be taken to make such collections. I believe a veteran of this type is certainly entitled to decent treatment from any public officials.

The order was passed under suspension of the rule.

CONSTRUCTION OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Midland street, Ward 13, and install artificial stone sidewalks thereon, as a W. P. A. project.

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Southview street, Ward 13, as a public highway under the W. P. A. plan of construction.

Severally passed under suspension of the rule.

ROPING OFF STREETS DORCHESTER DAY.

Coun. KELLY offered the following:

Ordered, That the City Messenger be authorized to rope off streets in connection with the Dorchester Day celebration on Saturday, June 7, 1941, the expense of same to be charged to the appropriation for Flags, Ropes and Stakes.

Passed under suspension of the rule.

TRAFFIC SIGNALS, WARD 15.

Coun. KELLY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals at the following locations in Ward 15:

Henry and Bowdoin streets, Columbia road and Quincy street, Savin Hill and Dorchester avenues, junction of Dorchester avenue, East, Freeport and Hancock streets.

Passed under suspension of the rule.

CONSTRUCTION OF WARD 15 STREETS.

Coun. KELLY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 15 as W. P. A. projects:

Blakeville street, Longfellow street, Stonehurst street, Speedwell street, Norton street, Clarkson street.

Passed under suspension of the rule.

CONSTRUCTION OF WARD 16 SIDE-WALKS.

Coun. FISH offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk at No. 28 Port Norfolk street, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12

feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk at No. 12 Port Norfolk street, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Severally passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted report on petitions for driveway openings, that leave be granted, viz.:

Fred W. Burligh, agent (referred May 5), 269 Washington street, Dorchester.

Mollie Danksy (referred May 12), 107 Park street, West Roxbury.

Frank Palumbo (referred May 12), Green and Chardon streets.

Bessie Wies (April 28), 394-402 Harrison avenue, 202-220 Dover street.

Petition of Gulf Oil Corporation (referred today) 680-694 Beacon street.

Reports accepted; license granted under usual conditions.

TRAFFIC BLINKER, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a traffic blinker at the junction of Old Morton and River streets, Ward 17.

Passed under suspension of the rule.

PREFERENCE TO SINGLE WOMEN FOR SCHOOL POSITIONS.

Coun. GOODE offered the following:

Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to give preferred consideration to single women when selections are being made from a civil service list for appointment to any position under the jurisdiction of the School Committee, and to appoint single women rather than married women whose husbands are gainfully employed.

Coun. GOODE—Mr. President, some months ago I brought to the attention of the School Committee, through this Body, the fact that there are many married women employed in permanent and temporary positions in the School Department while other members of their families are on the city, state or Federal pay rolls. The School Committee replied that they were grateful to have the matter called to their attention and that steps would be taken to remedy the situation. It has been brought to my attention within the last few days that an appointment has been made in the School Department of a matron, a married woman who is the mother of three children, whose husband at the present time is employed in a county department of the city and is well paid by the City of Boston as a deputy sheriff. There are in my own district, as I assume that there are in every other district of the city, many widows and single women who do not receive proper recognition from those in authority while women with husbands in good positions are recognized. It is certainly wrong that such a condition should continue to be tolerated by those in authority. I don't know whether such appointments are brought to the attention of the School Committee or not. Many of the members of that Committee are personal friends of mine, for whom I have the highest regard, and I know that my predecessor in the Council from Ward 18 (Mr. Norton), at present a member of the School Committee, throughout his public life has always fought for the poor man and for the person who was most in need. I feel that he, with other far-sighted members of the School Committee, will see that steps are taken to remedy this condition.

The order was passed under suspension of the rule.

ENGINE HOUSE, WARD I.

Coun. COFFEY offered the following:
 Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to take immediate steps to reopen the engine house on Marion street, Ward I.

Passed under suspension of the rule.

FINGERPRINTING OF SCHOOL CHILDREN.

Coun. HURLEY offered the following:

Ordered, That his Honor the Mayor be requested to confer with the officials of the Police Department and of the public and private schools in the City of Boston relative to the advisability of fingerprinting all children of school age, and to request the cooperation of all adult residents of Boston, to the end that a positive means of identification may be established in the event of a situation such as now prevails throughout European countries.

Coun. HURLEY—Mr. President, I am introducing this order as the result of a conversation with different medical men who have just returned from England, and I have also consulted Doctor Brickley, the Medical Examiner of the Northern District. In England many children, as well as aged people, as the result of the bombings are killed, and cannot be identified before they are buried; and there are also thousands of children wandering all over England and France today who have been separated from their parents and scattered through the different countries, wandering about perhaps hundreds of miles, because of no proper means of identification by which they may be returned to their parents. The doctors who have been abroad are today giving a graphic picture of the situation so far as these children are concerned, children not necessarily physically injured because of the war but without means of identification, without tags, cards or other means of telling who they are and where they belong. If the thing had been thought of and they had been fingerprinted, it would have been a simple matter to return them to their families when the conflict was over. It is not purely a war-time measure, although the war has brought the necessity for such action more prominently to the public mind, but even apart from war-time bombings there are numerous cases where this sort of thing would be of great help as a means of identification,—in cases, for instance, where children have become lost or injured, are unconscious and cannot give any information in regard to themselves. There is sometimes serious injury, the victims lying unconscious for a long time, while convalescing, and there is no means of identification so that they can be returned to their families. The same is true when people are unknown, who are killed or die. They will frequently lie in the Boston morgue awaiting identification, which would be easy if they were fingerprinted. So this means of identification would be of great value, not only in war time, but in peace time. And with the threat of war, and in the war-torn world around us, it can be easily seen how very important this might be. New England is an industrial section, with shops of all kinds vitally engaged in producing arms and munitions, ships and planes. And there are saboteurs at work here, as we continually read in the papers. Plants are blown up, victims are killed, and it is practically impossible to identify them. Doctor Brickley, I may say, tells me that the last thing in the human body to be decomposed are the fingers. It is frequently the case that other parts of the body will be decomposed without the possibility of recognition, and still the fingers will be in fair shape, so that the fingerprints can be recognized. Insurance companies will refuse to pay on many claims because there is no proper means of identification, but they will pay where there is identification of fingerprints. It seems to me, therefore, that if we have proper fingerprinting, with card indexes, and so on, it will be a simple matter for the families of the deceased to get together with the insurance companies and settle their claims. While I am asking for the cooperation of the School and Police Departments, I want it understood that the Police Department will have nothing to do with the record. The only reason for their being called is that they are experienced in this matter, have the fingerprinting equipment, and so on, and can be of great assistance in that way. But they will have no access to these

records. I trust that the order will be passed, and that the Police Commissioner and the School Committee will get together on the matter, and that some such action as is suggested in my order will be taken.

The order was passed under suspension of the rule.

ROPING OFF STREETS, JUNE 2.

Coun. SHATTUCK offered the following:

Ordered, That the City Messenger be authorized to rope off streets in connection with the annual parade of the Ancient and Honorable Artillery Company on Monday, June 2, 1941, the expense of same to be charged to the appropriation for Flags, Ropes and Stakes.

Passed under suspension of the rule.

ROPING OFF STREETS, JUNE 3.

Coun. CAREY offered the following:

Ordered, That the City Messenger be authorized to rope off streets in connection with the annual schoolboy parade on June 3, 1941, the expense of same to be charged to the appropriation for Flags, Ropes and Stakes.

Passed under suspension of the rule.

FIVE-CENT FARE, BRIGHAM CIRCLE—CHARLES STREET BUS LINE.

Coun. CAREY and CHASE offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to arrange for the immediate establishing of a bus line between Brigham Circle and Charles street with a five-cent fare privilege.

Coun. CAREY—Mr. President, this order has been introduced by me on previous occasions, and my purpose in introducing it at the present time is to again request the Elevated to take immediate action in this matter. The vacation season is fast approaching, and in my district there are many poor children whose only relaxation in the summertime is to go down to the Public Garden and ride on the swan boats. I am assured that unless some such action as I suggest is taken—a bus line with a five-cent fare—those rides will be missed this summer, and it will be a great deprivation to the children of my district. The mothers and fathers of these children, parents of three or four or sometimes seven or eight, cannot take them down to the Public Garden for these rides if they have to pay ten cents apiece for them. So I think the trustees of the Elevated might well consider this as a charitable move, which will give to the youngsters an opportunity to avail themselves this summer of this privilege that they have had in previous summers.

The order was passed under suspension of the rule.

RECESS.

By direction of President GALVIN, the Council took a recess at 3.17 p. m., subject to the call of the Chair. The members reassembled and were called to order at 3.47 p. m.

Coun. GOTTLIEB in the chair.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Ernest J. Love (referred May 5) to be reimbursed for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to Police Department—recommending passage of accompanying order, viz.,

Ordered, That the sum of one hundred dollars (\$100) be allowed and paid to Ernest J. Love in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

2. Report on petition of Gregorio Campo (referred April 28) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred seventy-five dollars (\$275) be allowed and paid to Gregorio Campo in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

3. Report on petition of Richard Doherty (referred May 5) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred twelve dollars and ten cents (\$112.10) be allowed and paid to Richard Doherty in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

4. Report on petition of William F. McDonald (referred May 5) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Police Department—recommending the passage of accompanying order, viz.:

Ordered, That the sum of three hundred ten dollars and eighty cents (\$310.80) be allowed and paid to William F. McDonald in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

5. Report on petition of Patrick Gallagher (referred May 12) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sewer Service, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of four hundred three dollars and fifty cents (\$403.50) be allowed and paid to Patrick Gallagher in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Patrick Gallagher (referred May 12) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sewer Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred eleven dollars and three cents (\$511.03) be allowed and paid to Patrick Gallagher in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Patrick Gallagher (referred May 12) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sewer Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of nine hundred sixty-four dollars and eighty-seven cents (\$964.87) be allowed and paid to Patrick Gallagher in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Reports severally accepted; said order passed.

6. Report on petition of Joseph McKenney (referred May 12) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to School Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of sixty dollars (\$60) be allowed and paid to Joseph McKenney in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the School Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred May 12) for acceptance of chapter 148 of Acts of 1941, *re* payments of Elevated for subways, etc.—that same ought to pass.

Report accepted; said order passed.

2. Report on message of Mayor and order (referred today) that land be leased to Lincoln House Association—that same ought to pass.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred today) that \$5,000 be appropriated for Randlidge Fund excursions—that same ought to pass.

Report accepted; said order passed, yeas 0, nays 0.

4. Report on message of Mayor and order (referred today) for sale of land to Boston Housing Authority—that same ought to pass.

Report accepted; said order passed, yeas 19, nays 0.

5. Report on order (referred April 28) relative to day off in seven for members of Boston Police force—recommending passage of accompanying new draft, viz.:

Ordered, That the Police Commissioner of the City of Boston he requested, through his Honor the Mayor, to grant the Boston police one day off in seven, provided it means no additional expense to the city for police protection.

Report accepted and the question came on the passage of the order.

Coun. D. F. SULLIVAN—Mr. President, the reason why this order has been held over since April 28 is that we have notified the commissioner to appear before us in executive session to answer some questions. We would like to know, for example, why the Boston police cannot be granted one day off in seven, the same as is the case in other cities and towns throughout the state. Other cities and towns grant that privilege, one day off in seven, and I believe the Boston police should be granted the same privilege. Back in 1939 the Police Commissioner, after an order was introduced asking whether one day off in seven could not be granted, said it would need an additional forty-five men. That was in the early part of 1939, and since then and 1941 there has been an addition of 154 policemen to the Boston Police Force. I believe, therefore, that the one day off in seven can be granted without making another request for forty-five more men. I cannot understand the Police Commissioner not wanting to appear before the Executive Committee in regard to this matter, when he must practically agree himself that there is now a sufficient number of men on the Police Force to enable this petition to be granted. Why he does not grant it I do not know. That is the reason why I have introduced the order requesting the Police Commissioner, through his Honor the Mayor, to grant the Boston police one day off in seven, provided it means no additional expense to the city for police protection. I certainly trust that the Police Commissioner will carry out the purpose of the order.

Coun. M. H. SULLIVAN—Mr. President, I have made a very thorough investigation of this matter of one day off in seven granted to members of various police departments in metropolitan Boston. Take, for instance, the situation in the city of Somerville where in 1937 a day off in six was granted to the members of the department, a more liberal allowance than is asked for in Boston. There had been some doubt as to the advisability of this action in the city of Somerville where it had been felt that such action might necessitate an additional appropriation for the department. But it was found out there that the officers performed such worthwhile service that an addition to the appropriation for the Police Department was unnecessary. It has worked out in this way. They provide one day off in six for thirteen weeks, and one day off in eight for thirteen weeks. I

understand also that the Metropolitan District Police get one day off in seven, where they formerly got one day off in eight. I think the City of Boston is far behind the other cities of the metropolitan area as far as this matter is concerned. Ours is the largest force in the metropolitan area, and it should act in advance of the others in a matter of this kind, which is distinctly a humanitarian measure. Police Commissioner Timilty appeared before us when we were previously considering this matter and said at the time if he received \$80,000 more annually and could appoint forty-five more officers, he could give the one day off in seven, but that the way he was situated in the department at that time he could not do so. Later, however, 154 new men were appointed to the force, to help out on the parking problem. I was informed, however, a few weeks ago that the parking violation cases in the courts are greatly diminishing, and that there is a constant decrease in the fines for breaking the parking laws. This would clearly indicate that it would be an easy matter at the present time to take off forty-five of those men, that being the number that he previously indicated would be necessary if he were to grant the one day off in seven, and now give the men the one day off in seven. There not being so many people breaking the parking law at the present time, all those men are not needed for that work. So, for heaven's sake, take off forty-five of them and then give the men in the Police Department one day off in seven.

The order was passed under suspension of the rule.

STUDY OF ELEVATED POWER PLANT.

Coun. FISH and HURLEY offered the following:

Ordered, That the Survey Committee be requested, through his Honor the Mayor, to make a study of the power production (surplus power) of the Boston Elevated Railway Company, with the possibility of selling it to the city for the purpose of lighting city-owned property.

Coun. FISH—Mr. President, I shall speak very briefly on that order. From the short talk we had on the proposed new Elevated and Edison power plan today, I made two observations. One is that the Elevated has produced its power much more cheaply than the Edison Electric Illuminating Company, and the other is that we may be losing a pretty good bet if we pass by the opportunity of purchasing the surplus power from the Elevated for lighting purposes. Councilor Shattuck stated earlier today that there was such a surplus of power produced by the Elevated, and I think it would be well to have a survey committee find out if there are any technicalities that would prevent the Elevated from selling that surplus power to the city. If there are no such technicalities, I say that we would be doing the people of Boston a pretty good service in giving them an opportunity to use this power and thus reduce their light bills.

The order was passed under suspension of the rule.

RESURFACING OF RIVER STREET.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving River street in the Readville section of Ward 18, from 1600 River street to the Dedham line.

Passed under suspension of the rule.

PAYMENT IN ADVANCE TO CITY EMPLOYEES.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor be requested to consider the advisability of instructing the City Treasurer to provide for the payment of two weeks' pay in advance to all city employees prior to their going on annual vacation.

Passed under suspension of the rule.

SANITARY PROTECTION, PLAYGROUNDS.

Coun. GOODE and FISH offered the following: Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to provide first aid kits for all playgrounds and also to take all precautions possible to prevent the spread of athlete's foot and related diseases in park bath houses.

Passed under suspension of the rule.

INCREASE IN COST OF NECESSITIES OF LIFE.

Coun. M. H. SULLIVAN offered the following: Resolved, That the Boston City Council hereby voices its protest to the State Director of the Necessities of Life relative to the exorbitant and unwarranted increase in the prices of such commodities and requests that his department proceed to investigate and criminally prosecute any dealers engaged in such practices.

Chairman GOTTLIEB—The order will be referred to the Committee on Rules.

Coun. M. H. SULLIVAN—Mr. President, I ask unanimous consent to make a statement.

Chairman GOTTLIEB—The gentleman may proceed if there is no objection.

Coun. COFFEY—I object, Mr. President.

The order stood referred to the Committee on Rules.

THE NEXT MEETING.

Coun. GALVIN—Mr. Chairman, I move that when we adjourn it be to meet two weeks from this Monday at 2 p. m.

Coun. COFFEY—Mr. President, I don't think we should take any more vacations. Last year, if I am not mistaken, I think we had twenty-two or twenty-three vacations, and I think we have had at least five so far this year. In the meantime, the Legislature has been in session right along for five days a week, having already met about one hundred twenty-five days this year. They are now, of course, getting extra money, but in the past I know that, in addition to recess committees and commissions, they have met for five days a week into the summer. When I was up there, that was the custom, and it has been the custom for many years for them to meet from the first of the year clear into the summertime. But, we down here, on the other hand, last year, for instance, had pretty good vacations, for twenty-two or twenty-three weeks, and we have started in the same way this year. I don't think it makes sense. We are elected here to attend to the city's business and look after the interests of our constituents, and we should meet regularly to take care of the business of the city.

Coun. M. H. SULLIVAN—Mr. President, speaking on the same motion, we represent here the interest of our constituents, and we are supposed to be interested in the welfare of the City of Boston. We are continually getting up here and taking that position—

Coun. COFFEY—Mr. President, I rise to a point of order, that the gentleman is not speaking to the motion before the house.

Coun. M. H. SULLIVAN—Mr. President, I believe my remarks are entirely in order, and I am leading up to the motion to adjourn.

Chairman GOTTLIEB—The gentleman will take care to confine his remarks to the question before the house.

Coun. M. H. SULLIVAN—Mr. President, one of the important purposes and reasons for our meetings here is to take care of the welfare interests of the City of Boston, and I believe that comes strictly within our province within the charter. I think all motions, orders and resolutions, anything that will affect the welfare of the city, are entirely within our province. I have introduced orders here week after week having to do with the welfare and the interests of our constituents, and I believe such orders have been and are at all times in order. I introduced a resolution a few moments ago that I feel that the people of Boston will back up to the hilt, and I introduced it as a result of contact with people of Boston who are vitally interested in the prices of certain commodities in this city.

Coun. COFFEY—Mr. President, I raise the point of order that the gentleman is out of order.

Coun. M. H. SULLIVAN—I am leading up to the immediate question before the Body, Mr. President.

Chairman GOTTLIEB—The councilor will come to the point quickly.

Coun. M. H. SULLIVAN—I am coming to it, Mr. President, but the resolution which I introduced is one upon which it is proper for me to speak for one minute or for twenty-five minutes.

Chairman GOTTLIEB—The gentleman will confine himself to the order before the Body.

Coun. M. H. SULLIVAN—Mr. President, confining myself to the order and leading up to it, I feel that the remarks I have made are entirely appropriate, and in order before this Body. I think a resolution looking to reduction of price of necessary foods, one in the interest of all the people, is decidedly a matter that is in order in this Body. When we read the newspapers and look at the *City Record*, we very soon find out that the actions of certain concerns, in the matter of raising prices of the necessities of life, and so on, are against the interest and against the welfare of the people of this city, and I believe there is no matter in which the people of Boston are more vitally interested. Certainly nothing can more vitally affect the people of Boston than a rise in prices of necessary articles of food.

Coun. COFFEY—Mr. President, I rise to a point of order, that the gentleman is out of order.

Coun. M. H. SULLIVAN—I think, Mr. President, in view of the fact—

Coun. COFFEY—Mr. President, I insist that the gentleman is out of order, and I ask the Chair to so rule. If he does not, I will make a speech, following his remarks.

Coun. M. H. SULLIVAN—Mr. President, I am leading up to a point—

Chairman GOTTLIEB—The Chair will rule that the councilor is out of order, unless he confines himself to the order before the Body.

Coun. M. H. SULLIVAN—Mr. President, one of my reasons for coming here today was to present the resolution I have offered, which certainly deals with a matter of the most vital interest to the people of Boston. I think if we are not allowed to introduce and speak upon such a resolution, the people of Boston will be properly resentful of the fact. I am merely speaking along the same line that I did a few weeks ago, when the conditions referred to in the resolution were not as bad as they are today. The Director—

Coun. COFFEY—Mr. President, I rise to a point of order, that the gentleman is not talking to the motion, that when we adjourn it be to meet two weeks from today.

Coun. M. H. SULLIVAN—Mr. President, I am leading up to that.

Coun. COFFEY—Well, how long does it take you to lead up to it? You have been ruled out of order and the resolution has been sent to the Committee on Rules.

Chairman GOTTLIEB—The Chair will rule the gentleman from Brighton out of order.

Coun. M. H. SULLIVAN—Mr. President, I would like to ask the Chair a question.

Chairman GOTTLIEB—The gentleman is still out of order.

Coun. M. H. SULLIVAN—Mr. President, may I ask the Chair a question in connection with the point of order? What change has there been in the rules of the Boston City Council adopted a few months ago, that make a resolution or order introduced at this time against a rise in the price of the necessities of life out of order, when it was perfectly in order earlier in the year? What change has now taken place that makes a resolution of this kind out of order at the present time?

Chairman GOTTLIEB—The present Chairman was not presiding at that time. The question before the Body at this time is Councilor Galvin's motion that when the Council adjourn it be for two weeks.

Coun. M. H. SULLIVAN—Well, Mr. President, I am leading up to that.

Chairman GOTTLIEB—The gentleman is out of order.

Coun. Galvin's motion that when the Council adjourn it be for two weeks was declared carried. Coun. COFFEY doubted the vote and asked for the yeas and nays.

The roll was called, and the motion that when the Council adjourn it be for two weeks prevailed, yeas 13, nays 8:

Yeas—Coun. Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Lyons, Scannell, Shattuck, D. F. Sullivan, Taylor—12.
Nays—Coun. Carey, Chase, Coffey, Kelly, Linchan, Russo, M. H. Sullivan, Wickes—8.

SUMMER BUS SCHEDULE TO SOUTH BOSTON BEACHES.

Coun. GOTTLIEB offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to arrange for a summer bus schedule from Morton street, at Blue Hill avenue, through Columbia road to the South Boston beaches, and return, at a fare of five cents.

Passed under suspension of the rule.

BUS LINE FROM BLUE HILL AVENUE TO BEACHES.

Coun. HUTCHINSON offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to re-established a bus line starting at West Cottage street on Blue Hill avenue and running to the South Boston beaches, and return, at a five-cent fare each way.

Passed under suspension of the rule.

ELECTRIC LIGHTS FOR BEECH STREET, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to replace the present gas street lamps on Beech street, Ward 20, with electric lights.

Passed under suspension of the rule.

RESURFACING OF AMHERST STREET.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Amherst street, Ward 20, as a W. P. A. project.

Passed under suspension of the rule.

ACCEPTANCE OF SUNNYBROOK ROAD.

Coun. LYONS offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Sunnybrook road, from Maple to Willow streets, Ward 20, as a public highway, under the W. P. A. plan of construction.

Passed under suspension of the rule.

REMOVAL OF ELEVATED TRACKS AND RESURFACING OF STREETS.

Coun. CHASE and D. F. SULLIVAN offered the following:

Ordered, That the Boston Elevated Railroad Trustees be requested, through his Honor the Mayor, to arrange for the removal of the railway tracks and granite blocks on Massachusetts avenue, from Boylston street to Columbus avenue, and Columbus avenue to Northampton street, and Northampton street to Washington street, and replace the same by the construction of a smooth asphalt surface, said work to be done in conjunction with a city-sponsored W. P. A. project for the resurfacing of the above-mentioned streets.

Coun. CHASE and F. D. SULLIVAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for a W. P. A. project for the resurfacing, with smooth asphalt surface, of Massachusetts avenue, from Boylston street to Columbus avenue, Columbus avenue to Northampton street, Northampton street to Washington street; said work to be performed by the Boston Elevated Railway Trustees in the removal of car tracks and granite blocks.

Severally passed under suspension of the rule.

BUS LINE, MASSACHUSETTS AVENUE
STATION-DUDLEY STREET.

Coun. CHASE, HURLEY and D. F. SULLIVAN offered the following:

Ordered, That the Boston Elevated Railway Trustees be requested, through his Honor the Mayor, to arrange for the removal of the present street car line from Massachusetts Avenue Station to Dudley street and replace the same by the installation of a modern bus line.

Passed under suspension of the rule.

EXTRA WEEK'S VACATION FOR CERTAIN
EMPLOYEES.

Coun. D. F. SULLIVAN and HURLEY offered the following:

Ordered, That his Honor the Mayor instruct all department heads to grant an extra week's vacation to those persons who cannot take part in the special privileges given to other city employees during the summer season.

Passed under suspension of the rule.

HOUSING PROJECT, WARD 9.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to consider the advisability of erecting a housing project on the site bounded by Roxbury, Tremont and Ruggles streets and Shawmut avenue, Ward 9.

Passed under suspension of the rule.

COST OF NECESSITIES OF LIFE.

Coun. CHASE and D. F. SULLIVAN offered the following:

Whereas, There has been a decided increase in the cost of necessities of life in Boston; and

Whereas, This unwarranted increase is working a disadvantage and hardship on the citizens of Boston; therefore, be it

Resolved, That the Boston City Council, in regular meeting assembled, hereby registers its protest and respectfully urges his Excellency the

Governor to order the Department of Necessaries of Life to investigate the unwarranted increase in costs of food, clothing, etc.; and be it further

Ordered, That a copy of this resolution be sent to the Governor.

Referred to the Committee on Rules.

TRAFFIC ISLANDS, WARD 9.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct a traffic island at the junction of Linden Park and Roxbury streets, Ward 9.

Passed under suspension of the rule.

SKELETON FORCE FOR HOSPITAL MAY 31.

Coun. HURLEY and D. F. SULLIVAN offered the following:

Ordered, That the trustees of the Boston City Hospital be requested, through his Honor the Mayor, to extend to employees of the city hospitals the same privilege as employees of all other city departments and permit them to work on skeleton force on Saturday, May 31.

Passed under suspension of the rule.

Adjourned, on motion of Coun. SCANNELL, at 4.22 p. m., to meet on Monday, June 9, 1941, at 2 p. m.

CORRECTIONS.

In Coun. CHASE'S remarks in Council Minutes of May 12, 1941, on "Opposition to Proportional Representation," on page 194, second column, twenty-ninth line, the word "but" should read "that," so that two sentences should read:

"I feel that most of the members who voted yes on this question would not have voted that way but for the activities of certain people. With this in mind I cannot agree with them *that* their vote on the question was prompted as a result of deliberations which logically caused them to come to this conclusion."

CITY OF BOSTON.

Proceedings of City Council.

SPECIAL MEETING.

Wednesday, June 4, 1941.

Special meeting of the City Council in the Council Chamber at 1 p. m. to draw jurors, President GALVIN in the chair, quorum present. The meeting was opened with the salute to the Flag.

The call for the meeting, to draw jurors, was read and placed on file.

JURORS DRAWN.

Jurors were drawn under the law, Coun. GOTTLIEB presiding at the jury box in the absence of the Mayor, as follows:

Twenty-two grand jurors, Superior Criminal Court, to appear July 7, 1941:

Joseph D. Messer, Ward 1; Michael Giarusso, Ward 3; Albert Shuman, Ward 3; S. Edward Sophia, Ward 4; Henry C. Ross, Ward 5; Alexander V. J. Richiell, Jr., Ward 6; Thomas F. Anglin, Ward 7; Frank Bradley, Ward 8; John H. Dillon, Ward 11; Henry E. Otto, Ward 12; Hyman Lewis, Ward 14; Malcolm J. Campbell, Ward 15; Iver Conrad Lignell, Ward 15; Walter H. Brady, Ward 17; Arthur J. Keefe, Ward 17; Henry J. Dure, Ward 18; Alexander P. Parker, Ward 18; Elmer R. Thayer, Ward 18; Herman F. Grueter, Ward 19; John A. Murphy, Ward 19; Frederic Stewart, Ward 20; William Steiman, Ward 21.

Fifty additional traverse jurors, Superior Civil Court, April Sitting, to appear June 9, 1941:

Fred J. Hoey, Ward 1; George T. Llewellyn Ward 1; George E. Munn, Ward 1; Charles F. O'Brien, Ward 1; Otto Contardi, Ward 3; Warren Denny, Ward 3; Albert Simone, Jr., Ward 3; Charles B. Donnellan, Ward 4; Edward Reynolds, Ward 4; Cornelius Russell, Ward 4; Harold Kaplan, Ward 5; Arthur J. O'Leary, Ward 6; Herman G. Rupp, Ward 6; John J. Sullivan, Ward 7; Edmund J. Fitzgerald, Ward 8; Gerald Breen, Ward 9; Ernest F. Johnson, Ward 9; Edward F. Lynch, Ward 9; Thomas J. Cloonan, Ward 10; Paul Tobias, Ward 10; John D. Alexander, Ward 12; Robert McDowall, Ward 13; George W. McQuade, Ward 13; Isaac Harris, Ward 14; John P. Clasby, Ward 15; James J. Conley, Ward 15; James J. Scully, Jr., Ward 15; John M. Tal-

kowski, Ward 15; Daniel J. Goggin, Ward 16; Timothy S. Rush, Ward 16; George F. Kehoe, Ward 17; Leo Martin, Ward 17; Robert J. Towle, Ward 17; William B. Jordan, Ward 18; Robert J. Black, Ward 19; Harold L. Clifford, Ward 19; George A. Craig, Ward 19; Martin J. Geary, Ward 19; Robert A. Ryan, Ward 19; William W. Welch, Ward 19; Robert G. Tobin, Ward 20; Winfred C. Burbank, Ward 21; James F. Falvey, Ward 21; Francis J. Gillis, Ward 21; Abraham I. Goldman, Ward 21; Alton C. Ingraham, Ward 21; George Kushner, Ward 21; Oscar S. Weinstein, Ward 21; Seymour Getter, Ward 22; Frank J. McGarrahan, Ward 22.

Seventy traverse jurors, Superior Criminal Court, to appear July 7, 1941:

Americo DiCristoforo, Ward 1; Carmen Polcari, Ward 1; Joseph A. Salvo, Jr., Ward 1; Edward D. Crowley, Ward 2; James J. Desmond, Ward 2; Alfred Tucker, Ward 2; Anthony Cardalisco, Ward 3; Samuel Grossman, Ward 3; Joseph Sherman, Ward 3; Sidney E. Augenstein, Ward 4; George C. McMichael, Ward 4; Robert J. Rankin, Ward 4; Thomas McAllister Wallace, Ward 4; John F. Webster, Ward 4; Frank A. Whyte, Ward 4; Howard A. Cronk, Ward 5; Leonard W. Days, Ward 5; Frank Grant, Ward 5; Charles R. L. Sturgis, Ward 5; Hawley S. Young, Ward 5; John D. McLaughlin, Ward 6; Albert J. O'Keefe, Ward 6; John Coffey, Ward 7; Joseph P. Doolin, Ward 7; Thomas E. Hunt, Ward 7; James E. Norris, Ward 7; Henry H. Palmer, Ward 7; William P. Flynn, Ward 8; Clarence H. Goler, Ward 8; John Rabbitt, Ward 8; Oscar T. Beirod, Ward 9; Charles L. Curran, Ward 9; William A. Fraser, Ward 9; Hugh F. McMullen, Ward 10; Joseph W. Miley, Ward 10; Thomas Quinn, Ward 10; Thomas J. C. Bell, Ward 11; William F. Fennessey, Ward 11; Daniel F. Hayes, Ward 11; Chester I. Redmond, Ward 11; Israel Polansky, Ward 12; Albert E. Hubert, Ward 13; Edward E. Glasser, Ward 14; Robert A. Hollander, Ward 14; Abraham Oppenheim, Ward 14; Thomas P. McNulty, Ward 15; Charles C. Glover, Ward 16; Joseph E. Reynolds, Ward 16; George H. Steeves, Ward 16; John A. MacPhee, Ward 17; Hjalmar W. Anderson, Ward 18; Frederick A. Beyer, Ward 18; Edward J. Coolbrith, Ward 18; Joseph Hener, Ward 18; Thomas Joyce, Ward 18; Martin R. Lee, Ward 18; Francis L. McGee, Ward 18; Robert C. Powers, Ward 18; John L. Rooney, Ward 18; Leo T. Foley, Ward 19; Basil S. MacDonald, Ward 19; John J. McDonough, Ward 19; Charles J. Mulcahy, Ward 19; Joseph A. Cutcliffe, Ward 20; Paul Fennelly, Ward 20; Peter L. Lambert, Ward 20; Ralph C. Marotta, Ward 21; Albert H. Sacks, Ward 21; William H. Shumway, Jr., Ward 21; George F. Lunney, Ward 22.

Adjourned, to meet on Monday, June 9, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, June 9, 1941.

Regular meeting of the City Council held in the Council Chamber at 2 p. m., President GALVIN presiding. Absent, Coun. Chase and Ward.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:
Constable for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon the filing of the necessary bond: William H. Mahoney, 12 Virgil road, Ward 20.

Weighers of Goods: Ralph Renshaw, 1196 Tremont street, Roxbury, Mass.; Avord W. Wasson, 65 Bellevue avenue, Winthrop, Mass.; Joseph L. Riggs, 130 Brighton street, Boston, Mass.
Weighers of Coal: Alvin C. Tamkin, 91 Callender street, Dorchester, Mass.; Arnold Levitt, 93 Floyd street, Dorchester, Mass.

Severally laid over a week under the law.

TENNIS COURTS, ROBERTS FIELD.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 12, 1941, concerning placing the tennis courts on Roberts Field, Ward 17, in proper condition.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, May 27, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 20, with inclosure, order from the City Council to place the tennis courts on Roberts Field in proper condition.

Investigation made by me of these courts on Sunday, May 25, showed the courts to be in fairly good condition. They are clay courts, are smooth and have been lined. They will receive a good rolling after the first wet spell. If it is possible, these courts will be built of asphalt in the near future.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

NOTARY IN LOCAL WELFARE OFFICE.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of May 5, 1941, concerning the advisability of having one clerk in each local welfare office serve as a notary, said expenses involved to be paid by the Welfare Department.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
May 26, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated May 5, 1941, reading as follows:

"Ordered, That the Director of Public Welfare, through his Honor the Mayor, be requested to

consider the advisability of having one clerk in each local welfare office serve as a notary, said expenses involved to be paid by the Welfare Department."

I feel certain that in this matter each district is being covered adequately and in event of any untoward increased demand for W. P. A. certifications we shall be only too glad to extend the services we already have in the matter of notaries.

Very truly yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

PAYMENT OF CITY EMPLOYEES IN ADVANCE.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Acting City Treasurer relative to your order of May 26, 1941, concerning the advisability of instructing the City Treasurer to provide for the payment of two weeks' pay in advance to all city employees prior to their going on annual vacation.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Treasury Department, June 3, 1941.

Mr. William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—In answer to your request of May 29, in my opinion there is no provision in the law which will permit the payment of salaries in advance of the current pay roll period.

Very truly yours,

W. W. FOLEY,
Acting City Treasurer.

Placed on file.

TRAFFIC SIGNALS, WARD 15.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the commissioner of the Boston Traffic Commission relative to your order of May 26, 1941, concerning the installation of automatic traffic signals at the following locations in Ward 15:

Hendry and Bowdoin streets, Columbia road and Quincy street, Savin Hill and Dorchester avenues, junction of Dorchester avenue, East, Freeport and Hancock streets.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, June 6, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—This is in reply to Council order dated May 26, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals at the following locations in Ward 15:

"Hendry and Bowdoin streets, Columbia road and Quincy street, Savin Hill and Dorchester avenues, junction of Dorchester avenue, East, Freeport and Hancock streets."

At the present time there are no funds available for the installation of traffic signals. We have recommended that the intersections of Columbia road and Quincy street and Savin Hill avenue and Dorchester avenue be signalized when funds are procured.

Respectfully yours,

WILLIAM P. HICKEY, Commissioner.

Placed on file.

HEALTH PRECAUTIONS, PLAYGROUNDS.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of May 26, 1941, concerning

providing first aid kits for all playgrounds and also to take all precautions possible to prevent the spread of athlete's foot and related diseases in park bath houses.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, June 4, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of May 29, with inclosure, order from the City Council that the Park Commissioner be requested to provide first aid kits for all playgrounds and also to take all precautions possible to prevent the spread of athlete's foot and related diseases in park bath houses.

After a number of years of experience I have very little faith in foot baths.

In order to properly use a foot bath, a bather should just have the solution around his feet, without touching the bottom of the pan. Our floors are supposed to be cleaned nightly with live steam. They are washed daily with a strong solution of disinfectant. Sun is the greatest disinfectant for athlete's foot. If the sun penetrates to any great extent into the shower rooms, there will be very little, if any, athlete's foot.

I regret to inform you that washing the feet in chlorine solution or, in fact, any other solution, will have no measurable effect on athlete's foot, which is really a fungus.

According to the best known medical dermatologist (one of them) in the city, there are at least forty different kinds of this fungus. Up to the present time there has been no perceptible ring-worm disease in any of our bath houses.

Regarding the first aid kits, all houses under our supervision are supplied with bandages, iodine, adhesive tape and spirits of ammonia, which are the things commonly used in a simple first aid treatment.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

ELEVATED SERVICE TO CEMETERIES, MAY 30.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of May 26, 1941, concerning arranging for additional street car and bus service to and from all cemeteries in the City of Boston on Memorial Day, May 30.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
Boston Elevated Railway,
June 3, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of June 2 with accompanying order of the City Council, I would say that additional service was provided as in previous years to the various cemeteries on Memorial Day.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SALE OF OBSOLETE X-RAY FILMS.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the trustees of the Boston City Hospital relative to the sale of obsolete X-ray films and recommend the passage of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Hospital Department, May 23, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—There is an accumulation at this hospital of approximately 3,082 pounds of obsolete X-ray films.

As these films are no longer required by the hospital, the trustees are desirous of disposing of them.

I therefore respectfully request that your Honor submit the inclosed order to the City Council for consideration and passage by that Honorable Body.

Respectfully yours,
CARL DREYFUS,
President, Board of Trustees.

Ordered, That the trustees of the Boston City Hospital be, and hereby are, authorized to sell approximately 3,082 pounds of obsolete X-ray films not required by the Hospital Department, after inviting bids therefor by advertisement in the *City Record*.

Referred to Executive Committee.

GIFT OF PORTABLE TRAILER PUMP.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—The American Mutual Liability Insurance Company, through its president, Mr. Charles E. Hodges, Jr., has offered as a gift to the City of Boston a Maxim portable trailer pump. This pump can be used to great effectiveness in the protection of homes and property.

The generosity of the donor of this pump deserves the commendation of the citizens of Boston, and is, to my mind, an example of high civic interest. I respectfully request the approval of the attached order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the City of Boston hereby accepts the gift of the American Mutual Liability Insurance Company of one Maxim portable trailer pump, and that said pump is hereby placed in the care, custody and control of the Fire Department of the City of Boston.

Referred to Executive Committee.

PAYMENTS BY ELEVATED ON SUBWAY RENTALS.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith an explanatory communication from the chairman of the Transit Commission and a copy of chapter 140 of the Acts of 1941 changing the date of the annual rental payments for the use of the Boylston Street Subway by the Boston Elevated Railway Company.

I recommend the passage of the accompanying order accepting the act.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Transit Department, May 28, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This department is in receipt of notice from the Secretary of the Commonwealth that chapter 140 of the Acts of the year 1941, entitled, "An Act providing for modification of the terms and conditions under which the Boston Elevated Railway Company is using certain alterations in and extensions to the Boylston Street Subway and making certain changes relative to payments in connection with such use", was approved by his Excellency the Governor on March 25, 1941.

In view of the change in the Boston tax rate year from April first to January first it became necessary to move forward the annual date of rental payment by the Boston Elevated Railway Company to the twenty-fifth day of April in each year to and including the year 1941 and to the twenty-fifth day of January in each year thereafter.

The acceptance of this act, chapter 140 of the Acts of 1941, constitutes an agreement on the part of the City and the Boston Elevated Railway Company to execute a contract modifying, in accordance with the provisions of this act, the existing contract between the City and the Company for the use by the company of the alterations in and extensions to the Boylston Street Subway.

The first requirement of the act relating to its effectiveness provides for its acceptance both by vote of the City Council and by approval of your Honor and by the filing of a certificate of such acceptance and approval with the State Secretary during the current year.

The department respectfully forwards herewith a photostatic copy of the act.

Respectfully yours,
T. F. SULLIVAN, Chairman.

Ordered, That chapter one hundred and forty of the Acts of the year nineteen hundred and forty-one, "An Act Providing for Modification of the Terms and Conditions Under Which the Boston Elevated Railway Company is Using Certain Alterations in and Extensions to the Boylston Street Subway and Making Certain Changes Relative to Payments in Connection With Such Use", be, and is hereby, accepted.
Referred to Executive Committee.

ABANDONMENT OF EASEMENTS, WEST ROXBURY.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I am in receipt of communication from the Commissioner of Public Works in which he states that certain easements in Wilbert road and private land between Canterbury and Harvard streets, West Roxbury, taken by the Board of Street Commissioners in 1917 and in 1926 for sewerage purposes, are no longer needed for public purposes. It is the recommendation of the Commissioner of Public Works that these easements be abandoned.

In order that these parcels of land may be free of any unnecessary easements no longer needed by the City of Boston for public purposes I subscribe to the recommendation of the Commissioner of Public Works and request the approval of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
May 22, 1941.

To the Mayor.

In accordance with the provisions of chapter 40, section 15, of the General Laws, I inclose herewith notice to the City Council that an easement in Wilbert road and private land between Canterbury and Harvard streets, West Roxbury, taken by the Board of Street Commissioners for sewerage purposes and approved by the Mayor February 15, 1917, and now in my charge, is, in my opinion, no longer required for public purposes. This easement is shown on plan K-1254, on file in the Sewer Division, and I recommend that it be abandoned, and I submit herewith an order to the City Council requesting the abandonment of this easement.

Canterbury street has been changed to American Legion Highway.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

City of Boston,
Public Works Department,
May 22, 1941.

To the Honorable the City Council.

Gentlemen,—The Commissioner of Public Works, having charge of an easement in Wilbert road and private land between Canterbury and Harvard streets, West Roxbury, taken by the Board of Street Commissioners for sewerage purposes and approved by the Mayor February 15, 1917, respectfully notifies your Honorable Body that, in his opinion, said easement is no longer required for public purposes. This ease-

ment is shown on plan K-1254, on file in the Sewer Division, and I recommend that it be abandoned.

Canterbury street has been changed to American Legion Highway.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

City of Boston,
Public Works Department,
May 22, 1941.

To the Mayor.

In accordance with the provisions of chapter 40, section 15, of the General Laws, I inclose herewith notice to the City Council that an easement in private land between Canterbury and Harvard streets, West Roxbury, taken by the Board of Street Commissioners for sewerage purposes and approved by the Mayor July 30, 1926, and now in my charge, is, in my opinion, no longer required for public purposes. This easement is shown on plan K-1625, on file in the Sewer Division, and I recommend that it be abandoned, and I submit herewith an order to the City Council requesting the abandonment of this easement.

Canterbury street has been changed to American Legion Highway.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

City of Boston,
Public Works Department,
May 22, 1941.

To the Honorable the City Council.

Gentlemen,—The Commissioner of Public Works, having charge of an easement in private land between Canterbury and Harvard streets, West Roxbury, taken by the Board of Street Commissioners for sewerage purposes and approved by the Mayor July 30, 1926, respectfully notifies your Honorable Body, that, in his opinion, said easement is no longer required for public purposes. This easement is shown on plan K-1625, on file in the Sewer Division, and I recommend that it be abandoned.

Canterbury street has been changed to American Legion Highway.

Respectfully,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, The Board of Street Commissioners of the City of Boston, by a resolve and order approved by the Mayor of the City of Boston February 15, 1917, and recorded with Suffolk Deeds, Book 4015, page 499, took for sewerage works, rights and easements in lands situated in that part of Boston called West Roxbury, and more fully described in said instrument of taking; and

Whereas, The Board of Street Commissioners of the City of Boston, by a resolve and order approved by the Mayor of the City of Boston July 30, 1926, and recorded with Suffolk Deeds, Book 4823, page 151, took for sewerage works, rights and easements in land situated in that part of Boston called West Roxbury, and more fully described in said instrument of taking; and

Whereas, The Commissioner of Public Works of the City of Boston, now having charge of the said rights and easements taken, has notified the City Council that in his opinion that the said rights and easements are no longer required for public purposes, and recommends that said rights and easements be abandoned; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized, in the name and behalf of the City of Boston, by an instrument or instruments in writing satisfactory in form to the Law Department of the City of Boston, to abandon the rights and easements for sewerage works taken as aforesaid and now held in the lands hereinafter described; and to execute and deliver, in the name and behalf of the City of Boston, by an instrument in writing satisfactory in form to the Law Department of the City of Boston, a release of said rights and easements taken and held as aforesaid, to the owner or owners of the said land or lands now servant to said rights and easements upon the consideration that the said owner or owners of said servant lands execute and deliver by an instrument in writing satisfactory in form to the Law Department of the City of Boston, a release whereby the said owner or owners release and

discharge the City of Boston of and from all claims and demands for damages, costs, expenses or compensation for, on account of, or in any way growing out of the abandonment of said rights and easements. The said lands now scrivent to the said rights and easements are bounded and described as follows:

Northwesterly by Canterbury street (American Legion Highway), six and 1-100 (6.01) feet; northeasterly by Wilbert road, seven hundred eighty-four and 91-100 (784.91) feet; southeasterly by land now or formerly of Frederick W. Holbrow, six and 2-100 (6.02) feet; southwest-erly by Wilbert road, seven hundred eighty-four and 98-100 (784.98) feet, containing 4,710 square feet of land, more or less.

Northwesterly by Wilbert road, six and 2-100 (6.02) feet; northeasterly by land now or formerly of Frederick W. Holbrow, two hundred thirteen and 87-100 (213.87) feet; southeasterly by Harvard street, six and 31-100 (6.31) feet; southwest-erly by other land now or formerly of Frederick W. Holbrow, two hundred fifteen and 87-100 (215.87) feet, containing 1,288 square feet of land, more or less.

All of said measurements of the above two parcels of land are shown on a plan marked "City of Boston, Plan No. 350, Sewerage Works, Wilbert Road, West Roxbury, January 5, 1917, F. O. Whitney, Chief Engineer, Street Laying-Out Department," "K-1254", on file in the office of said Street Laying-Out Department, City Hall, Boston, Mass.

Northwesterly by Canterbury street (American Legion Highway), ten and 2-100 (10.02) feet; northeasterly by land now or formerly of A. W. Perry, Inc., by two measurements, two hundred thirty-seven and 78-100 (237.78) feet and five hundred forty-seven and 13-100 (547.13) feet; southeasterly by land now or formerly of Frederick W. and Mary M. Holbrow, ten and 6-100 (10.06) feet; southwest-erly by land now or formerly of William H. Stickney *et al.*, trustees, by two measurements, five hundred forty-eight and 5-100 (548.05) feet and two hundred thirty-six and 96-100 (236.96) feet, containing 7,850 square feet of land, more or less.

Northwesterly by land now or formerly of William H. Stickney *et al.*, trustees, forty-seven and 31-100 (47.31) feet; northeasterly by land now or formerly of A. W. Perry, Inc., ten and 6-100 (10.06) feet; southeasterly by land now or formerly of Frederick W. and Mary M. Holbrow, forty-six and 92-100 (46.92) feet; southwest-erly by land now or formerly of Home for Destitute Jewish Children, ten and 3-100 (10.03) feet, containing 471 square feet of land, more or less.

Northwesterly by land now or formerly of Home for Destitute Jewish Children, ninety and 24-100 (90.24) feet; northeasterly by land now or formerly of William H. Stickney *et al.*, trustees, ten and 3-100 (10.03) feet; southeasterly by land now or formerly of Frederick W. and Mary M. Holbrow, ninety and 24-100 (90.24) feet; southwest-erly by Wilbert road, ten and 3-100 (10.03) feet, containing 902 square feet of land, more or less.

Northwesterly by Wilbert road, seventeen and 4-100 (17.04) feet; northeasterly by land now or formerly of Home for Destitute Jewish Children, ten and 3-100 (10.03) feet; southeasterly by land now or formerly of Frederick W. and Mary M. Holbrow, seventeen and 4-100 (17.04) feet; southwest-erly by Wilbert road, ten and 3-100 (10.03) feet, containing 170 square feet of land, more or less.

Northwesterly by Wilbert road, four and 1-100 (4.01) feet; northeasterly by land now or formerly of Frederick W. and Mary M. Holbrow, two hundred twelve and 86-100 (212.86) feet; southeasterly by Harvard street, four and 21-100 (4.21) feet; southwest-erly by other land now or formerly of Frederick W. and Mary M. Holbrow, two hundred thirteen and 87-100 (213.87) feet, containing 853 square feet of land, more or less.

All of said measurements of the above five parcels of land are shown on a plan marked "City of Boston, Plan No. 666, Sewerage Works, Wilbert Road, West Roxbury, May 21, 1926, William J. Sullivan, Chief Engineer, Street Laying-Out Department," "K-1625", on file in the office of said Street Laying-Out Department, City Hall, Boston, Mass.

Referred to Executive Committee.

EXPENSES RE VALUATION OF AIRPORT PROPERTY.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Special Commission appointed under the provisions of chapter 8 of the Resolves of 1941, to value certain items of property at the Airport in East Boston in which the request is made that the City share on an equal basis with the Commonwealth in a bill incurred by the commission for accountants' services. In view of the interest of the city in the report of the commission, I feel that the request contained in the attached letter should be honored. I accordingly submit herewith an appropriation order to meet the city's share of the expenditure involved.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$450 be, and the same is hereby, appropriated, to be expended under the direction of the Mayor, for the meeting of the city's share of expenses incurred by the Special Commission appointed to value certain items of property located at the Airport at East Boston, said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

APPROPRIATION FOR BUREAU OF AMERICANIZATION.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—The Bureau of Americanization which commenced its activities last year under my direction, has practically exhausted the funds provided by your Honorable Body.

In my opinion this Bureau has done worthwhile work during its short period of existence, and I am of the belief that to discontinue this Bureau at this time would be a grave mistake, in that its activities are extremely beneficial in many ways during this period of national emergency.

The attached report of the Bureau provides an interesting outline of the activities of the Bureau, and justifies a further appropriation to continue its necessary work. I am informed that an appropriation of \$8,500 will be sufficient to carry on the Bureau for another period of twelve months from July 2, 1941, and I, therefore, submit herewith to your Honorable Body an order for transfer of this sum of money from the Contingent Fund to the Bureau of Americanization, and respectfully request its passage.

Respectfully,
MAURICE J. TOBIN, Mayor.

Bureau of Americanization,
Mayor's Office,
Boston, Mass.

June 6, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Attached is a detailed report of the activities of this Bureau from June, 1940, to June, 1941.

This Bureau was created in June, 1940, by yourself with funds provided by the City Council. At the present time these funds are running out. If it is your intention to continue the activities of this Bureau, and I recommend that you do, it will be necessary to provide additional funds.

To extend the activities of this Bureau for another twelve months' period would require an estimated appropriation of \$8,000.

Respectfully yours,
FRANK FLANAGAN,
Director.

The Bureau is located in Room 108, Annex Building. Its personnel consists of a Director, Assistant Director and Clerk-Stenographer.

Below is a table of forms filed, filed and pending, which was only part of the work covered by the Bureau.

Declarations (first papers).....	660
Petitions (second papers).....	896
Repatriation (former citizens).....	67
Derivative.....	34
Lost papers.....	8
Re-entry.....	2
Registry.....	12

1,679

Number of inquiries in regard to citizenship, exclusive of applications.....	1,654
Field visits (Mr. Flanagan).....	53
Field visits (Mr. Walsh).....	78
Number on welfare.....	203
Letters written in reference to applications.....	456
Applications pending.....	157

There has existed a cooperative spirit with the Welfare Department, several meetings of groups were addressed and over two hundred applicants were welfare recipients. Most of the Bureau's efforts were, and are, directed to this type of case, and progress, while limited by statute waiting periods, is very encouraging from a moral and economic view.

There was added during the latter part of 1940, to the Government regulations concerning aliens, the Alien Registration Act (Fingerprinting Law). Many persons, residents of Boston, were made familiar with the laws and urged to comply by a series of meetings, sponsored by you and attended by Commissioner Reilly and representatives of this Bureau, in all parts of the city. These meetings, over twenty, were highly commended by the Government departments concerned and all of the so-called foreign language societies, who helped by participation in them.

Added use of existing school facilities were made by sending applicants who were in need of instructions in primary subjects bearing on their obtaining citizenship.

The members of the City Council were extended every assistance, both personally and to their constituents. Arrangements were made for many cases to have "Crews" visit the home of sick or infirm persons to be fingerprinted at the request of councilors.

On May 18 the Bureau conducted the exercises in observance of "I Am An American Day" at the Hatch Shell, Esplanade. They were attended by over 20,000 people and provided a means by which new citizens, native-born and naturalized, were afforded an opportunity to express their appreciation for the benefits which Citizenship of the United States afforded them.

The meeting was addressed by your Honor, representatives of the Governor, U. S. Senator David I. Walsh and representatives of the Department of Justice. Over forty patriotic and veteran societies participated. The event was covered in the press in detail and the Bureau has been the recipient of many complimentary expressions from participants and onlookers upon its carrying out of the program.

Appreciation for aid and cooperation throughout the year is extended to:

- Hon. Maurice J. Tobin, Mayor.
- Members of the Boston City Council.
- Immigration and Naturalization Division, Department of Justice.
- American Legion.
- Veterans of Foreign Wars.
- National Youth Administration.
- Works Progress Administration.

Ordered, That the sum of \$8,500 be, and hereby is, transferred from the Contingent Fund to the appropriation for the Bureau of Americanization, to be expended by said Bureau, under the direction of the Mayor, in the prosecution of its duties.

Referred to Executive Committee.

SALE OF LAND TO BOSTON HOUSING AUTHORITY.

The following was received:

City of Boston,
Office of the Mayor, June 2, 1941.

To the Honorable the City Council.

Gentlemen,—I present herewith an order for the sale of a certain parcel of land, together with the building thereon, to the Boston Housing Authority for the sum of \$15,000.

This parcel of land, containing approximately 3,281 square feet of land, is situated on the south-westerly side of East Dedham street and the building thereon is the former site of old Police Station 5.

The Superintendent of Public Buildings informs me that this property is no longer needed for public purposes.

The Boston Housing Authority desires to use this property in the development of a housing project.

I am of the opinion that a sale of this property at the price of \$15,000 should be made to the Boston Housing Authority without public auction.

I recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, June 2, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—I am in receipt of a letter from Leo F. Power, Superintendent of Public Buildings of the City of Boston, dated May 28, 1941, relative to a sale to the Boston Housing Authority of the property situated on East Dedham street, known as old Police Station 5, in the South End district, wherein Superintendent Power states:

"This property is under the control of this department and is of no further use for city departments.

"The Boston Housing Authority offered us a price of \$15,000, which I believe to be fair and acceptable."

An examination conducted by this office discloses that:

1. This parcel of land contains approximately 3,281 square feet.

2. This parcel of land was purchased by the City of Boston in 1857 for the sum of \$3,372.

3. The deed of conveyance to the City of Boston of this parcel of land is recorded with Suffolk Deeds, Book 714, page 98.

4. The assessed valuation of this parcel of land is as follows: Land, \$5,000; building, \$10,000. Total, \$15,000.

I inclose herewith an order to be introduced in, together with a letter of transmittal to the City Council, if the same meets with your Honor's approval, authorizing the sale and conveyance of the said parcel of land to the Boston Housing Authority for the sum of \$15,000.

Very truly yours,
ROBERT CUTLER,
Corporation Counsel.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 3,281 square feet, together with the building thereon, situated on the south-westerly side of East Dedham street in the South End district of the City of Boston. This parcel of land, hereinafter described, was acquired by the City of Boston by purchase in 1857 and the building thereon is the site of old Police Station 5. The deed of conveyance is recorded with Suffolk Deeds, Book 714, page 98; and

Whereas, This parcel of land, together with the building thereon, is no longer needed for public purposes; and

Whereas, The Boston Housing Authority is desirous of acquiring this parcel of land, together with the building thereon, for the development of a housing project; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell, without public auction, at a minimum price of \$15,000, to the Boston Housing Authority, all the City of Boston's right, title and interest in and to this parcel of land, together with the building thereon, and to execute and deliver a deed thereof, satisfactory in form to the Law Department of the City of Boston. This parcel of land is bounded and described as follows:

Northeasterly by East Dedham street, forty-eight and 8-100 (48.08) feet; southeasterly by land of the Boston Housing Authority, sixty-nine (69) feet; southwesterly by other land of the Boston Housing Authority, forty-six and 74-100 (46.74) feet; northwesterly by other land of the Boston Housing Authority, three (3) feet; southwesterly by other land of the Boston Housing Authority 31-100 (.31) feet; northwesterly by other land of the Boston Housing Authority, said boundary

being in part through the center of a brick wall, sixty-six (66) feet, containing 3,281 square feet of land, more or less.

The above described parcel of land is shown on a plan marked "City of Boston, East Dedham Street, Boston Proper, May 28, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department", on file in the office of the Street Laying-Out Department, City Hall, Boston, Mass.

Referred to Executive Committee.

SEWERAGE APPROPRIATION.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works, recommending that a loan appropriation of \$500,000 be authorized for further extensions and improvements in the sewerage system of the city. In the budget adopted by your Honorable Body earlier in the year provision was made for an appropriation from taxes for this purpose as required under the provisions of section 5 of chapter 224 of the Acts of 1936. The appropriation requested by the Commissioner of Public Works is necessary, since the funds provided for this type of work under the last authorization made three years ago have been exhausted. I respectfully recommend immediate consideration and adoption of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 9, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Under the provisions of chapter 178 of the Acts of 1930 the City Council, by an affirmative vote of two thirds of the members, may appropriate, to be met by the issue of bonds, such sums as shall be recommended by the Commissioner of Public Works, with the approval of the Mayor, for the construction of sewerage works.

Under the provisions of section 5 of chapter 224 of the Acts of 1936, cities are authorized to issue loans for purposes such as the above-referenced, if, as in the case of Boston, 10 cents on each \$1,000 of the assessed valuation for the preceding year has been appropriated from available revenue funds. During the current year the amount of \$148,323.45, which represents the above-referenced 10 cents on each \$1,000 of assessed valuation, has been appropriated in connection with the anticipated authorization by the City Council to the issuance of bonds for sewerage works.

The last sewerage works appropriation authorized by the City Council was in the amount of \$450,000, and was passed on April 11, 1938. This loan has been expended in its entirety and it is necessary, therefore, in order to provide an appropriation for the continuation of the program for the extension and improvement of the sewerage system of the city, that an order be introduced in the City Council authorizing an issue of bonds to be expended for sewerage works.

I recommend, therefore, that an order be introduced in the City Council, for adoption by that Body, authorizing an issue of bonds in the amount of \$500,000 for sewerage works.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Ordered, That under the provisions of section one of chapter one hundred and seventy-eight of the Acts of nineteen hundred and thirty, and section five of chapter two hundred and twenty-four of the Acts of nineteen hundred and thirty-six, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended under the direction of the Commissioner of Public Works, for the construction of sewerage works, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

Referred to Committee on Finance.

APPROPRIATION FOR STREET CONSTRUCTION AND PAVING.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works in which it is requested that a loan authorization of \$500,000 be made for the construction of public ways or permanent pavement.

The last authorization made by your Honorable Body in 1933 for this purpose has been practically exhausted, and the Street Commissioners and the Public Works Department are without funds to carry out any further street improvements. As pointed out in the letter of the Commissioner of Public Works, W. P. A. forces formerly used on this work have been materially reduced through the Defense Program.

I respectfully recommend consideration and adoption of the accompanying orders.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 9, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Due to the curtailment in the W. P. A. street construction program, this department will not be able to complete its normal street construction work during the current year.

At the present time there are approximately 1,500 W. P. A. employees engaged on street work, whereas, normally, 4,500 W. P. A. workers are engaged on work of this kind. In order, therefore, to effect during the current year the normal street construction and reconstruction program, it is necessary to have a substantial amount of the work, particularly that part affecting the construction of newly accepted streets, done under contract. At the present time the department has a list of approximately forty streets that were previously accepted as public highways and laid out by the Board of Street Commissioners, under the provisions of chapter 393 of the Acts of 1906.

At the present time there is only approximately \$75,000 available under the so-called Highways, Making Of, loan, to pay for the cost of street construction work ordered by the Board of Street Commissioners under the provisions of the latter-referenced chapter of statute law. I feel that an appropriation should be made which will provide not only for the construction of the above-referenced forty streets, but also for any other streets that the Board of Street Commissioners might accept as public highways during the current year.

I respectfully request, therefore, that an order be introduced in the City Council authorizing the issuance of a so-called Highways, Making Of, loan, in the amount of \$500,000, to provide sufficient funds for street construction work.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Ordered, That under the provisions of section 5 of chapter 224 of the Acts of 1936 the sum of one hundred forty-eight thousand, three hundred twenty-three dollars and forty-five cents (\$148,323.45) be, and the same is hereby, appropriated, to be expended, under the direction of the Commissioner of Public Works, for the construction of public ways or permanent pavement, said amount to be raised by taxation on the polls and estates in the City of Boston.

Ordered, That under the provisions of section 7 of chapter 44 of the General Laws as amended by section 5 of chapter 224 of the Acts of 1936, and under the provisions of chapter 393 of the Acts of 1906, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended for the construction of public ways or permanent pavement, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

Referred to Executive Committee.

APPROPRIATION FOR BRIDGE
CONSTRUCTION.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works in which it is requested that a loan authorization of \$500,000 be made for the construction of bridges.

The last authorization made by your Honorable Body in 1938 has been completely exhausted and in view of the condition of certain of the bridges of the city it is imperative that new construction be carried forward in order to avoid life and property damage.

I respectfully recommend adoption of the accompanying order.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 9, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—The department has under its jurisdiction approximately 150 bridges. At the present time many are badly in need of repair and it is absolutely necessary at this time to provide for an appropriation which will not only allow for the repair of these bridges, but will also provide an amount to allow for the reconstruction of certain of them, if necessary.

At the present time negotiations are being made with the Boston and Albany Railroad and the Boston Elevated Railway in connection with the proposed construction of a new bridge to replace the existing Broadway Bridge that is located over the right-of-way of the Boston and Albany Railroad. The construction of this bridge would cost approximately \$200,000.

In addition to this, it will be necessary to undertake repairs of a major nature on the Meridian Street Bridge, the Broadway Bridge over the New Haven Railroad tracks and Fort Point Channel, the Dover Street Bridge over Fort Point Channel and other bridges of equal importance.

In view of this, therefore, I recommend that an order be introduced in the City Council, for adoption by that Body, authorizing the issuance of loans, in the amount of \$500,000 to provide for the construction of bridges.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Ordered, That under the provisions of section 5 of chapter 224 of the Acts of 1936 the sum of one hundred forty-eight thousand, three hundred twenty-three dollars and forty-five cents (\$148,323.45) be, and the same is hereby, appropriated, to be expended, under the direction of the Commissioner of Public Works, for the construction of bridges, said amount to be raised by taxation on the polls and estates in the City of Boston.

Ordered, That under the provisions of section 7 of chapter 44 of the General Laws, as amended by section 5 of chapter 224 of the Acts of 1936, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended, under the direction of the Commissioner of Public Works, for the construction of bridges, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

Referred to Executive Committee.

BUS SERVICE ON BOYLSTON STREET.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of May 26th, 1941, concerning the operating a bus service from Massachusetts avenue to Boylston and Charles streets.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
June 3, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of May 29 with order of the City Council, we are, as stated in my letter of March 17, planning to operate bus service from Massachusetts avenue to Boylston and Charles streets as soon as the street conditions are reasonably satisfactory for such operation. The trustees do not feel that they can operate for a longer distance at a five-cent fare.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

TRAFFIC BLINKER, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of May 26, 1941, concerning the installation of a traffic blinker at the junction of Old Morton and River streets, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, June 6, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated May 26, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a traffic blinker at the junction of Old Morton and River streets, Ward 17."

We have no record in our files of any accidents ever occurring at this location involving personal injuries. Morton street at River street is narrow and even if we thought a beacon would be helpful at this location there would not be room enough in the throat of Morton street to place a flashing beacon.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

ENGINE HOUSE, MARION STREET,
WARD 1.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.
Gentlemen,—I transmit herewith communication from the Fire Commissioner relative to your order of May 26, 1941, concerning the reopening of the engine house on Marion street, Ward 1.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Fire Department, June 3, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have this day received notice of the order dated May 26, 1941, as follows:

"Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to take immediate steps to reopen the engine house on Marion street, Ward 1."

As there has been no change in conditions since the closing of the fire station on Marion street, at the present time I do not favor the reopening of this station.

Very truly yours,
WM. ARTHUR REILLY,
Fire Commissioner.

Placed on file.

CAR SERVICE TO SOUTH BOSTON
BEACHES.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of

the Boston Elevated Railway relative to your orders of May 26, 1941, concerning the re-establishment of bus lines to the South Boston beaches.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
June 6, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Referring to City Council orders dated May 26, 1941, requesting the re-establishment of bus lines to the South Boston beaches, the trustees last summer ran four intermittent beach lines to Columbia Circle, operating 893 trips and receiving \$951 revenue at the five-cent fare. The operating expenses alone, without any fixed charges added in, were \$1,202. The irregularity with which such lines serve the public, the fact that some persons using them could just as well have used existing lines by transfer, and the discrepancy between operating costs and income resulted in the trustees voting to discontinue operation of lines of this character.

Very truly yours,

EDWARD DANA,

President and General Manager.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Catherine Barbero, for compensation for damage to property at 441-463 Meridian street, caused by negligence of city agents.

Hugh J. Barry, to be reimbursed for execution issued against him.

Mary A. Beard, for compensation for injuries caused by an alleged defect at 1314 Dorchester avenue.

Theodore F. Berghaus, for refund on building permit.

Boston Consolidated Gas Company, for compensation for damage to lamp-post caused by city truck.

John J. Curran, for compensation for collapse of water boiler at 9 Chaucer street, caused by water being shut off.

Ralph Gallo, for compensation for damage to property at 477 Meridian street, caused by water in cellar.

James B. Gately, to be reimbursed for execution issued against him.

Marion G. Haulon, for compensation for injuries and damage to car caused by an alleged defect in Warren Bridge.

Amy M. Hodge, for compensation for injuries caused by an alleged defect at Tremont and Camden streets.

James Holloran, to be reimbursed for accident which occurred while in performance of duty.

Richard Hurley, to be reimbursed as result of accident which occurred while in performance of duty.

Grace M. Johnson, for compensation for injuries caused by an alleged defect in Waltham street.

John Katsenos, for compensation for damage to clothing caused by catching on adding machine in Assessing Department.

Frances G. Lepore, for compensation for damage to property at 3 Victor street, Dorchester, caused by backing up of sewage.

Max Margolis, for compensation for injuries caused by an alleged defect in Washington street.

James A. McCabe, for compensation for damage to clothes caused while putting out fire in Assessing Department car.

Catherine M. McGoldrick, for compensation for injuries caused by an alleged defect in Washington street.

J. Lester McLaughlin & Co., for refund on plumbing permit.

Mary E. Meenan, for refund on lodging house license.

William J. Moloney, for refund on ice cream permit.

Jeremiah F. Murnane, to be reimbursed for execution issued against him.

William A. Murphy, to be reimbursed as result of accident which occurred while in performance of duty.

James Nelson, for compensation for damage to car by city truck.

Mary O'Hara, for compensation for injuries caused by an alleged defect in Cambridge street.

Morris Pimansky, for compensation for damage to truck by fire truck.

Paul C. Rodd, to be reimbursed as result of accident which occurred while in performance of duty.

Anne Rosin, for compensation for injuries caused by an alleged defect at 30 Holborn street.

Annie Schwartz, for compensation for injuries received on East Boston Ferry.

Johanna M. Shancek *et al.*, for compensation for damage to property at 100-104 Saratoga street, caused by falling tree.

Loretta C. Tirrell, for compensation for damage to car caused by an alleged defect at Massachusetts and Huntington avenues.

Henry W. Zellen, to be reimbursed as result of execution issued against him.

Giacinta Tirone, for compensation for damage to car by falling tree.

Executive.

Ella V. Magner, to be paid an annuity on account of death of her husband, John J. Magner, late member of Fire Department.

Committee on Licenses.

Petitions for driveway openings, viz.:

Francis J. Sawyer, Beverly and Causeway streets.

John Hunkins, 241 Market street.

Victor Ratzburg, 127-135 Cambridge street.

Gulf Oil Company, 1927-1935 Beacon street.

PERMITS FOR CHILDREN.

Petitions for children under fifteen years of age to appear at places of public amusement were received, as follows:

Doris W. Jones, Jordan Hall, June 5.

Kay McDermott, Jordan Hall, June 9.

Rita A. McKinley, Brighton High School, June 9.

Dorothy M. Wagner, Orient Palace Theatre, June 10.

Mary A. Campbell, Jordan Hall, June 10.

Doris Cross, John Hancock Hall, June 10.

Viola K. Breiding, Jordan Hall, June 11.

Palmyra da Camara, Recital Hall, June 13.

Mary E. Ring, Brighelimestone Club, June 13.

Edna Cora Johnson, Recital Hall, June 16.

Harold B. Simpson, Jordan Hall, June 18.

Doris D. Harris, Recital Hall, June 19.

Esther Lyons, Jordan Hall, June 21.

Harry Goodman, Recital Hall, June 22.

Margaret E. Busman, Recital Hall, June 23.

Ellen F. Carney, East Boston High School, June 24.

Lilla Viles Wyman, Jordan Hall, June 24.

Anna B. Gardner, Recital Hall, June 27.

Leave was granted, under usual conditions, under suspension of the rule.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works, together with order assessing half-cost of sidewalk construction against owners of property bordering thereon, viz.:

Half-Cost.

Newton street, Ward 22 \$490 75

The order was passed under suspension of the rule.

INTEREST IN CONTRACT.

Notice was received from Rufus Stickney of Boston Clerical School that he is co-author of textbook, "Shorthand Reading and Dictation Exercises, Gregg Edition," approved for use in Boston public schools.

Placed on file.

APPOINTMENT OF DANIEL M. DRISCOLL.

Notice was received from the Mayor of the appointment of Daniel M. Driscoll, 188 Harvard street, Dorchester, to be Custodian of Foreclosed Real Estate for City of Boston, for term ending May 26, 1947.

Placed on file.

CONSTABLES' BONDS.

The following constables' bonds, having been duly approved by the City Treasurer, were received and approved, viz.:

John J. Adams, Carl Birger Berg, Louis Budd, Joseph L. Burnett, Salvatore Grassa, J. Charles Karcher, John T. McGovern, Edward Ober, Frank J. Staula, Joseph Todisco.

REPORT OF COMMITTEE ON FINANCE.

Coun. SHATTUCK, for the Committee on Finance, submitted the following:

Report on message of Mayor and order (referred May 12) for loan of \$2,000,000 for funding of overlay deficits—that same ought to pass.

The report was accepted and the question came on the passage of the order.

Coun. SHATTUCK—Mr. President, this loan order for \$2,000,000 is offered under an act passed at the present session of the Legislature, authorizing in all \$3,000,000. This is the first installment under that act which supplements the funding loan of 1938, all of which has been used. The purpose of this funding loan is to fund the deficits which occurred before 1938, a larger overlay being required than was provided in the past. The customary previous overlay has proved insufficient, and there are many deficits resulting from that cause. We had before the Committee on Finance Mr. Fox, the City Auditor, who stated that as of May 31, 1941, there were overlay deficits on the books of \$1,077,000; that, in addition, there were prior to that date personal property tax delinquencies to the amount of \$900,000, and the poll tax delinquencies to the amount of \$500,000. The matter is still in the hands of the collector, and he hopes to collect part of it, but it is very clear that quite a considerable part of it will never be collected and will have to be covered in the proposed loan. In addition to that, there are over 2,500 cases pending before the Tax Appeals Board, involving about \$17,300,000 of assessed value. Mr. Fox has stated that the experience in the past indicated that the average abatements in such cases by the Tax Appeals Board were about 12 per cent of the assessed valuation, which will require about \$2,000,000 more. So it seems apparent that the \$2,000,000 now asked for is fully needed for this purpose, and it is probable that the \$3,000,000 allowed by the Legislature will ultimately not prove quite sufficient. Your committee has voted to report this loan order unanimously.

The question was put on the passage of the order, and but fourteen affirmative votes were recorded as against one in the negative, viz.:

Yeas—Coun. Carey, Coffey, Englert, Galvin, Goode, Hurley, Hutchinson, Linchan, Russo, Scannell, Shattuck, D. F. Sullivan, M. H. Sullivan, Taylor—14.

Nays—Coun. Wickes—1.

President GALVIN—Fifteen votes being required for passage, the order is rejected.

Coun. FISH—Mr. President, I would like to explain my silence on that vote, and I will do so very briefly. When they decide to come out to Dorchester and give abatements on property, I will go along on this matter.

Coun. WICKES—Mr. President, I would like to say just a word in explanation of my "no" vote. The reason why I voted "no" is because I am having such a difficult time in securing abatements for people living in Ward 17, Dorchester. I think it is about time that the taxpayers of Ward 17 were given much more consideration in this matter of abatements.

Coun. TAYLOR—Mr. President, I would like to move a reconsideration of the vote rejecting the order, and if reconsideration prevails, I would like to say something.

Reconsideration of the vote rejecting the order prevailed.

Coun. TAYLOR—Mr. President, while I appreciate the position of the two councilors from Dorchester, I wish to say at the same time that perhaps they do not realize that the rejection of this order may injure the property owners in their respective districts, for this reason, that undoubtedly there are plenty of people who live in those districts who have filed applications for abatement which are now pending before the Board of Tax Appeals, and, unless some such action as this proposed in this order is adopted, if the appeal is granted, the City of Boston can do nothing about it. If the Board of Appeals of the

State grants the abatement, the City of Boston must pay it. And where is that money coming from? It will have to come out of appropriations that we, the councilors, must approve, and if there is not sufficient money we must appropriate the money to cover it. The result is that we will have a much higher tax rate. So I say to you councilors who object to this, while your intentions may be right, what the result will be. If such action as is proposed here now is not taken, and abatements are granted by the Board of Tax Appeals, there will not be enough in the city treasury to meet the abatements, and, consequently, instead of the City of Boston's tax rate being \$40.60 or less, it will be so much higher. So you will not be helping the people of your districts, but hurting them, by defeating this order.

Coun. SHATTUCK—Mr. President, without spending any more time in debating this matter, I will simply say that councilor Taylor is absolutely right in the statement he has made. Certainly the members will help the taxpayers of their districts by passing this order.

Coun. FISH—Mr. President, I will agree with everything that Councilor Taylor says so far as the owners of intown property are concerned. I have fought for them as much as anybody in the Council and have always felt that they should get relief on their taxes. At the same time, however, I do think that the residential property in our districts should also get some relief. As representing many property owners in Dorchester, in Ward 16, and I know that this same situation prevails in other wards, I feel strongly that the Board of Tax Appeals should in justice do something for those people. Therefore, I did not vote on this order. I will take my chances on money being available to meet any tax abatements that may come along. But I do strongly feel that action should be taken to relieve the taxpayers in our districts. When that is done, I shall be willing to go along on this.

Coun. CAREY—Mr. President, I voted for the passage of the order, and I heartily subscribe to what Councilor Taylor has said. But I do sympathize most decidedly with the statements made by the councilors from the Dorchester wards. There has been lately too much delay in relief to the small home owners, and I believe that the councilors from Dorchester and from other sections of the city have a right to demand better and quicker action upon petitions for tax abatement. Of course, we all sympathize with the situation of the downtown taxpayers, but certainly the small home owners in our districts are entitled to as much consideration, and nothing is being done to relieve them. I understand that members of the Board of Assessors are trying out a certain credit system, inaugurated about two years ago, under which they seek to get most minute information about taxpayers who go to the assessors and want relief. I believe that in 99 per cent of the applications where property values run from \$5,000 to \$6,000 a year, the applicants try to be fair in the matter, but there seems to be suspicion on the part of some members of the Board that everybody is dishonest. Some of the members of the Board of Assessors can nearly always be seen; there are others who seem to think they are doing the Council a great favor if they give a minute or two of their time, although that is what they are being paid for. Most of these people seeking some tax relief have mortgages on their property, and the banks carrying mortgages are pressing them for information as to whether or not they are going to be given any tax abatement, but naturally no information is forthcoming until the taxpayer gets some answer from the assessors. I might say that if the assessors felt that any credit investigation was necessary in connection with the application for tax relief by the small home owner, the investigation should have been made at the time when the application for abatement was filed, not waiting until several months after the filing of the application before deciding to have the investigation made.

The order was passed, yeas 15, nays 0:

Yeas—Coun. Carey, Coffey, Englert, Galvin, Goode, Hurley, Hutchinson, Laugan, Linehan, Russo, Scannell, Shattuck, D. F. Sullivan, M. H. Sullivan, Taylor—15.

Nays—0.

Coun. COFFEY—Mr. President, I rise to a point of order. I ask that Rule 23 of the Rules of the City Council be observed, a rule that provides that every member who is present when a

question is put shall give his vote on any matter before the Body. I ask that that rule be enforced.

President GALVIN—It is rather difficult to enforce that rule.

(Rule 23 is as follows:

"Every member who shall be present when a question is put, unless he is excluded by interest, shall give his vote, unless the Council for special reasons shall excuse him. Application to be so excused on any question must be made before the Council is divided, or before the calling of the yeas and nays; and such application shall be accompanied by a brief statement of the reasons, and shall be decided without debate.")

Coun. COFFEY—Mr. President, looking at Rule 23, which is a rule of this Body, I see it provides that on any matter before the Body any member present must vote for or against, and I ask that that rule be enforced.

President GALVIN—The point of order is well taken, and the President will endeavor to see that it is enforced from now on. The vote on the passage of the order is fifteen to none, and the order has received its first reading and passage.

ESCALATOR, MAVERICK STATION.

Coun. COFFEY offered the following:

Ordered, That the Board of Trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to arrange for the installation of an escalator in the Maverick Station of the East Boston subway.

Com. COFFEY—Mr. President, why I am offering the order at this time is because of letters I have received from the Selectmen of Winthrop, which I will ask to have incorporated in the record.

Coun. COFFEY introduced the following letters:

Office of Board of Selectmen,
Winthrop, Mass., May 26, 1941.

Mr. James Coffey, Counselman, Boston City Council, Boston, Mass.

Dear Sir,—Inclosed herewith please find copy of letter sent to the Transit Department of the City of Boston on the 26th day of May, 1941.

The letter is self-explanatory, and we sincerely hope that you will agree with us and cooperate to the end that we might obtain a favorable result.

Very truly yours,

THOMAS E. KEY,
Chairman, Board of Selectmen.

Winthrop, Mass., May 26, 1941.

Col. Thomas F. Sullivan, Chairman, Transit Department, City of Boston, Mass.

Dear Sir,—For some years now we have heard people remark about the lack of an escalator at the Maverick Station in East Boston.

Lately, however, as town officials, we cannot help but have an added interest in this particular matter because of the use our people now make of the location in question.

It seems to be quite obvious that an installation of an escalator in this station would be very much appreciated and a great public convenience for the many middle-aged and elderly people who find it necessary to use this station going to and from a hard day's work.

We are writing to you at this time in the hope that you will take the matter seriously and make a sincere effort to make this improvement.

Hoping that you will give us a reply and advise us what you can or cannot do in this matter, we are,

Very truly yours,

THOMAS E. KEY,
ARTHUR F. VERNEY,
ROSS F. BATCHELDER,
Selectmen of Winthrop.

The order was passed under suspension of the rule.

EVENING OUT-PATIENT DEPARTMENT, CITY HOSPITAL.

Coun. D. F. SULLIVAN offered the following:
Ordered, That the trustees of the Boston City Hospital be instructed, through his Honor the Mayor, to consider the advisability of opening an evening Out-Patient Department at the City Hospital.

Coun. D. F. SULLIVAN—Mr. President, a study of the emergency medical needs of low-income wage earners has shown the need for an evening Out-Patient Department connected with the Boston City Hospital. Wage earners, both heads of families and others, who are making small wages cannot afford to lose the time nor the wages to attend the morning Out-Patient Department. It is enough for these persons to pay the carfare, but to sacrifice a half-day to a whole day's pay is a serious problem. I believe that these cases should have an agency to meet their emergency medical needs in the evening. Furthermore, as a lay person, I have heard much about the organization of auxiliary police, fire and civilian aid forces to be prepared for future emergency situations. I sincerely believe that the opening of an evening Out-Patient Department will allow for the organization of our medical and nursing fields to prepare further for these future situations. I am not prepared to discuss the mechanics of such an organization, for I feel that the medical leaders of our great City Hospital are well prepared to handle the problem. I hope this order will pass and will receive the earnest attention of the Mayor, the City Civilian Defense Committee and the trustees of the Boston City Hospital.

The order was passed under suspension of the rule.

INCREASED FOOD ALLOWANCE.

Coun. D. F. SULLIVAN offered the following:
Ordered, That the Overseers of the Public Welfare be instructed, through his Honor the Mayor, to consider the advisability of increasing the food allowance to those persons receiving Old Age Assistance, Aid to Dependent Children and Dependent Aid, due to the increased cost of living.

Coun. D. F. SULLIVAN—Mr. President, the present emergency situation has created certain problems for the needy. The increased cost of living has forced these persons to curtail the amount of food for daily living. We know that the amount allotted barely meets the minimum need. Now that food prices have increased we find many families, and particularly children, deprived of the essential foods. My purpose in introducing this order is to seek ways and means of correcting this condition. I hope this order will pass.

The order was passed under suspension of the rule.

SIDEWALK CONSTRUCTION.

Coun. ENGLERT offered the following:
Ordered, That the Commissioner of Public Works make a sidewalk in front of No. 8 Newark street, Ward 11, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

RECONSTRUCTION OF SAXTON STREET.

Coun. HUTCHINSON offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Saxton street, Ward 13, as a W. P. A. project.

Passed under suspension of the rule.

BOYS' CLUB IN WARD 13.

Coun. HUTCHINSON offered the following:
Ordered, That his Honor the Mayor be requested to confer with the trustees of the Hayden Foundation in regard to erecting a boys' club in Ward 13.

Passed under suspension of the rule.

SCHEDULES FOR FIREMEN.

Coun. WICKES offered the following:
Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to consider the advisability of so arranging the schedule

that no fireman will be required to work more than seventy-two hours a week and yet be entitled to his day off in six as at present, and also to eliminate the necessity of working a long day of twenty-four hours.

Passed under suspension of the rule.

CONGRATULATIONS TO HYDE PARK HIGH SCHOOL CADETS.

Coun. GOODE offered the following:

Resolved, That the Boston City Council in meeting assembled extends its heartiest congratulations to Major Albert Kelly and the cadets of the Hyde Park High School upon the occasion of winning first place in the recent annual school boys' competition.

Passed under suspension of the rule.

SALE OF RAILS AND ELEVATED STRUCTURE.

Coun. GOODE and M. H. SULLIVAN offered the following:

Ordered, That the Mayor of Boston and the officials of the Boston Elevated be requested to confer for the purpose of putting up for bid the car rails still remaining on the streets of Boston, despite the fact that the cars have been replaced by bus lines, and also the blighted elevated structure along the Atlantic avenue route to the end that these materials may be used for the manufacture of projects for national defense.

Coun. GOODE—Mr. President, since there is no legal requirements to compel the Boston Elevated Railway Company to remove unused car rails in the City of Boston because the miles of steel car lines now on the streets of Boston constitute a menace to pedestrians and a hazard to traffic, I believe that a plan for the removal of the Atlantic avenue elevated structure and the discontinued steel car rails might be feasible at this time. Because of the rising cost of scrap steel in conjunction with the National Defense Program, steel companies have found it profitable to put in bids and contract for the removal of such materials. The blighted elevated structure on Atlantic avenue is listed on the books of the Elevated as an asset to that company. It certainly is no asset to the City of Boston and together with the car lines is contributing in no small degree to decentralization in this city. It is only a few months since the razing of the Old Ninth avenue elevated structure in New York was completed. That city finds itself justified in bidding it "good riddance," and it has found that the job that many advised against tackling is now paying dividends. At the present time the Bethlehem Steel Corporation is removing many of the buildings on the World's Fair Grounds in New York and the steel from these structures will be put to good use in the defense program. I hope the order will be given due consideration.

The order was passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH for the Committee on Licenses, offered the following:

Report on petitions for driveway openings, viz.:

Antonio Capodilupo, 31 Cross street, Ward 3 (referred April 7); Victor Ratzburg (referred June 9), 127-135 Cambridge street; Francis J. Sawyer (referred June 9), Beverly and Causeway streets; John Hunkins (referred June 9), 241 Market street—recommending that leave be granted on usual conditions.

Report accepted; leave granted on usual conditions.

OIL AND GASOLINE SHORTAGE.

Coun. M. H. SULLIVAN and GOODE offered the following:

Ordered, That his Honor the Mayor be requested to confer immediately with Secretary Ickes and other Federal authorities in order that necessary steps may be taken to avert a threatened shortage of fuel oil and gasoline in Boston, inasmuch as it may materially affect the conduct of city government.

Coun. M. H. SULLIVAN—Mr. President, we all understand, of course, that we are required to

cooperate with the National Government in the present emergency. However, from information at my command I feel that any serious reduction in the supply of gas and oil to the City of Boston will materially affect the tax rate of the city this year. I was speaking with my good friend Jim Mahar, Superintendent of School Buildings, and he called to my attention the situation in regard to at least one of the school buildings in the Allston district, a situation which is typical of many school buildings throughout the city, where they would have to change the oil heaters if the reported plan of the Government in regard to conservation of oil is concerned, so that the building could use coal. The situation, of course, is not one that applies to schools alone, but it would apply generally throughout the City of Boston, and we can all readily see, in the case of the schools alone, that the additional cost to carry on school buildings in the various twenty-two wards of the city might materially affect the tax rate this year. Of course, like all members of the City Council, I have every desire to cooperate with the Federal authorities in this period of national emergency, but I was surprised to read in the Boston papers yesterday that in Canada, which is so closely connected with us in many ways, and which is really in the war, there has been no attempt to shut off the supply of fuel oil or gasoline, and they are themselves using tankers at the present time for the conveyance of such. I feel, therefore, that if something is not done to supply this threatened shortage of fuel oil and gasoline in the coming months, we will not be able to cut down the tax rate of Boston this year.

The order was passed under suspension of the rule.

WIFE OF NON-CITIZEN W. P. A. ASSIGNMENT.

Coun. RUSSO offered the following:

Ordered, That the trustees of the Public Welfare Department be requested, through his Honor the Mayor, to change the policy in force at the present time requiring the wife of a non-citizen to accept a W. P. A. assignment.

Coun. RUSSO—Mr. President, last week I was confronted with a situation whereby a woman who had been working under the Welfare Department of the City of Boston, a woman with five children, ranging from four to ten years of age, was forced to accept a W. P. A. assignment, or the Welfare Department would stop its aid. I have also had brought to my attention another case where a mother of a child one year of age was forced to accept W. P. A. leaving that child at home with her husband. Otherwise, she would not have received any aid. I certainly do not believe in such practices. I believe the wife's place is in the home, especially where there are small children who need the attention of their mother. I believe that these welfare social workers, visitors, so called, and supervisors, are taking upon themselves too much authority in dealing with poor individuals, when they expect mothers to go on W. P. A. leaving four children at home under such circumstances. I hope that the trustees of the Welfare Department will take action in regard to this matter, instructing their visitors and supervisors not to place in jeopardy these children who need a mother's care. I trust that the Mayor will look into this matter, and see that these conditions are eliminated, not subjecting poor individuals who are confronted with such problems to any such treatment.

The order was passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor, May 26, 1941, of Harry Greenbaum, to be a Constable with authority to serve civil process upon filing of bond.

2. Action on appointments submitted by the Mayor, May 26, 1941, of Michael Ferrale and Clarence Humberstone, to be Weighers of Goods; and Mary E. Oldham, to be a Weigher of Coal.

The question came on confirmation, Committee, Coun. Russo and Fish. Whole number of ballots 16, yeas 16, and the appointments were confirmed.

SALE OF ROXBURY LAND.

President GALVIN called up, under unfinished business, No. 3 on the calendar, viz.:

3. Order for sale to the Boston Housing Authority of 2,050 square feet of land on Park place, Roxbury, owned by the City of Boston, for \$1,000.

On May 26, 1941, the foregoing order was read once and passed, yeas 19, nays 0.

The order was given its second and final reading and passage, yeas 19, nays 0.

RECESS.

The Council voted at 3.15 p. m., on motion of Coun. M. H. SULLIVAN, to take a recess subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 3.41 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on petition of Clara O'Keefe to be paid an annuity on account of death of her husband, Cornelius J. O'Keefe (referred August 19, 1940)—recommending passage of accompanying order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933, an annuity of twelve hundred dollars be allowed and paid to Clara O'Keefe, widow of Cornelius J. O'Keefe, a member of the Fire Department, who died on February 15, 1940, on account of injuries received in the performance of his duty; said annuity being made up of allowances as follows:

For the widow, Clara O'Keefe, so long as she remains unmarried, \$1,000 per annum;

For the following-named child, during such time as she is under the age of eighteen or over said age and physically or mentally incapacitated from earning, \$200 per annum: Clare O'Keefe, born September 26, 1922;

the payments to date from February 15, 1940, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

Report accepted; said order passed.

2. Report on message of Mayor and order (referred today) that land and building at East Dedham street be sold to Boston Housing Authority for \$15,000—that same ought to pass.

The report was accepted, and the order was given its first reading and passage, yeas 17, nays 0.

3. Report on message of Mayor and order (referred today) that gift of American Mutual Liability Insurance Company of portable trailer pump be accepted—that same ought to pass.

Report accepted; said order passed.

4. Report on message of Mayor and order (referred today) that chapter 140 of Acts of 1941 be accepted—that same ought to pass.

Report accepted; said order passed.

5. Report on message of Mayor and order (referred today) that \$450 be appropriated for meeting city's share of expenses incurred by Special Commission appointed to value certain items of property located at Airport at East Boston, said sum to be charged to Contingent Fund—that same ought to pass.

The report was accepted; said order passed, yeas 17, nays 0.

6. Report on message of Mayor and orders (referred today) for an appropriation and a loan, to be expended by Commissioner of Public Works, for construction of bridges—that same be referred to Committee on Finance.

Report accepted; said reference ordered.

Report on message of Mayor and orders (referred today) for an appropriation and a loan, to be expended by Commissioner of Public Works for construction of public ways or permanent pavement—recommending reference to Committee on Finance.

Report accepted; said reference ordered.

Coun. SHATTUCK—Mr. President, I wish to announce that there will be a meeting of the Committee on Finance, Wednesday of this week at 2.30 p. m. I hope the members of the committee will attend, and, of course, other members of the Council will be welcome.

THE NEXT MEETING.

On motion of President GALVIN, the Council voted that when it adjourns it be to meet on Monday, June 23, at 2 p. m.

OPINION OF CORPORATION COUNSEL RE HORSE AND DOG TIP ESTABLISHMENTS.

Coun. HURLEY offered the following:

Ordered, That his Honor the Mayor request the Corporation Council to render a decision on the order presented by Councilors Hurley and Fish, May 5, relative to an ordinance that all horse and dog tip establishments be licensed.

Coun. HURLEY—Mr. President, some time ago there was an order introduced here by Councilor Fish and myself, asking that the Mayor consult with the Corporation Council in regard to the creation of an ordinance licensing and bonding the so-called horse and dog tip establishments. There were a few such at the time, but in the past few weeks hundreds have started up. A week ago today, in the *Boston American*, there was a very enlightening column by Austen Lake. It starts off—

"Open season on Boston suckers. Today's mail brings a disgusted fan letter, demanding, 'Can't you do something about this?' and inclosing a tout-sheet trimmed with a 'razzberry' border. 'There must be enough inherent horse suckers to make this racket pay,' continues the irate writer. 'If the law can't catch these weasels, at least the bright light of publicity might cripple their game.'"

"The sucker flier states in Gothic type, 'Confidential!!! Dear Sir,—This bureau has 'arranged'—don't ask us how—for two getaway specials at Suffolk Downs. These hot-shots are ready for the slaughter. They can't miss. You are one of a carefully selected list of horse players, known as square shooters, to get this opportunity. Naturally, in a fix like this, we have to be careful of who we deal with.'"

"Now, all you got to do is mail \$10 for one of these fixes, or \$15 for both. Naturally, we put pretty steep to get this in the satchel and we got to get our money back. Mail to Russell Reynolds, General Delivery, Providence P. O., and we will answer by return mail. We don't have any business address for reasons you understand, but we have made clean-ups all over the country and never been caught. Get on this quick.'"

"The surprising thing is that, after five years of race-phenagging Boston legislation makes no provision for handling the flotsam of the horse tracks who come to town on the same social footing as any other merchant and opens an emporium for trimming the public. He needs no great capital—only enough to rent a room, install a telephone and publish his mystic hoopla. The police are handcuffed! There is no statute! And although the law has grabbed several of the horse swamis and hustled them into court, the magistrates have always snorted dismissal and turned them loose to feed on our sucker population some more."

If the Mayor will ask the Corporation Council to get such an ordinance down here, I think we will save millions to the poor people working hard and patronizing sucker drives backed by racketeers in Boston, working in connection with people in other places whom they represent. I think this is a matter that should be acted upon right away.

The order was passed under suspension of the rule.

SIDEWALKS, ROBINWOOD AVENUE, WARD 19.

Coun. LANGAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on Robinwood avenue, Ward 19, under the W. P. A. plan of construction.

Passed under suspension of the rule.

PLAYGROUND FOR SMALL CHILDREN JAMAICA POND.

Coun. LANGAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to establish a playground for small children on the Pine Banks, Jamaica Pond, as a W. P. A. project.

Passed under suspension of the rule.

Adjourned at 4.03 p. m., on motion of Coun. ENGLERT, to meet on Monday, June 23, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

SPECIAL MEETING.

Friday, June 13, 1941.

Special meeting of the City Council in the Council Chamber, City Hall, at 11.30 a. m., President GALVIN in the chair. Absent, Coun. Coffey.

The meeting was opened with the salute to the Flag.

The meeting was held pursuant to the following call.

City of Boston,
Office of the Mayor, June 11, 1941.

To the Members of the City Council.
Gentlemen,—You are respectfully requested to assemble in the City Council Chamber, City Hall, on Friday, June 13, 1941, at 11.30 a. m., for the purpose of taking such action as may be advisable on the following financial orders now pending before your Honorable Board:

Order for an appropriation of \$148,323.45 for construction of public ways or permanent pavement and order for a loan of \$500,000 for the same purpose.

Bonds already issued in 1941:		
Huntington Avenue Subway Extension.....	\$500,000 00	
Miscellaneous Rapid Transit Issues.....	40,000 00	\$540,000 00
Bond issues already approved by City Council:		
Surplus Commodity Stamp Plan.....	\$250,000 00	
Municipal Relief Loan.....	3,430,000 00	3,680,000 00
Bond issues pending in City Council:		
Overlay Deficit Funding.....	\$2,000,000 00	
Sewerage Works (\$500,000.00).....	* 200,000 00	
Bridge Construction (\$500,000.00).....	* 200,000 00	
Highway Construction (\$500,000.00).....	* 200,000.00	2,600,000 00
Probable future issues:		
Huntington Avenue Underpass.....		200,000 00
Total.....		<u>\$7,020,000 00</u>

* Estimated amount that it will be necessary to issue in 1941.

This amount with tax levy appropriation will support expenditures of, roughly, \$350,000.00, which would appear to be the reasonable limit of cash expenditures during the coming year."

He further says:

"Serial bond redemptions during 1941 will total \$9,455,000.00. Subtracting from this amount the total of probable issues appearing in the foregoing table indicates a probable reduction of \$2,500,000.00 in the outstanding serial debt of the city. The actual reduction will probably be in excess of this figure, since betterment collections are applied as a credit in the determination of the net funded debt."

The substance of that is that if we authorize these loans, having in mind the loans now before us, we will come out at the end of the year with a probable reduction of two and one half million in the net debt, due to the fact that maturities this year exceed the amount of new borrowing by approximately that amount. I believe that all these borrowings now before us are for purposes either in the nature of repairs or in the nature of regularly recurring expenditures, as we always have something to do on bridges, streets and sewers, and, therefore, theoretically speaking, they should be included in the current taxes of the year, as annually recurring expenditures which ought to be provided out of the tax levy. There are circumstances, however, under which theoretical give way to practical considerations, and I believe this is one of those cases. I believe that

Order for an appropriation of \$148,323.45 for the construction of bridges and order for a loan of \$500,000 for the same purpose.

Order for a loan of \$500,000 for sewerage works.

The declaration of the tax rate is immediately necessary and it is of vital importance that the two appropriation orders specified above be adopted at this meeting.

Unless such action is taken it will not be possible to borrow any money for streets or bridges, the repair of which is imperatively required.

Respectfully,

MAURICE J. TOBIN, Mayor.

Placed on file.

Coun. SHATTUCK, for the Committee on Finance, submitted reports recommending the passage of the five orders enumerated in the call for the meeting.

The report was accepted and the question came on the passage of the orders.

Coun. SHATTUCK—Mr. President, the report of the committee recommends the passage of the three loan orders of \$500,000 each for public ways and permanent pavement, for bridges, and for sewerage works, and two appropriation orders of \$148,323.45 each for public ways or permanent pavement, and for bridges. These two appropriation orders will be from the tax levy. I have here a letter from the City Auditor reviewing our borrowing program for this year and indicating how we should probably come out at the end of the year. I should like to read from that letter.

The auditor says:

"I submit for your information the following table relating to debt transactions of the city during the current fiscal year:

to go completely on a pay-as-you-go basis at this time would put an undue burden on the tax levy and on real estate, and that by this proposed action we will have taken a step which is proper, under the circumstances. Your committee has reported favorably on all three of these proposed measures, and I believe they should be passed.

Coun. HUTCHINSON—Mr. President, I believe one fact should be emphasized,—that where many employees have been transferred to defense projects they are not available for our street and bridge work, and it is therefore necessary to borrow the money to have these necessary repairs made.

The question was put on passage of the five orders mentioned in the call for the meeting (three loan and two appropriation orders).

Coun. D. F. SULLIVAN—Mr. President, I move that the orders be referred to the Executive Committee.

The motion was lost.

The orders were passed by roll call (the two appropriation orders absolutely and the three loan orders receiving their first reading and passage), yeas 20, nays, Coun. D. F. Sullivan, 1.

The purpose for which the meeting was called having been accomplished, the Council was adjourned at 12.15 p. m., to meet on Monday, June 23, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, June 23, 1941.

Regular meeting of the City Council in the Council Chamber, at 2 p. m., President GALVIN in the chair. Absent, Coun. Fish and Shattuck.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal: Cyron M. Barber, 124 Oxford street, Cambridge, Mass.; Katharine R. Pink, 31 Dover street, Boston, Mass.; Frederick B. Walker, 81 Middlesex road, Chestnut Hill, Mass.

Weighers of Goods: John F. O'Halloran, 666 Summer street, Boston, Mass.; John F. Ward, 24 Queensberry street, Boston, Mass.

Severally laid over a week under the law.

RECONSTRUCTION OF WARD 15 STREETS.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning the reconstruction of the following streets in Ward 15, as W. P. A. projects:

Blakeville street, Longfellow street, Stonehurst street, Speedwell street, Norton street, Clarkson street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 11, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 26 of the current year:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 15, as W. P. A. projects:

Blakeville street, Longfellow street, Stonehurst street, Speedwell street, Norton street, Clarkson street."

In the event that the department engineers determine that it is necessary to do so, arrangements will be made for the reconstruction of the above-referenced streets during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF MIDLAND STREET
WARD 13.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning the reconstruction of Midland street, Ward 13, and installing artificial stone sidewalks thereon, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 11, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 26 of the current year:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Midland street, Ward 13, and install artificial stone sidewalks thereon, as a W. P. A. project."

In the event that the department engineers determine that it is necessary to do so, arrangements will be made for the reconstruction of the above-referenced street during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

HOUSING PROJECT, WARD 9.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Boston Housing Authority relative to your order of May 26, 1941, concerning considering the advisability of erecting a housing project on the side bounded by Roxbury, Tremont and Ruggles streets and Shawmut avenue, Ward 9.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Housing Authority,
June 11, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This will acknowledge receipt of your communication of recent date, concerning the City Council order of May 26, 1941,—

"That the Boston Housing Authority be requested, through his Honor the Mayor, to consider the advisability of erecting a housing project on the site bounded by Roxbury, Tremont and Ruggles streets and Shawmut avenue, Ward 9."

You are advised that the Authority is aware of the conditions in the area designated, but, unfortunately, at this time cannot hold out much hope for an early development of this area because all of the funds presently available are earmarked for specific projects in the various stages of planning and construction. In addition to this, there are numerous requests for developments in other areas of the city.

The following projects have been or are presently to be developed in the Roxbury area:

Dwelling units in the Mission Hill Area.....	1,023
Dwelling units in the Lenox Street Area.....	306
Dwelling units in the Heath Street Area....	420
Dwelling units in the Orchard Park Area....	774

Total number of dwelling units..... 2,523

Respectfully,
JOHN A. BREEN, Chairman.

Placed on file.

RESURFACING AMHERST STREET.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning resurfacing Amherst street, Ward 20, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 11, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 26 of the current year:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Amherst street, Ward 20, as a W. P. A. project."

In the event that the department engineers determine that it is necessary to do so, arrangements will be made for the reconstruction of the above-referenced street during the current year.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

ELECTRIC LIGHTS, BEECH STREET, WARD 20.

The following was received:

City of Boston,
 Office of the Mayor, June 23, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning replacing the present gas street lamps on Beech street, Ward 20, with electric lights.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Public Works Department,
 June 11, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 26 of the current year:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to replace the present gas street lamps on Beech street, Ward 20, with electric lights."

I shall have a study made in connection with the above-referenced order in order to determine the practicability and necessity of complying with its provisions.

If the results of such a study are in the affirmative, you may be assured that arrangements will be made to effect the above change as soon as possible.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

TWO-WAY TRAFFIC ON PART OF WASHINGTON STREET.

The following was received:

City of Boston,
 Office of the Mayor, June 23, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of April 14, 1941, concerning the advisability of opening to two-way traffic, Washington street, from Boylston street to Stuart street.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Traffic Commission, June 9, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,—This is in reply to Council order dated April 14, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to consider the advisability of opening to two-way traffic, Washington street, from Boylston street to Stuart street."

This matter was presented to the commission for consideration at a meeting held on April 24, 1941, at which time it was laid on the table pending further objective study by the engineering force.

Respectfully yours,
 WILLIAM P. HICKEY, Commissioner.

Placed on file.

RESURFACING RIVER STREET, WARD 18.

The following was received:

City of Boston,
 Office of the Mayor, June 23, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning resurfacing, with smooth paving, River street, in the Readville section of Ward 18, from No. 1600 River street to the Dedham line.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Public Works Department,
 June 10, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 26, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving, River street, in the Readville section of Ward 18, from No. 1600 River street to the Dedham line."

The section of River street referred to in the above order is in a poor condition and it is the intention of the department, therefore, to effect the reconstruction of it some time during the current year.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

SIDEWALKS, SYMMES STREET, WARD 20.

The following was received:

City of Boston,
 Office of the Mayor, June 23, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 12, 1941, concerning the installation of artificial stone sidewalks on both sides of Symmes street, Ward 20, as a W. P. A. project.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Public Works Department,
 June 20, 1941.

William T. Doyle,
 Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on May 12, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install artificial stone sidewalks on both sides of Symmes street, Ward 20, as a W. P. A. project."

I am pleased to inform you that it is the intention of the department to effect the above-referenced improvement during the current year, either as a W. P. A. project or under the contract system.

Respectfully yours,
 GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

SKELETON HOSPITAL FORCE, MAY 31.

The following was received:

City of Boston,
 Office of the Mayor, June 23, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Superintendent of the Boston City Hospital relative to your order of May 26, 1941, concerning extending to employees of the city hospitals the same privilege as employees of all other city departments and permit them to work on skeleton force on Saturday, May 31.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Hospital Department, June 9, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Mr. Mayor,—At a meeting of the Board of Trustees held on June 6, the following order of the City Council was presented:

"Ordered, That the trustees of the Boston City Hospital be requested, through his Honor the Mayor, to extend to employees of the city hospitals the same privilege as employees of all other city departments and permit them to work on skeleton force on Saturday, May 31."

The trustees have already arranged to allow those employees off duty on Saturday mornings who can be spared without sacrificing the interests and well-being of the patients.

Yours sincerely,

JAMES W. MANARY, M. D., Superintendent.

Placed on file.

PREFERENCE BY SCHOOL COMMITTEE TO SINGLE WOMEN.

The following was received:

City of Boston,

Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Secretary of the Boston School Committee relative to your order of May 26, 1941, concerning giving preferred consideration to single women when selections are being made from a civil service list for appointment to any position under the jurisdiction of the School Committee, and to appoint single women rather than married women whose husbands are gainfully employed.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

School Committee, June 12, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—At a conference of the School Committee held in this building on Monday evening of this week, June 9, the Committee received and ordered placed on file the order passed by the City Council on May 26, 1941, and forwarded, through the office of your Honor, May 29, 1941, as follows: "Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to give preferred consideration to single women when selections are being made from a civil service list for appointment to any position under the jurisdiction of the School Committee, and to appoint single women rather than married women whose husbands are gainfully employed."

Respectfully submitted,

ELLEN M. CRONIN, Secretary.

Placed on file.

SELECTION OF FUNERAL DIRECTOR.

The following was received:

City of Boston,

Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of May 12, 1941, concerning allowing families of deceased persons who are on welfare or old age assistance, or other persons eligible under chapter 117, section 18A, as amended by chapter 465 of the Acts of 1938, the privilege of selecting the funeral director, and further that the Director of Public Welfare or his assistants be requested to inquire from the kin of the deceased whether or not they have a funeral director of their own selection.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Overseers of the Public Welfare,

June 16, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order of the City Council, dated May 12, 1941, reading as follows:

"Ordered, That the Director of Public Welfare be requested, through his Honor the Mayor, to allow families of deceased persons who are on welfare or old age assistance, or other persons eligible under chapter 117, section 18A, as amended by chapter 465 of the Acts of 1938, the privilege of selecting the funeral director; and be it further

"Ordered, That the Director of Public Welfare or his assistants be requested to inquire from the kin of the deceased whether or not they have a funeral director of their own selection."

May I state that in event of the death of a person who is on Dependent Aid it is our policy to allow the family to contact this department with regard to selecting a funeral director and, further, it is the policy that the department will make inquiry as to whether or not the family has a funeral director whom they would prefer to handle the funeral arrangements.

Very truly yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

W. P. A. ASSIGNMENTS TO WIVES OF NON-CITIZENS.

The following was received:

City of Boston,

Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of June 9, 1941, concerning changing the policy in force at the present time requiring the wife of a non-citizen to accept a W. P. A. assignment.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Overseers of the Public Welfare,

June 16, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This [department has received your communication with inclosed copy of an order from the City Council, dated June 9, 1941, reading as follows:

"Ordered, That the trustees of the Public Welfare Department be requested, through his Honor the Mayor, to change the policy in force at the present time requiring the wife of a non-citizen to accept a W. P. A. assignment."

Please be advised that it is our policy to try to get work assignments on W. P. A. for all persons eligible for same. However, it has always been the policy here never to break up a family organization in order to have such employment, and I feel sure that in any case where the wife of a non-citizen is needed for family duties she would not be forced to accept employment by this department.

Very truly yours,

WILLIAM G. O'HARE, Secretary.

Placed on file.

INCREASED FOOD ALLOWANCE TO DEPENDENTS.

The following was received:

City of Boston,

Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of June 9, 1941, concerning the advisability of increasing the food allowance to those persons receiving Old Age Assistance, Aid to Dependent Children and Dependent Aid, due to the increased cost of living.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Overseers of the Public Welfare,

June 16, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated June 9, 1941, reading as follows:

"Ordered, That the Overseers of the Public Welfare be instructed, through his Honor the Mayor, to consider the advisability of increasing the food allowance to those persons receiving Old Age Assistance, Aid to Dependent Children and Dependent Aid, due to the increased cost of living."

May I state that on the question of food allowances Old Age Assistance budgets are refigured twice a year and Aid to Dependent Children budgets are figured four times a year on a diet and cost basis. Also, the department has, during the past few months, been refiguring Dependent Aid budgets, especially those of larger families, on a basis which we feel will suffice.

Very truly yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

RETENTION OF CERTAIN FAMILIES ON WELFARE.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.
To the City Council.

Gentlemen— I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of May 12, 1941, concerning the retaining on the supplementary rolls of welfare, families who have an adult son or daughter assigned to W. P. A. employment, but whose earnings are not sufficient for the support of the family.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
June 16, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Attention of Mr. William T. Doyle.

Dear Sir,— This department has received your communication with inclosed copy of an order from the City Council, dated May 12, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to retain on the supplementary rolls of welfare, families who have an adult son or daughter assigned to W. P. A. employment, but whose earnings are not sufficient for the support of the family."

May I state that it is the policy of this department to work out budgets for families where a younger member is assigned to W. P. A. or has obtained private employment with a subtraction of an allowance to the working member for his or her own needs.

Very truly yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

PLAYGROUND AT PINE BANK.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.
To the City Council.

Gentlemen,— I transmit herewith communication from the chairman of the Park Department relative to your order of June 9, 1941, concerning the establishing a playground for small children at Pine Bank, under a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, June 16, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Secretary,— I have your memorandum of June 12, with inclosure, order from the City Council, that we establish a playground for small children at Pine Bank, under a W. P. A. project.

Please be assured, every consideration will be given this request, after a thorough investigation has been made of the conditions.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

ESCALATOR, MAVERICK SQUARE STATION.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.
To the City Council.

Gentlemen,— I transmit herewith communication from the President and General Manager of

the Boston Elevated Railway relative to your order of June 9, 1941, concerning the installation of an escalator in the Maverick Square Station of the East Boston Tunnel.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
June 16, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,— Referring to your letter of June 12, with order of the City Council requesting the installation of an escalator in the Maverick Square Station of the East Boston Tunnel, this subway or tunnel is owned by the City of Boston. The installation of an escalator would be a capital expenditure and would, of course, be made by the City of Boston.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

LICENSING OF HORSE AND DOG TIP ESTABLISHMENTS.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.
To the City Council.

Gentlemen,— I transmit herewith communication from the Corporation Council relative to your order of May 5, 1941, concerning preparing and submitting to the City Council an ordinance providing for the licensing of all horse and dog tip establishments in the City of Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, June 20, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,— I am replying to the communication from your office dated May 9, 1941, requesting consideration and report upon the order adopted by the City Council on May 5, 1941, and reading as follows:

"Ordered, That the Corporation Council be requested, through his Honor the Mayor, to prepare and submit to the City Council an ordinance providing for the licensing of all horse and dog tip establishments in the City of Boston."

A further order was adopted by the Council in this connection on June 9, 1941.

The request for the preparation of an ordinance in the foregoing connection has naturally led to a consideration of the powers of the city government in regard thereto. After careful consideration, I have formed the opinion that under the existing law the City Council does not have the power to enact an ordinance providing for the licensing of horse and dog tip establishments in the City of Boston and that the validity of any such ordinance, if attempted to be passed, could not be upheld in litigation. Under these circumstances I have not prepared any draft of ordinance.

It is my understanding that the establishments referred to in the Council's order maintain within the City of Boston premises for the sale of different kinds of "tipster sheets" which contain predictions as to the outcome of horse and dog races. Such "tipster sheets" have identifying trade names. Each person buying a particular "tipster sheet" receives the same prediction. In these establishments no betting of any kind is made; once the sale of the "tipster sheet" is completed, the relationship between the seller and the buyer is terminated.

Assuming that the above-described business is found to be in any way violative of the legal restrictions upon betting within this Commonwealth (see Acts of 1934, chapter 374, section 13), the enforcement of the statutory provisions and penalties in that regard rests with the duly constituted officers charged with the enforcement of law. Strict surveillance by the police may reveal that the activities carried on at certain of the establishments referred to go beyond the activities described in the preceding paragraph.

Assuming that the above-described business does not violate existing provisions of law, the municipal power to regulate the conduct of such business by the granting or withholding of licenses, if such a power does exist, must be derived either

from special statute or from the general authority contained in section 21, chapter 40, of the General Laws.

There exists no specific Massachusetts statute authorizing the licensing by municipalities of horse and dog tip establishments. A petition for special legislation to authorize the licensing of this form of enterprise was introduced in the 1938 sitting of the General Court as House No. 1050 and after hearing was given leave to withdraw. Under such a special statute, there could be no doubt of a municipality's power to enact an ordinance providing for reasonable license fees in regard to such establishments.

In view of the consistent position taken by the Supreme Judicial Court in regard to the nature and limits of the general authority given to municipalities as aforesaid in section 21 of chapter 40 of the General Laws, it is my opinion that the power to license horse and dog tip establishments is not included in that general authority. Commonwealth v. Turner, 1 Cush. 493. North Reading v. Drinkwater, 1941 Mass. Adv. Sh., 985.

Yours very truly,
ROBERT CUTLER,
Corporation Counsel.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,
Office of the Mayor, June 12, 1941.

To the City Council.
Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$45,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, June 10, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.
Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$45,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on	
January 12, 1887, Maintenance and	
Improvement of	\$45,000

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Very respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$45,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on	
January 12, 1887, Maintenance and	
Improvement of	\$45,000

Referred to Executive Committee.

ATLANTIC AVENUE ELEVATED STRUCTURE.

The following was received:

City of Boston,
Office of the Mayor, June 23, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of June 9, 1941, concerning the disposition of the Atlantic Avenue structure.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
June 20, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of June 12 with accompanying order of the City Council, I beg to advise that the question of disposition of the Atlantic Avenue structure is at the present time in the hands of the Supreme Court of Massachusetts. Pending decision of the court, there is nothing we can do or plan to do with regard to its removal.

With regard to unused car rails remaining in the streets, there are in the City of Boston at the present time approximately 83,000 linear feet of single track in this category, which represents approximately 2,630 tons of scrap rail. At the Federal Government's fixed price of \$16.06 per ton the value of the scrap rail, if removed, would be \$42,237.80. It would cost, however, \$135,000 to remove this track and the cost of restoring the street surface after the track had been taken out would be \$200,000.

Trusting this is the information desired, I remain,

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Anthony Alioto, to be reimbursed as result of accident which occurred while in performance of duty.

Elizabeth Boebel, for compensation for injuries caused by an alleged defect in Wyman street.

Anna M. Coady, for compensation for injuries caused by an alleged defect at 142 Nonantum street.

Stephen J. Doherty, to be reimbursed for accident which occurred while in performance of duty.

Dora Fink, for compensation for injuries caused by an alleged defect in Crawford street.

Mrs. Richard J. Fogarty, for compensation for damage to coat on ferry.

Hyman Greenbaum, for compensation for damage to car by city wagon.

Arthur Hall, for compensation for damage to car caused by an alleged defect in Jamaica way.

Thomas Iverson, to be reimbursed as result of accident which occurred while in performance of duty.

Bertha Kalman, for compensation for injuries caused by an alleged defect at 354 Washington street.

Ralph G. Kaplinger, for compensation for damage to car by city truck.

Rose LaBolita, for compensation for damage to property at 16 Church street, caused by blasting.

Margaret J. Lawler, for compensation for injuries caused by an alleged defect at 1201 Columbus avenue.

Marie Liberman, for compensation for damage to car caused by Park Department workman.

William Lyman, for compensation for injuries caused by an alleged defect in Clifton street.

Mrs. G. A. Maynard, for compensation for damage to car by city truck.

Edward F. McFeeley, for compensation for damage to property at 39 Oakwood street, caused by leak in water main.

Edward W. McQuilliam, to be reimbursed as result of accident which occurred while in performance of duty.

Peter Milano, to be reimbursed for execution issued against him.

Joseph W. Mozzer, for compensation for damage to car caused by an alleged defect in Brookline avenue.

Harriette C. Murphy, for compensation for damage to property at 15 Uperest road, during sidewalk construction.

John P. Nagle, to be reimbursed for execution issued against him.

Patrick J. O'Keefe, for compensation for damage to property at 4 Pleasant street, caused by falling tree.

H. C. Pelargonio, for compensation for damage to car by city truck.

Joseph J. Possemato, for compensation for damage to car caused by an alleged defect in Alford street.

Railway Express Agency, for compensation for damage to truck by Fire Department truck.

Fannie Richmond, for compensation for damage to car by city car.

Paul R. Rowen, for refund on dog license.

Etta M. Sampson, for refund on Sumner Tunnel tickets.

Mrs. Charles W. Schada, for compensation for injuries caused by an alleged defect at 612 Washington street.

Jacob Swartz, for compensation for injuries caused by an alleged defect in Brattle street.

Marian Walsh, for refund on dog license.

John P. Weldon, Jr., for compensation for damage to car by sanitary wagon.

Committee on Licenses.

Petitions for driveway openings, viz.:

Crystal Coal and Oil Company, Inc., 120 Lamartine street, Ward 19.

A. C. Husband, Sumner Street Extension.

H. C. B. Realty Company, 451 Washington street, Ward 17.

Petition of Boston Elevated Railway to operate motor vehicles between Dudley Street Station and Massachusetts Station, over Warren street, between Dudley Street Station and Washington street; over Washington street, between Dudley Street Station and Massachusetts avenue, over Massachusetts avenue, between Washington street and Newbury street; over Boylston street, between Massachusetts avenue and Massachusetts Station; over Newbury street, between Massachusetts Station and Massachusetts avenue.

Executive.

Petition of Gertrude T. Dolan, to be paid annuity on account of death of her husband, William E. Dolan, late member of Fire Department.

PETITIONS FOR APPEARANCE OF CHILDREN.

Petitions were received for children under fifteen years of age to appear at places of public amusement, viz.:

Florence Hamilton, Recital Hall, June 28.

Ruth Frank, Recital Hall, June 25.

The petitions were granted under suspension of the rule.

LIST OF JURORS.

The following was received:

City of Boston,
City Clerk Department,
June 23, 1941.

To the City Council.

Gentlemen,—You are hereby notified that the list of inhabitants qualified to serve as jurors, prepared by the Election Commissioners and printed in City Document No. 47, was this day filed with me. It contains 10,223 names.

Respectfully,

W. J. DOYLE, City Clerk.

Placed on file.

In connection with the communication President GALVIN offered the following:

Ordered, That the City Clerk be hereby directed to cause the names on the Jury List (City Document No. 47) transmitted to him by the Election Commissioners to be written each on a separate ballot, and said ballots to be properly folded, and placed in the box provided for the purpose.

Passed under suspension of the rule.

CONSTABLES' BONDS.

The following constables' bonds, having been duly approved by the City Treasurer, were received and approved, viz.:

Charles B. Broad, James F. Mahoney, Bernard M. Mullen.

ORGANIZATION OF LIBRARY TRUSTEES.

A communication was received from the trustees of the Public Library stating the Board had organized as follows: President, Louis E. Kirstein; Vice President, Ellery Sedgwick; Clerk, Miss Elizabeth B. Brockunier.

Placed on file.

APPOINTMENTS BY THE MAYOR.

Notice was received from the Mayor of the following appointments, viz.:

Daniel Sargent, 30 Fenway, member of Art Commission, for term ending April 30, 1946.

Dana Somes, 234 Boylston street, member of Board of Zoning Adjustment, for term ending April 30, 1945.

Eliot N. Jones, 5 West Cedar street, member of Board of Zoning Adjustment, for term ending April 30, 1946.

John A. Breen, 22 Carruth street, Dorchester, member of Board of Zoning Adjustment, for term ending April 30, 1945.

James R. Gibson, 65 Long Wharf, member of Board of Zoning Adjustment, for term ending April 30, 1946.

Daniel G. Slattery, 31 Rosin street, Dorchester, member of Board of Appeal, for term ending April 30, 1945.

Severally placed on file.

THREATENED REDUCTION IN W. P. A.

Coun. GALVIN and M. H. SULLIVAN offered the following:

Whereas, News reports from Washington indicate that a 41 per cent reduction in W. P. A. work will take place in Boston; and

Whereas, Such reduction will obviously effect to the greatest extent those who have not been and cannot be absorbed by defense work; therefore be it

Resolved, That the Boston City Council request the Massachusetts membership in Congress to exert every possible influence to protect the jobs of these deserving citizens.

Coun. M. H. SULLIVAN—Mr. President, speaking on the order which you and I have introduced relative to the reduction in W. P. A. personnel in Massachusetts, I think that everyone who is acquainted with the conditions of the present time, and everyone who meets job seekers even during the present hour when so many people are being absorbed by the defense industries, is well aware of the fact that as a total solution to the unemployment problem the defense work is not sufficient. Those people who are inexperienced or physically incapacitated find that there is no place for them in any of our Navy Yards, shipyards, arsenals, or in any shops involving defense work. Machinists and others have been knocked off the W. P. A. rolls to a substantial extent, and, as I understand it, the number of people employed on W. P. A. in Massachusetts amounts to 58,000 at the present hour, but of this number the vast majority, practically the entire group, cannot be absorbed by the W. P. A. Those who could be absorbed all find themselves in the defense projects. W. P. A. and such projects will not be affected. They find themselves in private or in governmental employment where the defense work is now being conducted. But as I understand it, practically all the women's projects in the State of Massachusetts are to be closed down. As I understand it, virtually every sewing project is to be shut up. As I understand it, those women who certainly could find no place in machine shops of the defense industry, are going to be laid off indiscriminately from the W. P. A. pay rolls. And as I further understand it, a number of clerks, a number of men on our street construction, a number of persons, both men and women, who have had no experience in private industry that would qualify

them for work in the Government or private industries, are likewise to be dropped. It seems absolutely unwarranted and most unfortunate that the Federal Government at the present time should use the present hour to drop the 58,000 people, who still remain on, as the basis for the reduction. Those are 58,000 people who can't be absorbed in this type of industry. As I understand it, 41 per cent of the entire personnel in Massachusetts would be lopped off. And as I understand it, the proportion amounts to 24,000 of the 58,000 people now employed. Certainly those of us who have seen people coming to our homes after their eighteen months asking to be reinstated, those who have come in here on Monday and have seen these rooms outside packed full of people looking for employment on the W. P. A. pay rolls, know that the defense work has been an absolute failure and that W. P. A. must continue or else the City of Boston and other municipalities will find themselves in grave financial situations, because if the W. P. A. fails to absorb these people, if 600 Washington street can't take care of them, 43 Hawkins street will have to do the job. On that basis, to do the job it means further hardship for everyone in the city, further hardship for the taxpayers, further hardships for the families of these people. As I further understand it, Oliver street is going to be closed down, every local branch of the W. P. A., every local office, is to be shut tight, the work is to be done entirely from 600 Washington street, the administrative force in every municipality of the state, with the 359 cities and towns, is just going to be closed up and only a small part of the people employed in the administrative offices will be transferred to 600 Washington street. There is going to be no local administrative bureau for this work. I think as a result of that, W. P. A., which should be close to the people, is going to be far away from the people, and the power of Boston, the power of the state, and the power of the nation will suffer as the result. I hope that the Massachusetts Congressmen, who have been contributing so much money for the defense industries, will consider home defense and keep these people employed. I hope they will consider the serious situation which we are facing and appropriate the few millions of dollars necessary in order to keep our Massachusetts people and our Boston people at work on W. P. A. projects until private industry takes care of them.

Coun. GOTTLIEB—Mr. President, I am glad that the councilor from Brighton brought this question of W. P. A. curtailment to light before the Boston City Council. The point I would like to make is this: Defense industry has absorbed practically every man who was on the W. P. A. who could be used for defense work at the present time. The residue are men who can properly be classified as unemployables, men who are not fitted for any type of work that is helpful or material to defense measures by a private industry. What will happen to these men if the W. P. A. shuts down in Massachusetts? You and I know that for the first time in many years Boston has received a breathing spell in so far as its welfare burden is concerned. For the first time in many years the City of Boston Welfare Department is being run for a comparatively small amount of money. That is reflected, as we all know, in the tax rate of the City of Boston. We can all agree that if the W. P. A. shuts down, every one of these so-called unemployables will immediately revert to the welfare rolls of the City of Boston, so that instead of receiving a direct benefit from all this defense industry, Boston in the last analysis will suffer because we will be paying out more money to welfare recipients than we did prior to all this defense activity. I think, Mr. President, that it is unfair for the Federal Government, having in mind the burden that the cities and towns have been carrying for so many years, that it is absolutely unfair of them at the present time to throw this burden back upon the cities and towns, who are in no position financially to carry any greater welfare burden than they are carrying today. So that I sincerely hope, Mr. President, that the Federal Government will, in their wisdom, at least keep the W. P. A. available for those men and women who are properly classified as unemployables in Boston, and who would, if the W. P. A. was curtailed, go back to our welfare rolls.

Coun. COFFEY—Mr. President, in one sense I hope that this lay-off affects some of those in authority in the W. P. A., who are white collar workers, who are also on non-relief. Those are

the people who I hope they will lay off. I recall three years ago in the Legislature I introduced a bill asking for an investigation of the non-relief workers on W. P. A. Of course I did not get very far with the bill because of the fact that the majority of your legislators are outside of the cities—I mean, members from towns and hamlets, and so forth, and they, of course, had to defend the W. P. A. authorities in their sections. But I brought to light some interesting facts at that time, showing where one man in authority in the W. P. A. had, besides his salary of \$4,500, three pensions. I also brought to light the fact that another man in the major office at 600 Washington street received a salary of \$3,500 and had a wife who ran a school and took in approximately \$10,000 a year. And I cited at least fifteen different cases of white collar, non-relief workers, who were in executive positions at the W. P. A. headquarters, who had wives or sisters, or somebody else in the family who had a very large income. For instance, a deputy police commissioner, who had two daughters working down at 18 Oliver street. And I cited several cases along the lines I have just mentioned. It is going to be a pleasure to me, if I pick up a paper sometime, to read where some of those in authority have got the gate. When we, just poor politicians, some of the small fry, went down there to intercede for anybody we got the cold shoulder because we were not Congressmen. We were not in a position to take care of some of those in there, to get them an increase in salary, or to take care of some member of their families, to get them a job. I hope that when some of these people do get fired that they have to run to their local politician, to their councilor or representative. As far as the law of it is concerned, I think the power should be taken away from those in authority at 18 Oliver street and at 600 Washington street. For example, now there is a project of handicapped workers in my town. I am fortunate enough to have only four East Bostonians on that project. There are eighty-eight working on that project. And to give you an example of the fitness of those in authority at both Oliver street and 600 Washington street, the first project they shut down is a project of eighty-eight people who are physically handicapped; it is impossible for them to go out and get work in other lines. So that our sympathy can be with them more than anybody else that is on the W. P. A. who are affected by this layoff. And I say, if they are starting in down at Oliver street and 600 Washington street by laying off eighty-eight handicapped people, then God help the others who are on the white collar jobs, who will eventually be reached. Now, I do not agree wholeheartedly with the statements made by the councilor from Ward 22 when he says that all the sewing projects will be closed up. I am informed that the central office, which is in Roxbury, will probably be kept open, and just the women that are working there will be kept. But I am almost positive in my mind that this is the beginning of the end of the W. P. A., and that everybody will be affected except those who are now on defense projects, in other words, who are working forty-eight hours a week for \$21, whereas in the shipyards, for a 48-hour week the salary would be about \$60. So that they are getting the same type labor from the W. P. A. workers. I would like to know if this Council has any authority, or if we can make any recommendation whatsoever to take the power away from those down at Oliver street and from those at 600 Washington street, so that something can be done about keeping on people who have three, four, five or six dependents. I know in the last layoff they just took the names at random and laid them off, and as the result of that some single person, some person who had no dependents whatsoever, was kept on, while married men with five or six children were laid off. When I inquired—and I did inquire personally down at 18 Oliver street and 600 Washington street—I was told that they had no system, that they just allowed the foreman to take a gang of twelve or fifteen men and say, "Half you men are going to be laid off," and draw lots. I think that is a very poor way to lay off men or women who are on the W. P. A. I think that some system ought to be inaugurated down there so that they would keep those men with the most dependents. As the councilor from Ward 22 says, I, too, hope that our delegation in Washington will take some steps to keep those men on the longest.

The resolution was adopted under suspension of the rule.

FUNDING OF OVERLAY DEFICITS.

President GALVIN called up, under unfinished business, No. 3 on the calendar, viz.:

3. Ordered, That under the provisions of chapter 225 of the Acts of 1941 the sum of two million dollars be, and hereby is, appropriated, to be used for the funding of overlay deficits, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

On June 9, 1941, the foregoing order was read once and passed, yeas 15, nays 0.

The question came on giving the order its second and final reading and passage.

The order was passed, yeas 18, nays 0.

SALE OF LAND ON EAST DEDHAM STREET.

President GALVIN called up, under unfinished business, No. 4 on the calendar, viz.:

4. Order for the sale to the Boston Housing Authority of land on East Dedham street formerly used for Police Station 5.

On June 9, 1941, the foregoing order was read once and passed, yeas 17, nays 0.

The order was given its second reading and passage, yeas 18, nays 0.

CONFIRMATION OF APPOINTMENTS.

President GALVIN called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor, June 9, 1941, of William H. Maloney, to be a Constable with authority to serve civil process upon filing of bond.

2. Action on appointments submitted by the Mayor, June 9, 1941, of Ralph Renshaw, Avord W. Wasson, Joseph L. Riggs, to be Weighers of Goods; and Alvin C. Tamkin, Arnold Levitt, Arthur S. Gorman, to be Weighers of Coal.

The question came on confirmation. Committee, Coun. M. H. Sullivan and Coffey, yeas 18, nays 0, and the appointments were confirmed.

REPORT OF COMMITTEE ON LICENSES.

Coun. ENGLERT, for the Committee on Licenses, submitted the following:

Report on petition for driveway openings, recommending that leave be granted, under usual conditions, viz.:

Gulf Oil Corporation, 1927-1935 Beacon street, Ward 21.

Report accepted; said license granted on usual conditions.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending payment of aid to soldiers and sailors and their families in the City of Boston for the month of June.

Report accepted; said order passed.

RECESS.

By direction of President GALVIN the Council took a recess at 2.43 p. m. The members of the Council reassembled and were called to order by President GALVIN at 3.20 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of the Mayor and order (referred June 9) for release of easements on Canterbury street—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

2. Report on message of Mayor and order (referred June 9) that \$8,500 be transferred from Contingent Fund to appropriation for Bureau of Americanization—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

3. Report on message of Mayor and order (referred today) that \$45,000 be transferred from income of George F. Parkman Fund to be expended by Park Department—that same ought to pass.

Coun. CAREY—Mr. President, while we did have this in Executive and voted to pass it through, I do think that a little more time might be taken on it, not that the Council eventually perhaps will not consent to O. K. this transfer. But as I understand it, there are only certain parks and playgrounds of the city which benefit from the Parkman Fund. If I am wrong on that I stand to be corrected. But if that is true, it seems to me that if certain playgrounds and parks will benefit from the fund, other playgrounds and parks should perhaps be given a little more consideration than the parks and playgrounds which do benefit from this special fund, and I think it might not do any harm to lay this matter on the table until the next meeting when we can ask the commissioner to come down. There are many of the members of the Council who are not fully aware of the functions of the money that is left in the Parkman Fund, and I do not think a delay of a week or two will do any harm. I for one would like to know a little bit more about it. I think it might be well to have the commissioner come down here and explain to this Council just what parks and playgrounds are benefited from the Parkman Fund, and what are not, in case there might be some of us who might have playgrounds or parks in districts of the city which need attention, that may probably be neglected. I therefore move that the matter be laid on the table until the next meeting.

Coun. LINEHAN—Mr. President, I agree with the councillor from Ward 10; but, on the other hand, if this money is to be paid on salaries and some of the men expect to get away this week as the result of this money which is being transferred—if that is the fact, I certainly do not go along with the gentleman from Ward 10; but if that money is not going to be for salaries due in the near future I think it should be laid on the table. I would like to have that question answered. Is it going to be spent for salaries that are due in the near future?

The question came on adoption of the motion by Councillor Carey that the order be laid on the table for one week. The Council voted to lay the matter on the table for one week.

JURORS DRAWN.

Forty traverse jurors were drawn, for the Superior Court, Criminal Session, to appear July 7, 1941, the Mayor absent, and Coun. TAYLOR drawing the jurors, viz.:

Robert C. Smith, Ward 1; Frederick James Maher, Ward 2; Joseph Cefalo, Ward 3; Frank J. Chester, Ward 3; Frank DiCilio, Ward 3; Thomas F. Joyce, Jr., Ward 3; Peter Makre, Ward 3; Christo Stephenson, Ward 3; Claude E. Breedlove, Ward 4; John A. MacRae, Ward 4; Charles E. O'Donnell, Ward 4; Robert L. Lynch, Ward 5; William Barron, Ward 7; John R. Peterson, Ward 7; Thomas E. Wythe, Ward 7; William J. Welch, Ward 8; Ernest Lamy, Ward 9; Michael Joseph Murphy, Ward 10; Ernest Giuva, Ward 11; James M. Walsh, Ward 11; Leo F. Will, Ward 11; Laurence E. Josselyn, Ward 12; Samuel Motel, Ward 14; Robert J. Rachin, Ward 14; James J. Conlon, Ward 15; Joseph J. Hurley, Ward 15; Joseph E. Walker, Jr., Ward 15; Josiah E. Chase, Ward 16; Edmund Ralph Harrington, Ward 16; James J. Locke, Ward 16; Albert Stone, Ward 16; John F. Kelly, Ward 17; Wallace M. Badger, Ward 18; Howard S. Ingalls, Ward 18; William S. Allen, Ward 19; John P. Igo, Ward 20; Chester R. Perry, Ward 21; Thomas Lydon, Ward 22; William C. Norton, Ward 22; Cornelius Sullivan, Ward 22.

MILK FOR SCHOOL CHILDREN AT PLAY- GROUNDS.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor, through the School Committee and Surplus Commodities Corporation, expand the present free milk program to include the distribution of milk during the summer months to school children in all playgrounds of the City of Boston.

Passed under suspension of the rule.

ESCALATOR, MAVERICK STATION.

Coun. COFFEY offered the following:
 Ordered, That the Boston Transit Commission be requested, through his Honor the Mayor, to install an escalator in the Maverick Station, East Boston, for the convenience of patrons.
 Passed under suspension of the rule.

"STOP" SIGNS, EAST BOSTON.

Coun. COFFEY offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install "Stop" signs at the following locations in East Boston:

On Marion street, at Saratoga street; on Brooks street, at Saratoga street; on Putnam street, at Saratoga street; on Prescott street, at Saratoga street.

Coun. COFFEY—Mr. President, in regard to the "Stop" signs, it has been called to my attention by residents in these sections that there have been some fifteen accidents at these intersections in the last month, and as the result of that I have asked that the Traffic Commissioner take some action to see that those signs are placed over there in the near future.

The order was passed under suspension of the rule.

SWEEPING AND SPRINKLING MACHINES FOR WARD 3.

Coun. RUSSO offered the following:
 Ordered, That the Public Works Commissioner be requested to immediately put into use in the Ward 3 section of Boston automatic sweeping and sprinkling machines for cleaning the streets.

Coun. RUSSO—Mr. President, for the last fifteen or sixteen months I have been on a crusade trying to have the streets of the City of Boston kept in a clean condition. I hate to get up every time and talk on this subject but I cannot help it. I will tell you what transpired in my district up to yesterday. The streets in my district were not clean and I felt that it was a hazard to the lives and safety and health of the children of my district. I called the North Grove street yard, on Saturday night and urged them to do something, inasmuch as Sunday was approaching, to have the streets decently clean. I was confronted by the foreman and he said that they have no facilities as far as the sweepers are concerned, and neither have they anybody to send out into the districts to do the cleaning. Mr. President, I was up until one o'clock Sunday morning going around the district and seeing every street in a very deplorable condition. I thought that perhaps they might do something to see that some of the streets would be clean for Sunday morning, but nothing was done. I tried to get in touch with the Public Works Commissioner, I tried to get in touch with Mr. Gately and he called me up about two o'clock in the afternoon. I thought it would be well to have some evidence as to the condition of the streets in my district and the way they were being left, so that I took it upon myself to have the Commissioner of Health of the City of Boston come to my district and view the condition that existed. And when he was so kind as to come there and see with his own eyes, I say to you, Mr. President, that it is about time that we, the Council of the City of Boston, should make it our business to see that the streets of the City of Boston are kept in a very clean condition. The children in my district do not have any area in which to play, Mr. President, and it was really a deplorable sight to see those youngsters, on a very hot Sunday, playing in the streets with the condition that the streets were in. I would like to find out from the Public Works Commissioner what the real situation is. If there is a defect I would like to know about it. I hope that he sees to it that a sweeper is sent into the district to see that the streets are kept clean, especially now that summertime is approaching, to see that the streets are watered to give a little coolness to those poor youngsters who are playing in the streets. I hope, Mr. President, that something will be done, because I don't like to get up on this floor all the time and speak of these conditions. But I do know that the one thing that is most precious to each and every one of us, and especially to the men who have children, is cleanliness, and for their protection I hope that

the streets of the City of Boston, and in particular the streets of my district, are kept in a very clean condition.

The order was passed under suspension of the rule.

TRANSFER OF COMMONWEALTH PIER.

Coun. SCANNELL and LINEHAN offered the following:

Resolved, That the City Council of Boston is hereby opposed to the transfer of Commonwealth Pier from the State to the Federal Government.

Coun. SCANNELL—Mr. President, speaking on the order that we have introduced, I want the people of my district who work on the waterfront not to be deprived of the right to make a living. The proposed change will be detrimental to the Port of Boston. This pier, being one of the best docks on the eastern seaboard, if changed over to the United States Navy will lose now and in the future its value as a berth for most coastwise ships and shipping from all parts of the world. Of course I do not object to anything that will help national defense, but I believe that the best way to defend our country is to keep our people working and to build bigger and better docking facilities. I say if the United States Navy wants docks and piers at this time they should build them, taking dockage space on the waterfront of Boston Harbor. If the Government itself built these docks it would result in more work for the people of Boston and for the residents of my district. Those new docks would strengthen the defense of our country in case of war and serve as supply bases. I hope for the sake of the people who depend for their livelihood on these piers and docks that the Navy Department will abandon the idea of taking over Commonwealth Pier and the Boston Army Base and start building their own docking facilities so that it will save the Port of Boston from vital shipping losses of a private nature. If this transfer is made it will result in the destruction of this great Port of Boston. I hope the order passes.

Coun. COFFEY—Mr. President, talking on the order, I want to go along with the gentleman from South Boston. There are plenty of empty docks in my ward that would be available for the Government if they saw fit to take them. Most of these wharves are in very good condition and only a stone's throw from the Navy Yard, so that I hope something will be done by the Massachusetts Congressmen.

The order was passed under suspension of the rule.

EXEMPTION FROM EXCISE AND POLL TAXES.

Coun. SCANNELL offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draft a bill for presentation to the Legislature providing that all men in the military or naval service of the United States be exempt from payment of excise taxes or poll taxes.

Coun. SCANNELL—Mr. President, speaking on the order, I want to say just a word. There are a number of young men who are going into the army from my district. A few of them have automobiles. Some of these young men have been making \$35, \$40, or \$50 a week. The result is that they are being deprived of automobiles, are putting the automobiles in garages, but yet they are being sent excise tax bills and poll tax bills by the City of Boston, and I really think it fair for the City of Boston to cooperate with the Federal Government because these selective service young men are being drafted and getting only \$21 a month, and by the time the money is taken out for their uniforms and the different emblems on their uniforms they will not be able to pay their poll tax or their excise tax.

The order was passed under suspension of the rule.

NAMING OF SPACE FOR REV. JOHN M. CHMIELINSKI.

Coun. LINEHAN offered the following:

Ordered, That the space at the junction of Devine way and Logan way, in the vicinity of Mohawk street, Ward 7, be named in honor of

Itev, John M. Chmielinski, late pastor of St. Mary's Polish Church, South Boston.

Passed under suspension of the rule.

CONDITION OF SOUTH BOSTON BEACHES

Coun. LINEHAN and SCANNELL offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to hire enough temporary help to keep the beaches of South Boston in proper condition during the summer months.

Coun. LINEHAN—Mr. President, it was unfortunate that when the budget was considered this year in regard to the Park Department, at that time we had a sufficient number of people on the welfare rolls who, if they had stayed on them, could have been sent, for example, to the L Street Bath Houses, to Carson Beach, and the other beaches along the South Boston Strandway to take care of the conditions. Now, unfortunately for the Park Department, in that particular section of the city we have a condition which we did not foresee the first of the year. A great many men have been taken off the welfare rolls—thank goodness—but unfortunately for the Park Department they find themselves without any help to take the place of the so-called welfare workers. Now, I realize that if we could have looked into the future perhaps this could have been arranged the first of the year when we considered the budget; but, as I said before, due to the fact that we did not know what was going to take place at this time, we are faced with a condition where we have got to do something about it. We have not made any preparations for it, so that now is the time to do it. I sincerely hope that his Honor the Mayor will find some means, perhaps by transferring funds from the Welfare Department, or some other department, to take care of this situation. At the present time all we have working over there, which is in the way of temporary help, are the lifeguards and a few matrons. And I might add that this is only about one third of the help that is necessary on those beaches. I sincerely hope that his Honor the Mayor will find some means of overcoming the situation.

Coun. SCANNELL—I want to go along with my colleague in speaking about the condition of the beaches in South Boston. As you know, in previous years we had a lot of welfare workers working in the various bath houses. This year we have none, or practically none. I understand there are about sixty lifeguards appointed and about sixty matrons. While that list is a little mite longer, I think that with a small added expense to the city the conditions of the beaches and the conditions of the bath houses could be remedied by taking the rest of those people off the civil service list on temporary appointments.

The order was passed under suspension of the rule.

70-HOUR WEEK FOR FIREMEN.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to consider the advisability of putting the firemen on a 70-hour week instead of the present 84-hour week.

Passed under suspension of the rule.

TRAFFIC SIGNALS, PERKINS STREET AND JAMAICAWAY.

Coun. CAREY and LANGAN offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install automatic traffic signals at the intersection of Perkins street and the Jamaica way.

Coun. CAREY—Mr. President, that order has been introduced here, I think, every year for the last four years. The Jamaica way is one of the heaviest traveled arteries in the city, not only by Boston residents but more particularly by people coming from points outside the city, going from one side of the city to the other. I have been out there on many an occasion during the day and in the evening hours, and have seen mothers, who had no time excepting the few hours that they might spend around Jamaica Pond and the daisy

field and the other attractions there in connection with the pond, trying to get from Perkins street over into the pond area, at great hazard to their lives. I think that some protection should be afforded to these mothers, who are entitled to a little bit of fresh air around the pond and the area there, and the money that the city might spend to install these lights in order to give protection to those mothers will be well spent. I hope during the next few months that the Traffic Commissioner will find that these lights can be put there, and I know that they will be used to good advantage.

The order was passed under suspension of the rule.

"SLOW" SIGNS ON SAGAMORE STREET.

Coun. HUTCHINSON offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install "Slow" signs on Sagamore street, near Elton street, Ward 13.

Passed under suspension of the rule.

CLOSING OF NAZI AND ITALIAN CONSULATES.

Coun. GOTTLIEB offered the following:

Resolved, That the Boston City Council in meeting assembled congratulate the United States Department of State for their action in closing Nazi and Italian Consulates which were engaged in subversive activities as exposed in the Boston City Council many months ago.

The resolution was adopted, under a suspension of the rule.

Later in the session Councilor RUSSO asked unanimous consent to make a statement, which consent was granted.

Coun. RUSSO—Mr. President, some time ago I put in a resolution to the Council urging that the Council go on record as opposed to these great United States becoming implicated in this foreign war, so that the American people may be able to continue to enjoy in America the peace that we all so love. I know that it was referred to the Committee on Rules, which is perhaps well called the graveyard. But I wish to speak at this time, Mr. President, on the resolution put forth a few moments ago commending the United States Government for closing the consulates of two European powers, which was referred by the Chair to the Committee on Rules and which evidently went by. I don't know, Mr. President, whether or not we should commend the Government for such action, or whether or not we should favor such action, but I do know, Mr. President, that as far as the Italian consulates are concerned in the United States no charges have ever been brought in connection with the diplomatic relations between these great United States and Italy. Mr. President, I feel that the action of the United States Government in closing particularly the Italian consulates does not cast any reflection as far as the Americans of Italian origin are concerned here in America. The people of Italian extraction in America have demonstrated their loyalty to America in the past, have demonstrated their loyalty to America at the present, and I am fully confident that they will demonstrate their loyalty in the future. But I do state, Mr. President, as was expressed in the resolution that I put forth some time ago, that I do believe, and firmly believe, that this is not our war. I firmly believe, and I have inquired from many, many Americans and I have not found one who is against our own national defense, but I have found at least 90 per cent or more of the American people against this great nation being involved in any foreign war. Mr. President, we are confronted today and are told by the warmongers that the American people have not got the self-confidence to say that they are able to defend themselves and defend America. Never in the history of America have I ever learned, never was I taught in school or any other place, that the American people were not able to defend themselves. Never was I taught that England was our main line of defense. And so, Mr. President, as an American citizen, as the head of my family, as the head of my home, if I did not have that self-confidence that I was able to defend my family and my home, then I would have no right to have such a family and such a home. But I am as sure as I stand here, as sure as any American in America, that we have that self-confidence

that we are able to defend our homes, able to defend our families and able to defend our land, this great America. And in closing, Mr. President, I wish to add that this is the true sentiment of true Americans, who are willing if tomorrow the necessity should come—and God grant that it may not—that we have to stand up in defense of America, I am sure that the American people, regardless of their race, color or creed, will defend America to the last drop of their blood. But I do not feel that the American people should be called upon to defend any other nation throughout the world. I say, give America to the Americans. God has blessed me with three children that I am bringing up as Americans. I am not bringing those children up for Italy, I am not bringing up those children for Germany. I am not bringing up those children for England, or any other nation except America, the land that they belong to. Mr. President, I know, as I said before, that we are going through this stage where the American people propose to express their opinions as true Americans. But if that is the case, Mr. President, then I wish to go down on the same level as his Eminence, Cardinal O'Connell, when he stated that this is not our war and that America should stay at peace. And may his prayers go forth to our Savior, God Almighty, and may we all pray to keep America free, to keep our liberty, our Constitution, and our Bills of Rights as they have been enjoyed in the past. May we, the present generation, go along and preserve those rights. And I know that to preserve those rights is to never be involved in any foreign war.

Coun. GOTTLIEB—Mr. President, I ask unanimous consent to make a statement.

The PRESIDENT—Councillor Gottlieb asks unanimous consent. There being no objection it is granted.

Coun. GOTTLIEB—Mr. President, every member of the City Council is familiar with the many orders that I have filed during the past six months advocating the closing of the Nazi consulate in the City of Boston, and among the reasons that I advanced at the time these orders were filed was the fact that these Nazi consulates, particularly the Nazi consulate in Boston, were engaged in subversive activities which were against the best interests of the United States of America and which were illegal and in violation of their rights as German nationals in this country. I also stated that these consulates had a force far in excess of what was needed for their regular consulate duties, and that they were engaged in instilling German Kultur, opposed to the democratic form of government, into those German school children here in the City of Boston. I never at any time reflected or made any attack upon the Americanism or the patriotism of those who were German-Americans or those who were Italian-Americans living here in Boston or elsewhere in the United States. That was not my feeling then and it is not my feeling now. I feel that we who are Americans regardless of our ancestry, regardless of the country from which we came or from which our people came, are imbued with every patriotic ideal that looks for the best in American life and for the best in the democratic form of government. I feel that the councillor from Ward 3 represents everything that is fine in a man who came here from another country years ago, became an American citizen, worked hard to bring up a family of children, and who has exemplified the best in American life here in the City Council and here in the City of Boston. But I am at a loss to understand how he can object to an order such as the order which I just filed, which is nothing more or less than an indorsement of what our own United States Department of State has done during the past few weeks. Our Government, the Government by which we live, the Government to which we contribute our lives and to which we entrust ourselves, has said, and said in no uncertain terms, that the Nazi and the Italian consulates are dangerous to our form of government, and surely we should be proud of the fact that we have a right to go along and commend it and congratulate our Government for its action. I feel a little proud, too, of the fact that I was able to contribute some information to the United States Government some months ago when I pointed out that this consulate, the Nazi consulate in Boston, was operated in a manner that was not conducive to the best interests and to the best welfare of the people of Boston and the people of the United States. All those orders, Mr. President, were referred to the Committee on

Rules, because of the rules of our City Council I did not object to that at that time because I knew that my colleagues in the Council were bound by the rules by which we function as a body of government here in the City of Boston. But surely now, when our own State Department has paved the way, we have a right to go along and I think there should be no objection to this type of resolution. Mr. President, I would like to add, in answer to the statement by the councillor from Ward 3 on the question of minding our own business, that we have no right or we should not defend any other nation—I say, Mr. President, I am sick and tired of the smug hypocrisy of those men and women who say that we ought to mind our own business. Of what value is civilization, of what value is the progress that we have made the last few hundred years if people are to be reduced to slavery in other parts of the world? Is that the thing, Mr. President, for which we have fought for freedom ourselves? Is that, Mr. President, the follow-up of the great Civil War to free the slaves? Mr. President, we do not help democracy in other parts of the world to defend them as a nation; we help them to defend the principles by which we ourselves are bound, the principles which make us the great nation that we are today, and if we fail them we fail ourselves, and we should be charged with failure in a civilized world, as a civilized people, if we failed to protect our fellow civilized men and women throughout the world.

Coun. CAREY—May I ask that the resolution which is under discussion at the present time be read again, please?

The PRESIDENT—The resolution is not under discussion; it is by unanimous consent.

Coun. CAREY—Is it in order, then, for the Council to move a reconsideration of the resolution?

The PRESIDENT—That is in order.

Coun. CAREY—May I now ask, Mr. President, that the resolution be read again?

The resolution was read by the clerk.

Coun. CAREY—Mr. President—

The PRESIDENT—For what purpose does the gentleman rise?

Coun. CAREY—To speak on the resolution, if I am in order.

The PRESIDENT—The resolution is not now before the Body.

Coun. CAREY—I move reconsideration of the order.

The PRESIDENT—Councillor Carey moves reconsideration of the order.

The motion to reconsider was carried.

Coun. CAREY—Mr. President, in the first place this Council has at no time acted on any resolution relating to the Italian consulate; in the second place, it is not in this instance really a matter which should come before this Body but is a matter which I think we have no right whatsoever to pass upon. For those two reasons I have moved reconsideration of the resolution.

The question again came on the adoption of the resolution.

Coun. TAYLOR—Mr. President, I rise to a point of order. This resolution has already been referred to the Committee on Rules. I would like to understand what the reconsideration is about.

The PRESIDENT—The councillor is mistaken. The resolution was adopted. That action was reconsidered and the resolution is now to be acted upon.

Coun. SCANNELL—I move that the resolution go to the Committee on Rules.

Coun. CAREY—After we have passed on the reconsideration I had in mind asking to have it referred to the Committee on Rules.

The question came on Coun. Scannell's motion to refer the resolution to the Committee on Rules. The motion was declared lost.

The question then came on the adoption of the resolution.

Coun. COFFEY—I rise to a point of order, Mr. President. I think that this resolution is out of order.

The PRESIDENT—The resolution is not out of order. It is back now where it was submitted by Councillor Gottlieb.

Coun. CAREY—Mr. President, what is the present status at the moment?

The PRESIDENT—The present status is as it was first submitted by Councillor Gottlieb.

Coun. CAREY—I would like to have the resolution referred to the Committee on Rules, Mr. President.

The PRESIDENT—It has been voted not to so refer it.

Coun. CAREY—I doubt the vote and ask for a roll call.

The PRESIDENT—Councilor Carey asks for a roll call.

Coun. TAYLOR—I rise to a point of order. The question is whether it is too late now for a roll call.

The PRESIDENT—The Chair will rule that no business having intervened since Councilor Scannell's motion was declared lost, a roll call is in order. The question now is on reference to the Committee on Rules, and the clerk will call the roll.

The roll was called and the resolution was referred to the Committee on Rules, yeas 8, nays 3:

Yeas—Coun. Carey, Coffey, Englert, Linehan, Russo, Scannell, D. F. Sullivan, Ward—8.

Nays—Coun. Gottlieb, Hutchinson, Taylor—3

The resolution was adopted under suspension of the rule.

SIDEWALKS ON BAY STREET.

Coun. KELLY offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Bay street, Ward 15, as a W. P. A. project.

Passed under suspension of the rule.

CONGRATULATIONS TO MR. AND MRS. THOMAS F. COFFEY.

Coun. M. H. SULLIVAN offered the following:
Resolved, That the membership of the Boston City Council hereby extends its congratulations and good wishes to Mr. and Mrs. Thomas F. Coffey of East Boston, parents of Councilor James S. Coffey of Ward 1, upon the occasion of the fiftieth anniversary of their wedding on Wednesday, June 25, 1941.

Coun. COFFEY—I thank the Council for their kind thoughts towards my father and mother on their golden wedding anniversary.

The resolution was adopted under suspension of the rule by a unanimous rising vote.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

Report on petition of Albert L. Edson (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Park Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of four thousand dollars (\$4,000) be allowed and paid to Albert L. Edson in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Park Department, said sum to be charged to the Contingent Fund.

Report on petition of Frederick L. Waggett (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor apparatus belonging to Fire Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred eighty-eight dollars and forty-nine cents (\$588.49) be allowed and paid to Frederick L. Waggett in reimbursement for amount of execution issued against him on account of his acts as operator of motor apparatus belonging to the Fire Department, said sum to be charged to the Contingent Fund.

Report on petition of Frederick L. Waggett (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor apparatus belonging to Fire Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred sixty-one dollars and fifty-five cents (\$161.55) be allowed and paid to Frederick L. Waggett in reimbursement for amount of execution issued against him on ac-

count of his acts as operator of motor apparatus belonging to the Fire Department, said sum to be charged to the Contingent Fund.

Report on petition of James H. McDonald (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred eighty-one dollars and ninety-eight cents (\$181.98) be allowed and paid to James H. McDonald in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of John J. Murnane (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as member of Boston Police Department—recommending the passage of accompanying order, viz.:

Ordered, That the sum of four hundred twenty-five dollars and thirty-five cents (\$425.35) be allowed and paid to John J. Murnane in reimbursement for amount of execution issued against him on account of his acts as a member of the Boston Police Department, said sum to be charged to the Contingent Fund.

Report on petition of James B. Gately (referred June 9) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Street Cleaning Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of thirty-eight dollars and fifty cents (\$38.50) be allowed and paid to James B. Gately in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Street Cleaning Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Jeremiah F. Murnane (referred June 9), to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Paving Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of three hundred and thirty-six dollars (\$336) be allowed and paid to Jeremiah F. Murnane in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Paving Division, Public Works Department, said sum to be charged to the Contingent Fund.

Reports on petitions of Hugh J. Barry (referred June 9), to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Street Cleaning Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred seventy-seven dollars and thirty-five cents (\$277.35) be allowed and paid to Hugh J. Barry in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Street Cleaning Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Max Levine (referred May 26) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of nine dollars (\$9) be allowed and paid to Max Levine in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Reports severally accepted; said orders passed under suspension of the rule.

SHOWER BATHS IN SCHOOL YARDS USED AS PLAYGROUNDS.

Coun. CHASE offered the following:

Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to arrange for ample shower bath facilities in all school yards set aside for summer playgrounds.

Passed under suspension of the rule.

**NOISE NUISANCE FROM CARS ENTERING
HUNTINGTON AVENUE SUBWAY.**

Coun. CHASE offered the following:

Whereas, There are hundreds of tenants and property owners who are unduly suffering from the noise nuisance which exists at the entrance of the Huntington Avenue Subway in the vicinity of the Y. M. C. A.; and

Whereas, This nuisance is caused by street cars which are entering and leaving the subway at high speeds and the resultant noise is amplified by the mouth of the subway; therefore, be it

Resolved, That the Boston City Council in regular meeting assembled hereby records itself in favor of requesting the Elevated Trustees to take action to abate this nuisance by causing the street cars to run at reduced rate of speed while entering the subway and any other necessary action; and be it further

Resolved, That a copy of this resolution be sent to the Boston Elevated Railway Trustees.

Passed under suspension of the rule.

THREATENED OIL SHORTAGE.

Coun. CHASE offered the following:

Whereas, There have been considerable reports of a threatened oil shortage in Massachusetts and other New England states; and

Whereas, It has been reported that this threatened oil shortage would be caused by lack of transportation facilities; and

Whereas, It has been said that this part of the United States would lose hundreds of millions of dollars worth of business and the citizens in general would be placed at great inconvenience by an oil shortage; therefore, be it

Resolved, That the Boston City Council in regular meeting assembled hereby records itself as urging the President of the United States to take every possible measure to prevent this threatened oil shortage; and be it further

Resolved, That a copy of this resolution be sent to the President of the United States.

Passed under suspension of the rule.

Adjourned at 4.20 p. m., on motion of Coun. HURLEY, to meet on Monday, June 30, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, June 30, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Chase.

The meeting was opened with the salute to the Flag.

ACTION ON LOAN ORDERS.

President GALVIN called up, under unfinished business, Nos. 2, 3 and 4 on the calender, viz.:

2. Ordered, That under the provisions of section one of chapter one hundred and seventy-eight of the Acts of nineteen hundred and thirty, and section five of chapter two hundred and twenty-four of the Acts of nineteen hundred and thirty-six, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended under the direction of the Commissioner of Public Works, for the construction of sewerage works, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

On June 13, 1941, the foregoing order was read once and passed, yeas 20, nays 1.

3. Ordered, That under the provisions of section 7 of chapter 44 of the General Laws, as amended by section 5 of chapter 224 of the Acts of 1936, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended, under the direction of the Commissioner of Public Works, for the construction of bridges, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

On June 13, 1941, the foregoing order was read once and passed, yeas 20, nays 1.

4. Ordered, That under the provisions of section 7 of chapter 44 of the General Laws as amended by section 5 of chapter 224 of the Acts of 1936, and under the provisions of chapter 393 of the Acts of 1906, the sum of five hundred thousand dollars (\$500,000) be, and the same is hereby, appropriated, to be expended for the construction of public ways or permanent pavement, and that the City Treasurer be authorized to issue, from time to time, upon request of the Mayor, bonds or certificates of indebtedness of the city to said amount.

On June 13, 1941, the foregoing order was read once and passed, yeas 20, nays 1.

The question came on giving the orders their second reading and passage. The orders were passed, yeas 19, nays 0.

ORDINANCE RE TAX TITLE PROPERTY.

The following was received:

City of Boston,

Office of the Mayor, June 23, 1941.

To the City Council.

Gentlemen,—In 1935 an ordinance was adopted (chapter 3, Ordinance of 1935) for the purpose of dealing with the problem arising from the foreclosure of tax title property. The great increase in the amount of property so acquired and the complicated proceedings involved in disposing of it resulted in the enactment by the Legislature of chapter 358 of the Acts of 1938 providing for the appointment of a custodian of such real estate and for a simpler method of managing it and disposing of it.

A portion of the ordinance of 1935 is inconsistent with and is superseded by the legislation referred to, and in order to remove the inconsistency and to place the real estate division in a position more nearly conforming to the law, I recommend the passage of the accompanying ordinance.

Respectfully,
MAURICE J. TOBIN, Mayor.

An Ordinance Concerning Tax Title Property.

Chapter twenty-five of the Revised Ordinances of 1925 is hereby amended by striking out section seven, as inserted by section three of chapter three of the Ordinances of 1935 and as amended by chapter two of the Ordinances of 1937, and by inserting in place thereof the following new section seven:

Section 7. The foreclosed real estate division is hereby established as a division of the public buildings department. The division shall be in charge of the person appointed as custodian of foreclosed real estate under the authority of, and who shall exercise the powers and perform the duties provided by, chapter three hundred and fifty-eight of the acts of 1938 as amended. The custodian may expend, in the performance of his duties, such sums as may be specified in the annual budget and the expenses so incurred shall be paid from the income of the division, exclusive of the proceeds from the sale of foreclosed property, or, if the income is insufficient, from such appropriations as may be made by the mayor and city council. In the discharge of his duties the custodian may obtain the assistance of employees of the public buildings department to the extent that may be approved by the superintendent. Any real estate acquired by the city through the foreclosure of tax titles which may be deemed valuable for any public purpose may be transferred, by order of the city council approved by the mayor, from the care, custody, management and control of the custodian to the care, custody, management and control of any city department.

Referred to Committee on Ordinances.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Roy E. Burrill, to be reimbursed as result of accident which occurred while in performance of duty.

Cities Service Oil Company, for refund on sign permit.

Elizabeth Farren, for compensation for injuries caused by an alleged defect in Bunker Hill street.

Florence Fox, for compensation for damage to clothing caused by an alleged defect at Providence and Arlington streets.

George R. Freeman, for compensation for damage to car by city truck.

Mary Ganocik, for compensation for collapse of water boiler at 76 Village street, caused by water being shut off.

Theodore Gordon, for compensation for injuries caused by an alleged defect at 84 West Dedham street.

Louise Hooper, for compensation for damage to coat caused by traffic sign on Gallivan Boulevard.

J. I. Miller, for compensation for damage to property at 140 Smith street, Roxbury, caused by city trucks.

Ostrom & Newkirk, for compensation for damage to property at 1402 Commonwealth avenue, caused by Police Department.

Stephen E. O'Brien, to be reimbursed for accident which occurred while in performance of duty.

Donato O. Perella, for compensation for damage to property at 9 Clover street, caused by water being turned off.

Mary C. Schwener, for compensation for injuries caused by an alleged defect at 23 Sedgwick street.

Edward R. Stephen, for compensation for damage to car by city car.

Charles Troyse, for compensation for damage to car by city truck.

Mary Williams, for compensation for injuries caused by an alleged defect at 38 Munroe street.

Committee on Licenses.

Petition of Boston Elevated Railway Company to operate motor vehicles between junction of Weld street and Maple street and junction of La Grange street and Centre street, West Roxbury, over Weld street. Corey street, Dwinnell street, Addington road and La Grange street.

Petitions for driveways, viz.:
Socony-Vacuum Oil Company, Inc., at 500-604 Bremen street, Ward 1.

William Saitz, 1048 Harrison avenue, Roxbury.

APPROVAL OF CONSTABLE'S BOND.

The constable's bond of William H. Mahoney, having been duly approved by the City Treasurer, was received and approved.

MINORS' LICENSES.

Petitions for minors' licenses were received from twenty-six newsboys. Licenses granted under usual conditions.

ORGANIZATION OF CITY PLANNING BOARD.

Notice was received from the City Planning Board of organization of Board as follows:

Chairman, William Stanley Parker.
Vice Chairman, Ernest A. Johnson.
Secretary and Executive Director, Frank H. Malley.

Placed on file.

ACCEPTANCE OF LEGISLATIVE ACTS BY BOSTON ELEVATED.

Notice was received from the Boston Elevated Railway Company of acceptance of chapters 139, 140 and 148, Acts of 1941, relative to rental dates of subways, etc.

Placed on file.

RECONSTRUCTION OF WILLIAMS AVENUE, WARD 18.

Coun. GOODE offered the following:

Ordered. That the Public Works Commissioner be requested, through his Honor the Mayor, to reconstruct Williams avenue in the Fairmount section of Ward 18.

Passed under suspension of the rule.

CABOT STREET BATH HOUSE.

Coun. D. F. SULLIVAN offered the following:

Ordered. That the Park Commission be requested, through his Honor the Mayor, to appropriate sufficient money to place the Cabot Street Bath House in first-class condition.

Passed under suspension of the rule.

IMPROVEMENT OF CARTER PLAYGROUND.

Coun. D. F. SULLIVAN offered the following:

Ordered. That the Park Commission be requested, through his Honor the Mayor, to appropriate sufficient money to place the field and locker house and the grounds of the Carter Playground in first-class condition.

Passed under suspension of the rule.

RECESS.

By direction of President GALVIN the Council took a recess at 2.39 p. m. The members reassembled and were called to order by President GALVIN at 3.08 p. m.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petition of Boston Elevated Railway (referred today) for license to operate motor vehicles between junction of Weld and Maple streets and junction of La Grange and Centre streets—that same ought to pass.

Report accepted; said license granted under usual conditions.

2. Report on petition of Socony-Vacuum Oil Company, Inc. (referred today), for driveway opening at 500-504 Bremen street—that same ought to pass.

Report accepted; said permit granted under usual conditions.

APPROPRIATION FROM PARKMAN FUND.

President GALVIN called up, under assignments, No. 5 on the calendar, viz.:

5. Ordered. That the sum of \$45,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	\$45,000
--	----------

The question came on the passage of the order, and the order was passed, yeas 17, nays 0.

CONFIRMATION OF APPOINTMENTS.

The Chair called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor June 23, 1941, of Byron M. Barber, Katharine R. Pink, Frederick B. Walker, to be Weighers of Coal, and John F. O'Halloran, John F. Ward, to be Weighers of Goods.

The question came on confirmation of the appointments. Committee, Coun. Coffey and D. F. Sullivan. Yeas 16, nays 0, and the appointments were confirmed.

CLEANING OF WOOD ISLAND PARK.

Coun. COFFEY offered the following:

Ordered. That the Park Commission be requested, through his Honor the Mayor, to immediately arrange to have all the broken glass and other debris cleaned up at Wood Island Park, East Boston.

Passed under suspension of the rule.

REPAIRS, MICHAEL J. BROPHY PLAYGROUND.

Coun. COFFEY offered the following:

Ordered. That the Park Commission be requested, through his Honor the Mayor, to make the necessary repairs to the benches on the Michael J. Brophy Playground in East Boston.

Passed under suspension of the rule.

USE BY LADIES OF NORTH BENNET STREET BATH HOUSE.

Coun. RUSSO offered the following:

Ordered. That the Park Commissioner be requested, through his Honor the Mayor, to make available for use, on Ladies' Day, both floors of the North Bennet Street Bath House.

Passed under suspension of the rule.

TENNIS COURTS ON ESPLANADE.

Coun. RUSSO offered the following:
 Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to expedite the resurfacing of the tennis courts on the Esplanade, Ward 3.

Passed under suspension of the rule.

SIGN AT ASPINWALL ROAD AND WHITFIELD STREET.

Coun. WICKES offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install a blinker or stop sign at the junction of Aspinwall road and Whitfield street.

Passed under suspension of the rule.

REMOVAL OF UNUSED CAR TRACKS.

Coun. WICKES offered the following:
 Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to remove the unused car tracks on Norfolk street, at Codman square.

Passed under suspension of the rule.

SIGN AT OLD MORTON AND SANFORD STREETS.

Coun. WICKES offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install a blinker or stop sign at the junction of Old Morton and Sanford streets.

Passed under suspension of the rule.

PLAYGROUND, LOWER MILLS, DORCHESTER.

Coun. WICKES offered the following:
 Ordered, That the Park Commission be requested, through his Honor the Mayor, to erect a playground in the Lower Mills section of Dorchester.

Passed under suspension of the rule.

TRAFFIC LIGHTS, GALLIVAN BOULEVARD AND WASHINGTON STREET.

Coun. WICKES offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install traffic lights at the junction of Gallivan Boulevard and Washington street.

Passed under suspension of the rule.

ARC LIGHT, ELLISON AVENUE AND GALLIVAN BOULEVARD.

Coun. WICKES offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light at the corner of Ellison avenue and Gallivan Boulevard.

Passed under suspension of the rule.

CONSULTATION WITH COUNCIL BY WHITE FUND TRUSTEES.

Coun. KELLY offered the following:
 Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to consult the members of the City Council when play areas are being considered for their respective wards.

Coun. KELLY—Mr. President, my reason for introducing this order is that when the trustees of the White Fund start to put

these play areas into the various wards, I think they should consult the councilors in various wards as to the location of the play areas. Why I say that is, because I feel that every councilor is familiar with his ward, and every councilor realizes what location in the ward the play areas will be best suited for.

The order was passed under suspension of the rule.

USE OF W. P. A. IN NATIONAL DEFENSE.

Coun. M. H. SULLIVAN, HURLEY and GOODE offered the following:

Resolved, That the Boston City Council hereby petitions the members of the Massachusetts Delegation in Congress to devise immediate plans for the establishment of W. P. A. projects which would be part of our National Defense Program thereby absorbing all persons recently dropped from W. P. A. rolls.

Coun. M. H. SULLIVAN—Mr. President, I know that most of the members of this Body during the past week have been harassed by the pleas of that portion of the 24,000 persons who were dropped from the W. P. A. rolls in Boston. I think we were all of us more or less surprised to read in the Boston press and in the press throughout the state the statements of those who are in charge of the W. P. A. in Massachusetts and throughout the nation, that most of these people would be absorbed by defense work. I think that during the past week we have seen an absolute lack of proof of the statement made that these people would be absorbed in defense work. I think that the people we have seen who have been dropped from W. P. A. in the past, and the people who during the several previous months of defense work were engaged in work of such a nature that they could not be absorbed in the past by the defense work, are not being absorbed at the present time in defense work, and will not and cannot be absorbed in the future by defense work. I think that all of us have seen during the past week several instances of recipients, or possible recipients, of mothers' aid, who by reason of pride, I might say, have been working on W. P. A., feeling that they wanted to go out and earn a few dollars so that they might sustain their little flock of young ones. We see possible recipients of mothers' aid working on the W. P. A. and being lopped off without warning from the W. P. A.; we see the women who have been working on the sewing projects, who certainly will not be absorbed in the present defense work, lopped off without warning from the W. P. A.; we see women who have been doing the little household work which came along under the W. P. A., likewise lopped off without warning; we see women who have been engaged in cooking projects lopped off without warning from the W. P. A.; we have seen those engaged in municipal projects lopped off without warning from the W. P. A., and yet we know that these people can't be absorbed in the defense work, in the defense structure, that it is absolutely impossible. The defense work is taking care of everybody who is mechanically inclined. The defense work is taking care of those who are skilled in the trades. But the defense work is not taking care of these poor women who have been engaged in the sewing and cooking projects. Now, something must be done for these people or else the City of Boston, and every municipality throughout the state, is going to find itself financially embarrassed before the present year is over. There are 24,000 families dependent upon the wages of those people. If you lop those people off from the W. P. A. there is not any type of defense work in Massachusetts at the present hour which can absorb them. We are told by the defense heads right here in Boston that there are not gas masks for one-twentieth of the 750,000 population of the City of Boston. I think it is worthy of notice at least of the membership of the

Massachusetts delegation in Congress, and worthy of notice of the entire delegation in Congress, that these people who have been summarily lopped off the W. P. A. without warning, who have not been absorbed and are not going to be absorbed unless some special jobs are created—that for these people some new defense work should be engaged in. Certainly, some new type of project, some new branch of defense work, should be provided for these people, some new project where they could make something useful, some new project, whether you call it W. P. A. or something else, where they might make gas masks, for instance, for use either at home or abroad, to be sold to the foreign nations or given away to the foreign nations, to whom we are giving so much. But we must take care of these people. We must take care of these people because we have a moral obligation to do so. And as far as the City of Boston is concerned, we must take care of them or else God help the City of Boston this year. So that I hope that this passes the Council today, and I hope that the members of the Massachusetts delegation in Congress will take note of it and avail themselves of the services of these deserving citizens who at the present hour are without any employment.

Coun. GOTTLIEB—Mr. President, I ask to be recorded in favor of Councilor Sullivan's resolution.

Coun. CAREY—Mr. President, I am in hearty sympathy with the purpose of this resolution, but I have listened to other resolutions and statements made in connection with aid on the floor of this Council in the last two or three weeks but with the exception of the retention of one project I understand that nothing has been done to safeguard the people such as stormed this Council Chamber here this morning, people who have been thrown out of work because of the drastic reduction in the W. P. A. quota. The sight we saw here this morning was most pitiful. Some of the people who were here were halt and lame, others were at that age of life where nobody even wants to give employment to them. I think the time has come when no further time should be lost, and I would very much like to see the Mayor take a trip to Washington to see if something cannot be done about this matter. For the past three weeks I, like every other councilor, have been seen by these people who have been dismissed from the W. P. A., asking us what we could do about it. I am getting sick of it. Complaints have come this morning from others who had been retained on the program but have now been discharged. As I said a moment ago, I think that enough time has been lost now and that these poor unfortunates have got to be taken care of. Action must be taken immediately, and I hope that the Mayor will find it possible to make a trip to Washington, because I am sure that by his personal efforts and through his personal influence something can be done. I shall vote for this resolution, but it is just another resolution, in a way, as a matter of record, and nothing will be done about it. I think it might be well if the Chair would appoint a committee to call on the Mayor this afternoon and see if he can't arrange to go to Washington to see if he can't have something done immediately to safeguard these poor people in the city who have been discharged in the last forty-eight hours.

The resolution was adopted under suspension of the rule.

REDISTRICTING PLAN.

Coun. M. H. SULLIVAN offered the following:

Resolved, That the Boston City Council, representing a substantial segment of the Massachusetts electorate, hereby enters a most vigorous protest against the redistricting plan now being contemplated by the majority group

in the Massachusetts Legislature, which plan is grossly unfair, tending as it does to disfranchise a large number of Democratic voters in Greater Boston's Congressional districts.

Coun. M. H. SULLIVAN—Mr. President, I speak here today at the suggestion of a large number of people from Ward 22. During the past several years that district has been a part of the Ninth Congressional District of Massachusetts. The people in that district are committed to the democratic form of government, and they recently sent to Congress that liberal young man, Tom Eliot of Cambridge. At the last election there was great resentment at the policies of his predecessor, Congressman Luce, and the people voted there for Tom Eliot on account of his interest in social legislation. He, incidentally, is the father of the Wage and Hour Law, and several other pieces of legislation which have been adopted by the United States Congress during the past eight years, and which have done much to benefit the laboring man in this state and throughout the nation. He is one of the intended victims up at the State House by the majority group. He is one of the young men like Congressman Healey who is referred to in the editorial in the Boston Post today, who are marked for the boiling pot so far as the Republican majority on Beacon Hill is concerned. I think it might be well for all here to know the indorsement given in the Boston Post this morning. In the summation of the article the editor states that the gentleman whom the Republican group on Beacon Hill are aiming to succeed Mr. Healey is Senator Goodwin, who neither has the personality nor the ability to fill the place as Congressman Healey has done it. There is probably no more outstanding Congressman in the United States than John McCormack, and I understand that on Beacon Hill they consider him a geographical mistake and they can't possibly oust him. It must set pretty hard with the Republican bloc up there that they can't get rid of such a statesman as John McCormack. They are trying to get rid of him and also of such men as Congressmen Casey, Connery and Flaherty. I think there is every indication in the deliberations of that body up there that they are not only intent on ousting every Democrat from office, but in view of the publicity which has been given the matter they are intent on ousting such men as Congressman Flaherty, Connery, Casey, and every other Irish Catholic. So that every member of this Body, no matter what their political beliefs, whether Democrats or Republicans, will go on the basis of real democratic decency and see that the people of Massachusetts are not disfranchised in the various Congressional districts, and in view of the fact that one Congressman must be eliminated, and apparently in Massachusetts this is to be done by some arbitrary rule, I think it should be done so that neither party will suffer and that no religious or racial group will suffer. I think whoever is eliminated should be eliminated on the basis of mathematical percentage. It was suggested by Congressman Casey himself that up in the Worcester district they make one Congressional district out of it, which would mean that Congressman Casey would run against his Republican opponent, Congressman Pehr Holmes. I am not speaking here today as a matter of policy but, as I say, as a matter of democratic decency, that they should not gerrymander up there at the State House and start experimenting with decency in government, being guided by racial and religious and political policies.

The resolution was adopted under suspension of the rule.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

Report on ordinance (referred January 13) concerning builders' licenses—that same ought to pass.

Report accepted; said order passed.

RESTORATION OF FOOD ALLOWANCE.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Overseers of the Public Welfare be requested, through his Honor the Mayor, to restore the food allowance cut to those persons receiving old age assistance.

Coun. D. F. SULLIVAN—Mr. President, some few weeks ago I introduced an order requesting that the Overseers of Public Welfare increase the food allowance to those persons on Old Age Assistance, Mothers' Aid, and Dependent Aid. The answer now comes back from the Director of Public Welfare that they have received the order, and he then goes on: "May I state that on the question of food allowance Old Age Assistance budgets are refigured twice a year and Aid to Dependent Children budgets are figured four times a year on a diet and cost basis. Also, the department has, during the past few months been refiguring Dependent Aid budgets, especially those of larger families, on a basis which we feel will suffice." I want to say, Mr. President, that three weeks ago they did figure the budget for those persons on Old Age Assistance, and, according to them, they did quite a remarkable job in cutting those poor old souls in some cases as much as \$3.50 and \$6.50 a month. I introduced that order, Mr. President, because of the steady increase in food prices. They also have two different sets of prices for people living in the city. In the South End section of the city they had a cost for those persons on Old Age Assistance living in, who were cooking their own meals, of \$4.21 a week. They reduced that down to \$2.50 a week. Those persons on the old budget who were eating out in restaurants were allowed \$5.21 a week, but under the new set-up those people who eat out in restaurants are allowed \$3.50 a week. That is in the South End section of the city. Now we will go out into Roxbury and out through Dorchester and Jamaica Plain. Just to show you the different rates they have in the food allowance for the people on Old Age, the new budget in Roxbury for those persons living in is \$10.85 a month, while the old budget was \$13.65 a month, a reduction of about \$3.50. Those persons in the outlying sections living in were allowed \$15.50 a month. Those people in the outlying sections on the old budget, who lived out, were allowed \$21.85 a month. Now, Mr. President, we go along in political life as it has gone since Old Age Assistance has been established, and both parties, both Republican and Democrat, have promised the old folks everything and given them nothing. I feel that this procedure is set up by the Federal Government and passed on through them to our Welfare Department. It is a small cost to the City of Boston for each case that they take on. And I am going to ask that this order be referred to the Public Welfare Committee so that we can have a hearing, to see if we can't get this custom as it is today taken away, and see if we can't give them a lot more money. I don't know how anyone can sit down and deal with anyone who is around the age of sixty-five and cut them down to a couple of dollars a week to live on for food. If you do that they will have

damn little for medicine, damn little for clothing, and I don't know how they think that these people can live much longer after they get on the Old Age Assistance. We all know that the older folks, as they get along in life, have to have medicines. There is no way for them to get that medicine or to get their prescriptions from a doctor, but there are all sorts of laxatives and other types of medicine that they know they need and which they have to buy, and unless they can show a medical report from a doctor stating that they need additional medical care they will not get a medical increase in their allowance. I was talking to several of the visitors and they admitted themselves that the food budget is not right, and they say themselves that the people cannot live on the money they are getting but the food allowance budget is sent out from the main office at Hawkins street and they have to go by that food allowance. So that I ask, Mr. President, that this order be referred to the Public Welfare Committee.

Coun. LYONS—Mr. President, I think that Councilor Sullivan's order is a very good order. It is high time that not only Boston but every city in the country should take care of their own people. Today I went into five different departments and every department head was there. Relating to the Old Age Assistance, as he states, the food costs have increased during this war. I will agree that we should defend our country here and our people, and that only the surplus should be sent across to Europe. It has been going now for the last nine or ten months, and people are getting fed up on it. Talking about Maurice Sullivan's order, and also in conjunction with Daniel Sullivan's order on Welfare and the W. P. A., I don't know what is going to become of the country. This morning I had fifteen men between the ages of fifty-five and sixty, who were going around to find work, and they stated that they can't find work on the national defense. They know down deep in their hearts, and these people on W. P. A. here in Boston know, and they say it is all national defense. Some day we shall have to appoint a committee to go down and fight this matter out with the Mayor, because unless something is done the people are going to suffer. It is not especially Boston but it is country-wide. Some action must be taken on it. I don't know what the Congressmen in Washington are thinking of to let these conditions go by the board as they have. I hope you take action on this and have a committee appointed to go down and talk it over with the Mayor, and if necessary go down with the Mayor to Washington.

The order was referred to the Committee on Public Welfare.

THE NEXT MEETING.

President GALVIN moved that when the Council adjourns it be to meet on Monday, July 14, at 2 p. m. Passed.

On motion of Coun. ENGLERT the Council adjourned at 3.35 p. m., to meet on Monday, July 14, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, July 14, 1941.

Regular meeting of City Council in Council Chamber, City Hall, at 2 p. m., President GALVIN presiding. Absent, Coun. Chase, Gottlieb, Taylor and Ward.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Seventy-one jurors for Criminal Session, Superior Court, were drawn, Coun. LINEHAN presiding at the box, in the absence of the Mayor, viz.:

Charles J. D'Entremont, Ward 1; Michael Gallo, Ward 1; John L. Lawrence, Ward 1; Nicholas T. Furlong, Ward 2; Terrence McGowan, Ward 2; Daniel P. McLaughlin, Ward 2; Abraham Saltzman, Ward 3; Philip D. Warshafsky, Ward 3; Howard H. Kirk, Ward 4; Alfred C. Norrish, Ward 4; Edward K. Newbegin, Ward 5; James Edward Olsson, Ward 5; William F. Clarke, Ward 6; John Arthur McNeil, Ward 6; Francis P. McGovern, Ward 7; Edmund M. Nehill, Ward 7; William Harnington, Ward 8; Bernard R. McClendon, Ward 9; James H. Roach, Ward 9; William Shaw, Ward 9; Charles W. Smith, Ward 9; Philip Tagerman, Ward 9; John H. Kerressey, Ward 10; John E. McIntyre, Ward 10; William D. O'Brien, Ward 10; John B. Berube, Ward 11; Joseph E. Curley, Ward 11; Thomas F. Long, Ward 11; Clement I. Loughman, Ward 11; Hugh J. McNally, Ward 11; Arthur Dorfman, Ward 12; Myron P. Silverstein, Ward 12; Frank K. Wisniowski, Ward 12; Thomas Mahardy, Ward 13; Bernard Cohen, Ward 14; Arthur C. Gonyea, Ward 14; Manuel Grossman, Ward 14; Joseph J. Mirer, Ward 14; Jack Simon, Ward 14; Joseph A. DeFreitas, Ward 15; John J. Morley, Ward 15; Joseph Pikoisky, Ward 15; Benjamin W. Staples, Ward 15; Harry S. Timmins, Ward 15; Willard H. Comey, Ward 16; Alfred J. Dineen, Ward 16; Harold E. MacMillan, Ward 16; Clarence A. Ross, Ward 16; Robert H. Dean, Ward 17; Byron L. Hamlin, Ward 17; Eric H. Nelson, Ward 17; Fred W. Gilliam, Ward 18; John C. Johnstone, Ward 18; Patrick Concannon, Ward 19; Frank J. Livingston, Ward 19; William H. Manning, Ward 19; Joseph M. Pitts, Ward 19; Philip F. Riley, Ward 19; James F. Traynor, Ward 19; Donald C. Alexander, Ward 20; Raymond A. Brown, Ward 20; Fred L. Dutton, Ward 20; Daniel Arthur Fleming, Ward 20; John T. Lang, Ward 20; Raymond J. O'Rourke, Ward 20; James W. Crickard, Ward 21; Francis E. Donnelly, Ward 21; Thomas J. McGrath, Ward 21; Louis H. Oppenheim, Ward 21; Joseph M. Clain, Ward 22; William J. McAndrew, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal: Maxwell R. Feinstein, 58 Linwood street, Malden, Mass.; Martin Gilleran, 39 Pond street, Natick, Mass.

Weighers of Goods: Edward F. Savare, 116 Wilson avenue, Weymouth, Mass.; Harold E. Hines, 4 Parker place, Roxbury, Mass.

Severally laid over a week under the law.

DAY OFF IN SEVEN FOR POLICE.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—The City Council, at a recent meeting, requested me to give consideration to the adoption of the act permitting a day off in seven for members of the Boston Police Force.

In connection with this order, I have most recently conferred with the Police Commissioner. As a result of this conference, an agreement has been reached between the Police Commissioner and me, whereby I shall submit to your Honorable Body in about ten weeks an order for the acceptance of chapter 122 of the Acts of 1936, the enabling act which permits the adoption of the day off in seven for policemen.

To adopt this act at the present moment, during the height of the vacation season, would entail considerable expense and inconvenience which can be averted, in great part, if the plan is put into effect at the time above-mentioned. The enabling act is so worded that were it accepted at this time the Police Commissioner would forthwith be compelled to place the day off in seven in operation. For these reasons it has been decided to delay the actual acceptance of the act until on or about October 1 of this year.

I am thoroughly in agreement with the principle enunciated in the act, that is, that policemen be granted a day off in each seven working days. There is no justifiable reason, other than marked additional expense, to deny policemen a privilege which is commonly accepted by all as a right. As to the additional expense which may be involved, I am convinced that the act may be made effective with but slight additional cost to the Police Department and the City. Police Commissioner Timilty is whole-heartedly in favor of the present outlined plan and has expressed a desire to cooperate in every way for its economical adoption.

It has been my desire and purpose, for some time, that this act be adopted. I could not, however, in fairness to all our citizens initiate action in this respect until, first, I could be certain that our tax rate was not to be increased, and, second, that the additional cost to the city would be at a bare minimum. With these uncertainties erased, I shall submit to your Honorable Body late in September an order requesting your approval and acceptance of the act providing for a day off in seven for the police of Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

Placed on file.

CLEANING OF WARD 3 STREETS.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 23, 1941, concerning the putting into use in the Ward 3 section of Boston, automatic sweeping and sprinkling machines for cleaning the streets.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 8, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on June 23, 1941:

"Ordered that the Public Works Commissioner be requested to immediately put into use in the Ward 3 section of Boston automatic sweeping and sprinkling machines for cleaning the streets."

There was no necessity of adopting the above-referenced order, as steps were taken prior to its passage to provide for a mechanical

street sweeping machine and also for a flushing machine to be used in the North and West End sections of the city.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LIGHT AT ELLISON AVENUE AND GALLIVAN BOULEVARD.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 30, 1941, concerning the installation of an arc light at the corner of Ellison avenue and Gallivan Boulevard.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 9, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: City Council Order.
I return herewith order in City Council that the Commissioner of Public Works install an arc light at the corner of Ellison avenue and Gallivan Boulevard, and this will advise you that there is a lamp on the north side of Gallivan Boulevard, about thirty feet west of extended westerly line of Ellison avenue and another on the south side of Gallivan Boulevard, about one hundred and twenty-five feet east of the easterly line of Ellison avenue.

I can see no necessity for the additional lamp requested, as the lamps are spaced on Gallivan Boulevard at regular staggered intervals.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CABOT STREET BATH HOUSE.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of June 30, 1941, concerning appropriating sufficient money to place the Cabot Street Bath House in first-class condition.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, July 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of July 7, with inclosure, order from the City Council that the Park Commission, through his Honor the Mayor, appropriate sufficient money to place the Cabot Street Bath House in first-class condition.

Please be informed that every attention will be given to this order. An investigation will be made by the engineer and a report made upon the conclusion of said investigation.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

RESURFACING ESPLANADE TENNIS COURTS.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department

relative to your order of June 30, 1941, concerning the resurfacing of the tennis courts on the Esplanade, Ward 3.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, July 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of July 7, with inclosure, order from the City Council to expedite the resurfacing of the tennis courts at Charlesbank.

Please be informed this is a W. P. A. project. The contract has been awarded to the Central Construction Company for resurfacing. The base is in and the resurfacing will start just as soon as it is possible to do so.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

PLAYGROUND, LOWER MILLS SECTION OF DORCHESTER.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of June 30, 1941, concerning erecting a playground in the Lower Mills section of Dorchester.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, July 10, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of July 7, with inclosure, order from the City Council to construct a playground in the Lower Mills section of Dorchester.

I regret exceedingly to inform you that the playground has no land available in the Lower Mills section of Dorchester on which we could construct a playground.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

CARTER PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of June 30, 1941, concerning appropriating sufficient money to place the field and locker house and the grounds of the Carter Playground in first-class condition.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, July 8, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of July 7, with inclosure, order from the City Council that the Park Commission, through his Honor the Mayor, appropriate sufficient money to place the Carter Playground and locker building in first-class condition.

Please be informed that every attention will be given to this order. A survey will be conducted by the engineer and a report made upon the conclusion of said survey.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

GRANOLITHIC SIDEWALKS, BAY STREET.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 23, 1941, concerning the installation of granolithic sidewalks on both sides of Bay street, Ward 15, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 7, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Installation of Granolithic Sidewalks on Bay Street, Ward 15.

I return herewith order in City Council that the Commissioner of Public Works install granolithic sidewalks on both sides of Bay street, Ward 15, as a W. P. A. project, and this will advise you that this matter is on a list for submission for approval as a W. P. A. project this year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

TRAFFIC SIGNS, SAGAMORE STREET,
WARD 13.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Acting Commissioner of the Boston Traffic Commission relative to your order of June 23, 1941, concerning the installation of "Slow" signs on Sagamore street, near Elton street, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, July 8, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have the honor to acknowledge receipt of Council order dated June 23, 1941, which reads as follows:

"Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install "Slow" signs on Sagamore street, near Elton street, Ward 13."

Our accident files go back to 1927. We have no record of any accident involving personal injuries at the intersection of Elton street and Sagamore street during this period.

It is the opinion of the engineers of this commission that where there are so many demands for "Slow" signs throughout the city at really bad intersections, we do not believe that the money should be expended for the erection of "Slow" signs in locations which are not so dangerous.

Respectfully yours,
GEORGE G. HYLAND,
Acting Commissioner.

Placed on file.

EVENING OUT-PATIENT DEPARTMENT,
CITY HOSPITAL.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Superintendent of the Boston City Hospital relative to your order of June 9, 1941, concerning the advisability of opening an evening out-patient department at the City Hospital.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Hospital Department, June 21, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At a meeting of the Board of Trustees held on June 20, the following order of the City Council was presented:

"Ordered, That the trustees of the Boston City Hospital be instructed, through his Honor the Mayor, to consider the advisability of opening an evening out-patient department at the City Hospital."

The trustees have given this matter careful consideration, and they feel that it would not be feasible to open an evening out-patient department at the Boston City Hospital.

Sincerely yours,
JAMES W. MANARY, M. D.,
Superintendent.

Placed on file.

REIMBURSEMENT TO BOSTON FROM
CITY OF LYNN.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Welfare Department relative to your order of May 26, 1941, concerning taking all necessary action to compel the city of Lynn to reimburse the City of Boston for all money paid by the City of Boston to all recipients who have Lynn settlements.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
July 2, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated May 26, 1941, reading as follows:

"Ordered, That the Director of Public Welfare and the Corporation Counsel be requested, through his Honor the Mayor, to take all necessary action to compel the city of Lynn to reimburse the City of Boston for all money paid by the City of Boston to all recipients who have Lynn settlements."

May I state that the Department of Public Welfare and the Corporation Counsel, through his assigned representatives, will see to it that every protection is given to the City of Boston relative to its claims against the city of Lynn.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

RESURFACING OF MASSACHUSETTS
AVENUE.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning the resurfacing of Massachusetts avenue, from Boylston street to Columbus avenue, and Columbus avenue, from Massachusetts avenue to Northampton street, and Northampton street, from Columbus avenue to Washington street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 30, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council on May 26, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for a W. P. A. project for the resurfacing, with smooth asphalt surface, of Massachusetts avenue, from Boylston street to Columbus avenue, and Columbus avenue, from Massachusetts avenue to Northampton street, and Northampton street, from Columbus avenue to Washington street, said work to be done in conjunction with the work to be performed by the Boston Elevated Railway Trustees in the removal of car tracks and granite blocks."

Due to the curtailment in the current year's W. P. A. street reconstruction program, I cannot give definite assurance, at this time, that the proposed improvement, as referred to above, will be effected in its entirety. I shall, however, make every reasonable effort to have part of the work completed during the current year, and, if possible, have the entire improvement effected over a two-year period.

Very truly yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

TRAFFIC ISLAND, LINDEN PARK AND ROXBURY STREETS.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of May 26, 1941, concerning the construction of a traffic island at the junction of Linden Park and Roxbury streets, Ward 9.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 30, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council on May 26, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct a traffic island at the junction of Linden Park and Roxbury streets, Ward 9."

The above-referenced improvement will be effected during the current year under a W. P. A. program, or by department forces.

Very truly yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF SAXTON STREET, WARD 13.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 9, 1941, concerning the reconstruction of Saxton street, Ward 13, as a W. P. A. project.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 30, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council on June 9, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct Saxton street, Ward 13, as a W. P. A. project."

In the event that the department engineers determine it is necessary to do so, the above-referenced improvement will be effected during the current year as a W. P. A. project, assuming that the W. P. A. forces will not be curtailed to such an extent as to make it impossible to effect the proposed W. P. A. street construction program.

Very truly yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, ROBINWOOD AVENUE.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 9, 1941, concerning the construction of sidewalks on Robinwood avenue, Ward 19, under the W. P. A. plan of construction.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
June 30, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council on June 9, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on Robinwood avenue, Ward 19, under the W. P. A. plan of construction."

Arrangements will be made to have the above-referenced improvement effected during the current year as a W. P. A. project in accordance with the provisions of the above-referenced order.

Very truly yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

FOOD STAMP PLAN REQUIREMENT.

The following was received:

City of Boston,
Office of the Mayor, July 14, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Welfare Department relative to your order of April 28, 1941, concerning contacting the officials of the Surplus Commodity Stamp Plan with the view that these officials consider the advisability of reducing the present food stamp plan requirement for W. P. A. workers of S rating with six or more in the family to four in the family.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
July 1, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated April 28, 1941, reading as follows:

"Ordered, That the Director of Public Welfare, through his Honor the Mayor, be re-

quested to contact the officials of the Surplus Commodity Stamp Plan with the view that these officials consider the advisability of reducing the present food stamp plan requirement for W. P. A. workers of S rating with six or more in the family to four in the family."

May I state that after communication and conference with the Surplus Marketing Administration officials, they have agreed to allow W. P. A. skilled workers whose families consist of four or more persons to participate in the Food Stamp Plan. The final operation for participation will be put into effect approximately two weeks from June 30, 1941.

Yours truly,
WILLIAM G. O'HARE, Secretary.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named viz.:

Claims.

Warren J. Adams, to be reimbursed for loss of money taken at Wayfarers' Lodge.

Charles T. Brown, for compensation for damage to property at 64 Dartmouth street, Somerville, caused by bullet fired by police.

John B. Carr, to be reimbursed for execution issued against him.

John L. Casey, to be reimbursed for injuries received in performance of duty.

Bartholomew A. Clements, to be reimbursed as result of accident which occurred while in performance of duty.

Wolf Cohen, for compensation for damage to car by city truck.

Patrick Gallagher, to be reimbursed for accident which occurred while in performance of duty.

Mrs. Walter M. Haley, for compensation for injuries caused by an alleged defect at Kelley's Landing, City Point.

Samuel Helman, for compensation for injuries caused by an alleged defect at 238 Harrison avenue.

Felix A. Marcella, for compensation for damage to property at 59 and 61 Endicott street, caused by broken sewer pipe.

Edward J. McBride, for compensation for damage to car caused by alleged defect in Jamaicaaway.

Dorothy McKeever and Doris Andrews, for compensation for injuries caused by city truck.

Francis J. Murphy, to be reimbursed for expenses incurred in repairing water pipe at 54 Halliday street, Roslindale.

James Nelson, for compensation for damage to car by city truck.

A. Howard Payne, for compensation for damage to car by car of School Buildings Department.

Alice M. Phelan, for compensation for injuries caused by an alleged defect in Washington Street North.

James Powers, to be paid for work done as deckhand.

Domenic A. Previte, for compensation for damage to truck by fire truck.

Maurice V. Rogers, to be paid for eyeglasses broken while in performance of duty.

James Tello, for compensation for injuries caused by city car.

Nettie W. Wotton, for compensation for injuries caused by an alleged defect at 650 Washington street, Dorchester.

Committee on Licenses.

Petitions for driveway openings, viz.:

Old Colony Trust Company *et al.*, Centre and Barbara streets, Ward 19.

Estate of Ruth F. W. Paine, 563 Huntington avenue.

Massachusetts Hospital Life Insurance Company, 43-65 South street.

APPROVAL OF FUNDING LOAN.

A communication was received from the Emergency Finance Board inclosing copy of vote passed approving loan of \$2,000,000 for period of ten years to be used for Funding of Overlay Deficits.

Placed on file.

ABANDONMENT OF EASEMENTS.

Under unfinished business, President GALVIN called up No. 1 on the calendar, viz.:

1. Order abandoning the easements taken by the city for sewer purposes in Wilbert road and land between Canterbury and Harvard streets.

On June 23, 1941, the foregoing order was read once and passed, yeas 17, nays 0.

The order was given its second reading and passage, yeas 17, nays 0.

PRINTING OF MUNICIPAL REGISTER, ETC.

President GALVIN offered the following:

Ordered, That the Statistics Department be authorized, under the direction of the Committee on Rules, to prepare and have printed the Municipal Register for the current year; and that the Clerk of Committees be authorized to prepare and have printed a pocket edition of the organization of the city government; the expense of said register and organization to be charged to the appropriation for City Documents.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

Report on petition of John P. Nagle (referred June 23) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Park Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of twelve dollars and fifty cents (\$12.50) be allowed and paid to John P. Nagle in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Park Department, said sum to be charged to the Contingent Fund.

Report on petition of Peter Milano (referred June 23) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Bridge and Ferry Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred fifty dollars (\$150) be allowed and paid to Peter Milano in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Bridge and Ferry Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said orders passed.

RELEASE OF DRAFTEES IN ONE YEAR.

Coun. M. H. SULLIVAN and SCANNELL offered the following:

Whereas, Thousands of Boston young men nearly a year ago entered the United States Army as a result of the Selective Service Act and were at that time accorded assurance that they would be released from duty in one year; and

Whereas, Many of these young men are engaged in this patriotic effort at huge per-

sonal sacrifice and with resultant loss to their families; therefore be it

Resolved, That the Boston City Council, in meeting assembled, requests the Massachusetts members of Congress to exert every advisable effort to the end that these young men may be returned to civilian life upon conclusion of the year's term of army service.

Coun. M. H. SULLIVAN—Mr. President, I know that an order of this sort has upon occasion been the subject of controversy in this Body—not one which was the subject matter of this order but one which might be essentially or partially of that nature. But upon this occasion I feel that it is the spirit of every member of this Body, as it should be the spirit of every member of every legislative body, to pass resolutions to the effect that every advisable effort should be made by the United States Congress to keep faith with the men with whom they contracted a year ago for one year's service in the United States Army. And I have purposely injected the adjective "advisable" there, in view of the fact that I know that many of us, or all of us, are not aware of the military secrets of the United States Government. But I do feel, unless the emergency is of such a nature which absolutely necessitates the continuance in the service of these young men at the present time, that certainly no hysteria should result in their being kept in the United States Army over the period of the one year for which they were inducted into the service. I know in my own ward, and I know throughout the vast breadth of this state, there are hundreds of families that gave up their young men, who were possibly the breadwinners of the family, those whose income was such that a large portion of it was used to keep the family sustained and maintain its well-being. I feel it is the thought of every American citizen, and I think it should be the thought of every American office holder, to see that these young men, if at all possible, may be returned to their civilian status after their one year of service.

The resolution was adopted under suspension of the rule.

CONSOLIDATION OF CITY PURCHASING.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor consider the advisability of consolidating all city purchasing under one department so that a system of quantity buying for all city departments may be effected. To advise all department heads of probable price advances and fuel shortages because of the National Defense Program and request purchases and bids for the balance of 1941 be made immediately. To establish a municipal warehouse or acquire storage space so that such items and materials as gasoline, oil, coal, drugs, hardware, tires, paint, rope, tools, hospital supplies and textiles may be carried in stock by the City of Boston, and dispensed to the various city departments on requisition, so that the city would be protected from fuel shortages and threatened price advances and so a closer accounting and inventory supply system might be made possible.

Coun. GOODE—Mr. President, because of the National Defense Program and its accompanying rise in prices, and because of mounting taxes, the need and possibly of considerable savings in the administration of municipal government are being keenly realized now more than ever before. Ideas and practices that have been accepted for years are being examined critically. Especially is it being realized that large savings are possible by consolidating purchases under one department. By buying in quantity for all departments it is found that prices are

shaded considerably, and besides there is a better check on inventory of supplies and materials. The need for a more adequate inventory supply control was brought out in the recent report of the Boston Finance Commission. I am going to ask the Mayor and City Council to seriously consider the advisability of establishing a municipal warehouse for the department of supply and purchase. A large municipal garage could be used for this purpose or some of the large areas in the city yards throughout the city might be utilized. The purchasing department has the complete records in its books of items common to all departments and purchased through that office. These items could be stocked and distributed on requisitions without the necessity of a purchase order. The savings would be twofold. The purchasing agent could buy in bulk items that department heads fail to anticipate and which they buy many times over during the year but, due to the present system, lack of controlled storage space and capital, the purchasing agent must wait for a department requisition to purchase these supplies. This would reduce the number of purchase orders written and show a saving in time, in both the purchasing department and the auditor's office, as well as improve efficiency in all departments, as delivery delay would be eliminated. Savings of from 10 to 55 per cent can be achieved by carrying materials and supplies in stock. Gasoline could be bought at tank car prices and dispensed at a municipal garage. In this way it would be possible to save as much as six cents per gallon on gas alone. The same results can be achieved down the line on hardware, hospital supplies, tires, paint and textiles. In this way there would be no deficit for supplies bought without appropriations. The employees of the Supply Department are engaged in a highly specialized endeavor. Their salaries are small in comparison to those of state departments, and they do not compare favorably with the standard of private agencies. If the department has to be enlarged, if change of ratings and salary increases are needed, they should be made in order to establish this centralized system, which will be for the best interests of the taxpayers.

The order was passed under suspension of the rule.

COMMENDATION OF FINANCE COMMISSION REPORT.

Coun. GOODE offered the following:

Resolved, That the Boston City Council does hereby commend the latest report of the Boston Finance Commission for coordinating public services in the Metropolitan area as progressive and objective, and does hereby recommend the immediate collaboration of all public officials and civic groups in the Metropolitan area with the Mayor of Boston to effect the recommendations and suggestions made in said report.

Coun. GOODE—Mr. President, I realize, of course, that it is necessary to enact new legislation in order to correct some of the inequities which beset the taxpayers of Boston. But the sooner outside cities and towns realize that their future is bound up with that of Boston and decide to do something about it the better. The people of Boston have been shackled in the political sweatbox of taxation and have been mulcted for the benefit of outside cities and towns too long. There is no reason why we should be contributing and maintaining public facilities for outsiders when, under existing laws, it is possible to unify welfare and other agencies. Many suggestions have been made by the Finance Commission and by legislative committees that would put certain public facilities under state control, but nothing was

ever done about it; instead the legislators, both Democrats and Republicans, spend their time in thinking up new ways to grab unearned salary payments. In the words of that popular philosopher, Confucius, "Legislators who don't find new lot for Boston will soon find Boston parking lot."

The resolution was adopted under suspension of the rule.

OPERATION OF UNLICENSED CARNIVALS.

Coun. GOODE offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to investigate unlicensed carnivals operating illegally throughout the city at which minors have access to gambling machines and devices.

Passed under suspension of the rule.

FRANKING PRIVILEGES TO MEMBERS OF ARMED UNITED STATES FORCES.

Coun. GALVIN, GOODE and HURLEY offered the following resolve:

Resolved, That the Boston City Council be recorded in favor of granting franking privileges to the members of the armed forces of the United States and that copies of this resolution be forwarded to the Massachusetts members of Congress.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Reports on petitions for driveway licenses, viz.:

William Saitz, 1048 Harrison avenue, Roxbury (referred June 30); Estate of Ruth F. W. Paine (referred today), 563 Huntington avenue—that licenses be granted under usual conditions.

Reports accepted; said licenses granted under usual conditions.

ACCEPTANCE OF NORTHAM PARK, WARD 16.

Coun. FISH offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Northam park, Ward 16, as a public highway.

Passed under suspension of the rule.

ACCEPTANCE OF PARKER HILL TERRACE.

Coun. CAREY offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Parker Hill terrace, Ward 10, as a public highway under the W. P. A. plan of construction.

Passed under suspension of the rule.

RESURFACING OF DEBLOIS STREET.

Coun. D. H. SULLIVAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Deblois street, Ward 9, as a W. P. A. project.

Passed under suspension of the rule.

RESURFACING OF CUMSTON STREET.

Coun. D. H. SULLIVAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Cumston street, Ward 9, as a W. P. A. project.

Passed under suspension of the rule.

STORING OF WOOD BY HOUSING AUTHORITY.

Coun. HURLEY offered the following:

Ordered, That his Honor the Mayor confer with the Boston Housing Authority and the contractors in charge of demolition, to consider the advisability of storing for the winter needs of the worthy poor of Boston the wood now accumulating by the demolition of houses to make way for the erection of Federal Housing Projects.

Passed under suspension of the rule.

REQUESTED DONATION BY EASTERN RACING ASSOCIATION.

Coun. HURLEY, TAYLOR and SCANNELL offered the following:

Ordered, That his Honor the Mayor and the Overseers of the Public Welfare be requested to contact the officials of the Eastern Racing Association at Suffolk Downs and urgently request that the proceeds of one day of racing each year be donated to supplement the fund provided for by the conduct of the Mayor's Field Day, said funds to be used for eyeglasses and various medical needs for the poor of Boston.

Coun. HURLEY—Mr. President, in introducing this order I realize that last year there was a similar order introduced by Councilor Scannell. But I think there has been quite a change in the 'take' at Suffolk Downs. Last year, I understand, they were running about \$350,000 a day, and this year there is an increase to around \$400,000 a day, and I know that the people who are running Suffolk Downs—Mr. Wetmore and Mr. Adams—are charitable men and I believe that they will act accordingly in this matter. It has been the policy at Narragansett Park in Rhode Island and the policy at Rockingham Park up in New Hampshire to set aside one day or more each year where the entire proceeds are turned over to some worthy charity. I think the worthy charity here in Boston, which has not got the right to go in on the welfare income, is the Mayor's fund for the underprivileged for the purchase of eyeglasses and artificial lenses, and so forth, and I think if this matter is taken up with Mr. Wetmore and Mr. Adams, they being charitable men, they will give a few days of the successful racing season here at Suffolk Downs to our worthy poor of Boston.

Coun. SCANNELL—Mr. President, I had the privilege of acting on the Mayor's Field Day Committee and I was one of the committee members to suggest, not that they give one day of racing to the underprivileged children of Boston, but I asked them for the net receipts of one day's racing. The answer which I got from those men, whom my colleague from Ward 8 says are so charitable, was a cold "No." These men, who are making millions and millions of dollars from the people of Boston and Massachusetts, do not care for these undernourished children of our city. They feel it is the duty of the city officials, the men who are running our city and the poor business men of Boston, to take care of those children. They do not care about the poor and the undernourished of Boston; they do not care about a child that is blind or a child that has one leg.

All they are interested in is the "take" that is taken from the Suffolk Downs race track. I say, Mr. President, that these men next year, when they come up for their permit at Suffolk Downs—I say to take it away from them. And I further intend at a later day to go to the Attorney-General and to the District Attorney and ask them to investigate these racing activities at Suffolk Downs. They do not care for the poor of our city. What money the Mayor has gotten for these poor, undernourished children of our city was gotten from men who have worked hard for it. There was probably \$20,000 collected in that way. I wonder that those men, when they listen to this message, can sleep at night, when we men of this city go out and try to do something for the poor and undernourished. I hope, Mr. President, as a result of the message we have given them, from the members of this City Council, they

will open their pocketbooks and do something for the poor children of Boston.

The order was passed under suspension of the rule.

CLOSING OF PRINCETON STREET TO
VEHICULAR TRAFFIC.

Coun. COFFEY offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to close Princeton street, from Shelby street to Eagle square, Ward 1, to vehicular traffic in order that this area may be used as a play space for children of the district.

Passed under suspension of the rule.

Adjourned, on motion of Coun. HUTCHINSON, at 2.57 p. m., to meet on Monday, July 21, 1911, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, July 21, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Goode, M. H. Sullivan and Ward.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

John J. Moriarty of 378 Riverway, Ward 10, to be Constable with term ending April 30, 1942, without power to serve civil process and to serve without bond, *vice* Earl Wickes, resigned.

Weigher of Goods: Patrick J. Clancy, 78 Carver street, Boston, Mass.

Weighers of Coal: Charles Shrag, 51 McLellan street, Dorchester, Mass.; Herbert L. Baron, 137 Englewood avenue, Brighton, Mass.; Hyman Levine, 31 Summit avenue, Winthrop, Mass.

Severally laid over a week under the law.

BLINKER AT OLD MORTON AND SANFORD STREETS.

The following was received:

City of Boston,
Office of the Mayor, July 21, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Acting Commissioner of the Boston Traffic Commission relative to your order of June 30, 1941, concerning the installation of a blinker or "Stop" sign at the junction of Old Morton and Sanford streets.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, July 9, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir.—This is in reply to Council order dated June 30, 1941, which reads as follows: "Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install a blinker or 'Stop' sign at the junction of Old Morton and Sanford streets."

Our accident records show only two accidents at this intersection since January 1, 1936.

We do not believe the accident hazard at this location is such that it warrants the expenditure of money for either a blinker or "Stop" sign.

Respectfully yours,
GEORGE G. HYLAND,
Acting Commissioner.

Placed on file.

REMOVAL OF CAR TRACKS, NORFOLK STREET.

The following was received:

City of Boston,
Office of the Mayor, July 21, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of June 30, 1941, concerning your

order to remove the car tracks on Norfolk street at Codman square.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
July 10, 1941.

Mr. William T. Doyle,

Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of July 7 relative to removal of car tracks on Norfolk street at Codman square, I would refer you to my letter of November 22, 1940, relating to the same matter.

We have no objection to the removal of this track, but it is customary to remove track not required for transportation purposes in connection with the repaving of the street, as the railway is not obligated to restore the pavement after the removal of the track. This expense would devolve upon the City of Boston if our track is removed in Norfolk street at Codman square.

Very truly yours,

EDWARD DANA,

President and General Manager.

Placed on file.

GIFT OF PLAYGROUND FROM HENRY L. SHATTUCK.

The following was received:

City of Boston,
Office of the Mayor, July 21, 1941.

To the City Council.

Gentlemen,—In connection with the development of a small playground or "play space" unit, which I hope will be the first of a number of such projects in the city, I submit herewith three related orders.

There is a great need in the thickly-settled parts of the city for small play spaces which will be readily accessible to children in the neighborhood. Often the large playgrounds which are now in existence are at a distance and separated from the homes of the children desiring to use them by broad traffic arteries filled with moving motor vehicles. Especially, too, for younger children smaller and adjacent play spaces are desirable. In several forward-looking cities, play space units have been developed in various municipal locations where most needed. The creation in Boston of a comprehensive system of small play and rest spaces, scattered throughout the city, would be a forward step in the care and health of our younger children and in the protection of their safety. The play space with which this message is concerned (Albion street, Ward 5) should serve as a model for other similar projects in other sections of the city.

The city (Custodian of Foreclosed Real Estate) now owns by foreclosure of tax titles six parcels of vacant land on Albion street, being Nos. 28, 32, 34, 38, 40 and 44. No. 44 is on the corner of Albion and Lucas streets. The parcels are contiguous, except that No. 40 is separated from No. 44 by a parcel (No. 42) not owned by the city. This intervening parcel, also vacant land, has been recently acquired and is now owned by Mr. Henry L. Shattuck. Together these seven parcels form a rectangular lot with an area of about 7,000 square feet.

Mr. Shattuck has generously offered to convey for park purposes the parcel owned by him (No. 42) to the city as a gift and further to give to the city a sufficient sum of money to improve said parcel and the other six parcels referred to as a unit "play space," provided that the city will accept the gift of his parcel for such purposes, transfer the other parcels above-mentioned to similar purposes, and authorize the improvement at his expense of all seven of the parcels in accordance with plans which have been prepared for a unit play space.

I have expressed to Mr. Shattuck the city's appreciation of his public-spirited and generous action and have assured him that I

would present the matter to the City Council for its action at the earliest possible time. The three orders inclosed herewith have been prepared by the Law Department to carry into effect the project outlined above, and their prompt passage will mean the initial step in what I trust will be a program of great benefit to the health and welfare of the citizens in our thickly congested neighborhoods.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated December 10, 1934, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5292, page 471, on about one thousand three hundred forty-nine (1,349) square feet of land on the southeasterly side and numbered 28 Albion street, Boston Proper; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated September 19, 1934, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5292, page 472, on about one thousand three hundred and ninety-one (1,391) square feet of land on the southeasterly side and numbered 32 Albion street, Boston Proper; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated August 17, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5346, page 492, on about nine hundred fifty-two (952) square feet of land on the southeasterly side and numbered 34 Albion street, Boston Proper; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated February 12, 1937, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5394, page 890, on about eight hundred sixty-six (866) square feet of land on the southeasterly side and numbered 38 Albion street, Boston Proper; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated January 11, 1937, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5394, page 392, on about eight hundred sixty-six (866) square feet of land on the southeasterly side and numbered 40 Albion street, Boston Proper; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated March 29, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5610, page 444, on about eight hundred sixty-eight (868) square feet of land on the southeasterly side and numbered 44 Albion street, Boston Proper; and

Whereas, The said parcels of land are now in the care, custody, control and management of the Foreclosed Real Estate Division; and

Whereas, The City of Boston has been requested to establish playgrounds on the said parcels of land, now, therefore, it is hereby

Ordered, That the said parcels of land, hereinbefore described, be, and the same are hereby, transferred from the care, custody, control and management of the Foreclosed Real Estate Division to the care, custody, control and management of the Park Department for playground purposes.

Whereas, Henry L. Shattuck, the owner of a parcel of land on the southeasterly side of Albion street, Boston Proper, being numbered 42 Albion street, and consisting of about eight hundred and fifty-seven (857) square feet of land, and standing of record in the name of Samuel R. Morgan under a deed recorded with Suffolk Deeds on June 30, 1941, Document No. 25, has offered to convey the same as a gift to the City of Boston for playground purposes; now, therefore, it is hereby

Ordered, That the City of Boston accept the conveyance of the parcel of land, hereinbefore described, for playground purposes, and that the care, custody, control and management of said parcel be transferred to the Park Department for playground purposes.

Whereas, Henry L. Shattuck has offered to provide sufficient funds to develop and improve as a unit play and rest space, in accordance with suitable plans which he has caused to be prepared, the parcels of land on Albion street, Boston Proper, numbered 26, 28, 32, 34, 38, 40, 42 and 44, consisting of approximately seven thousand (7,000) square feet of vacant land, the said parcels to be under the care, custody, control and management of the Park Department, for playground purposes; now, therefore, it is hereby

Ordered, That the City of Boston accept from Henry L. Shattuck the gift of sufficient funds to develop and improve as a unit play and rest space, in accordance with suitable plans which he has caused to be prepared, the eight contiguous parcels hereinbefore referred to; and the Park Department is authorized to permit the development and improvement of said parcels as a unit play and rest space with the said funds, in accordance with said plans and under the direction of said donor; the said property upon completion of such development and improvement to be under the exclusive care, custody, control and management of the Park Department.

Referred to Executive Committee.

Coun. TAYLOR—I would like to make a motion that this Council pass a unanimous vote expressing our appreciation of Mr. Shattuck's generous gift to the City of Boston. I make a motion, Mr. President, that this Council give Mr. Shattuck a rising vote of thanks.

The motion was adopted by a rising vote.

SALE OF LAND AT COLUMBUS AVENUE AND RITCHIE STREET.

The following was received:

City of Boston,
Office of the Mayor, July 21, 1941.

To the City Council.

Gentlemen,—I transmit herewith a communication from the Public Works Department abandoning the use of a portion of land occupied by this department at the intersection of Columbus avenue and Ritchie street.

The commissioner states that the department has no further use for this particular parcel and I submit herewith the accompanying order authorizing the sale at public auction.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 12, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—This department has jurisdiction over a parcel of land located at the intersection of Columbus avenue and Ritchie street, Roxbury. Part of the land is used as a district yard by the Highway and Sanitary Divisions, but the part that is located directly contiguous to the above-referenced intersection is not used by the department nor do I feel that the future needs of the department will require its use.

It is my opinion that it would be to the best interests of the city to dispose of it by sale at public auction and I am therefore inclosing for transmittal to the City Council for adoption by that Body, an order prepared by the Law Department in connection with the proposed sale of the land.

I am also inclosing two blueprints of a plan showing the location and dimensions of the parcel that I propose selling.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, The City of Boston owns in fee certain lands situated on the easterly side of

Columbus avenue and the northerly side of Ritchie street in the Roxbury District of the City of Boston. The title to said lands was acquired by a deed dated May 17, 1830, recorded with Norfolk Deeds, Book 92, page 51; and

Whereas, A certain parcel of said lands, hereinafter described, is no longer needed for public purposes, now, therefore, it is hereby

Ordered, That the Commissioner of Public Works of the City of Boston be, and he hereby is, authorized to sell at public auction at an upset price of thirty (30) cents a square foot the parcel of said lands, hereinafter described, and it is hereby further

Ordered, That his Honor the Mayor of the City of Boston, be, and he hereby is, authorized to execute and deliver in the name and behalf of the City of Boston, to a purchaser, at said public auction, a written instrument satisfactory in form to the Law Department of the City of Boston, conveying said parcel of land bounded and described as follows:

Westerly by the easterly side line of Columbus avenue, and land now or formerly of Anton Oelschlager, by three measurements, ninety-nine and 33-100 (99.33) feet, nine and 30-100 (9.30) feet, and twelve and 18-100 (12.18) feet, respectively; southerly by the northerly side line of Ritchie street, by two measurements, thirty-two and 4-100 (32.04) feet, and fifty-nine and 31-100 (59.31) feet, respectively; easterly by land of the City of Boston, one hundred sixty-four and 67-100 (164.67) feet; northerly by other land of the City of Boston, eighty (80) feet; containing eleven thousand four hundred ninety-six (11,496) square feet of land, more or less.

Said parcel of land and all of said measurements are shown on a plan marked "City of Boston, Columbus Avenue, Roxbury, November 24, 1925, William J. Sullivan, Chief Engineer, Street Laying-Out Department," on file in the office of the Street Laying-Out Department, City Hall, Boston, Mass.

Referred to the Committee on Public Lands.

COMPENSATION AND CLASSIFICATION PLANS FOR OFFICERS AND EMPLOYEES OF SUFFOLK COUNTY.

The following was received:

City of Boston,
Office of the Mayor, June 9, 1941.

To the City Council.

Gentlemen,—I transmit herewith for consideration by your Honorable Body the attached proposal by the Budget Commissioner to amend the "Compensation and Classification Plans for the Officers and Employees of Suffolk County."

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Budget Department, June 9, 1941.

To the Mayor and City Council.

Honorable dear Sirs,—Rule 3, "Classification of New Positions," of the "Compensation and Classification Plans for the Officers and Employees of Suffolk County," provides that, "Whenever a new position is established or the duties of a position are so changed that, in effect, the whole position, as described in the class specifications for the class to which it was originally allocated, no longer exists, but, in its place, there is created a new position of a different class, the appointing authority shall forthwith report this fact to the Budget Commissioner with a full statement of the circumstances and a description of the duties as changed. The Budget Commissioner shall, subject to the approval of the City Council and the Mayor and after an investigation of the actual and proposed duties and responsibilities, classify or reclassify the position by allocating it to its appropriate class in accordance with the classification plan then in effect; if necessary a new class shall be established to provide for the new position.

The Budget Commissioner may likewise, from time to time, make investigations of any or all positions in the service and propose, to the City Council, changes in classification whenever the facts are considered to warrant such action."

In accordance with this rule, I inform your Honor and the City Council it is proposed to establish the following new classifications:

Title of Class:

Managing Custodian.

Duties:

Under direct supervision of the Commission for the Care, Custody and Control of the Suffolk County Court House as plant manager to be the responsible administrative head, in charge of the Suffolk County Court House and grounds; to manage properly the office of the commission and to supervise and direct its clerical work; to be responsible for the proper accounting for, and use of, all equipment, materials and supplies; to prepare specifications for competitive bids for purchase of furniture, equipment, supplies and building materials; to be familiar with building plans and blueprints, and to supervise or direct construction and remodeling; to make estimates, and to figure costs and outlays, and to have business judgment as to values; to be capable of judging the individual competency of a large group of technically skilled and unskilled employees and to be able to manage and direct them; to supervise a complicated mechanical plant of large proportions for heating, ventilating, lighting and elevator service; and to superintend and manage properly a building giving daily service to the thousands of the public; and of the experience to deal tactfully and satisfactorily with the judges of any of the courts or any of the county official occupants of that building in their requests for, or complaints as to, the varying services furnished by the building; and other allied matters.

Range of Compensation:

Annual, \$3,800—\$4,100—\$4,400—\$4,500.

Very truly yours,

FRANCIS X. LANG,
Budget Commissioner.

Ordered, That the Compensation and Classification Plans for the Officers and Employees of Suffolk County, as adopted by the City Council on April 13, 1931, and approved by the Mayor on April 15, 1931, be, and the same hereby are, amended, by establishing the following classification:

Title of Class:

Managing Custodian.

Duties:

Under direct supervision of the Commission for the Care, Custody and Control of the Suffolk County Court House as plant manager to be the responsible administrative head, in charge of the Suffolk County Court House and grounds; to manage properly the office of the commission and to supervise and direct its clerical work; to be responsible for the proper accounting for, and use of, all equipment, materials and supplies; to prepare specifications for competitive bids for purchase of furniture, equipment, supplies and building materials; to be familiar with building plans and blueprints, and to supervise or direct construction and remodeling; to make estimates, and to figure costs and outlays, and to have business judgment as to values; to be capable of judging the individual competency of a large group of technically skilled and unskilled employees and to be able to manage and direct them; to supervise a complicated mechanical plant of large proportions for heating, ventilating, lighting and elevator service; and to superintend and manage properly a building giving daily service to the thousands of the public; and of the experience to deal tactfully and satisfactorily with the judges of any of the courts or any of the county official occupants of that building in their requests for, or

complaints as to, the varying services furnished by the building; and other allied matters.

Range of Compensation:

Annual. \$3,800—\$4,100—\$4,400—\$4,500.

Referred to Executive Committee.

RATES OF COMPENSATION IN ASSESSING DEPARTMENT.

The following was received:

City of Boston,
Office of the Mayor, July 19, 1941.
To the City Council,
Gentlemen,—I am transmitting with this letter a draft of order to amend the city's ordinances in connection with the rates of compensation payable in the Assessing Department.

The present ordinance in this regard is section five of chapter three of the Revised Ordinances of 1925, as amended by chapter one of the Ordinances of 1933, and reads as follows: "The assessors, the chairman seventy-five hundred dollars, and the two other assessors each six thousand dollars. The first assistant assessors, each eight hundred and fifty dollars for street work and preparation therefor, and eight hundred and fifty dollars for services on dooming board, and work on abatements and investigations."

In 1938 the Legislature passed "An Act to Authorize the Reorganization of the Board of Assessors of the City of Boston" (Chapter 257). This statute revised the compensation of the Board of Assessors and the salary rates. The inclosed draft of order conforms the existing ordinance with the provisions of said statute, thus eliminating an apparent conflict between the language of the existing ordinance and the language of the controlling statute.

The inclosed draft of order also provides that additional compensation, not to exceed \$300 a year, may be paid to such first assistant assessors as the Board of Assessors may call upon from time to time to do work in addition to that which under the existing ordinances the first assistant assessors are required to do.

When the duties of the first assistant assessors were outlined in the existing ordinances, the Appellate Tax Board had not been created and the crushing mass of tax appeals cases (approximately 10,000 cases now pending) did not exist.

Under new procedures adopted for the first time this year the city has, I am very happy to report, made the best record of disposals of tax appeals cases since the Appellate Tax Board was created, and if this progress can be continued the carry-over of tax appeals cases will, at the end of the current fiscal year, for the first time show a downward trend.

The great increase in the number of tax appeals cases and the carrying out of the new procedures referred to are resulting in new demands upon a considerable number of the first assistant assessors, who are being called upon to do work in connection with the trials and disposals before the Appellate Tax Board not included within their duties as outlined in the existing ordinances. For these additional services such first assistant assessors as are performing the same are fairly entitled to additional compensation.

Respectfully,
MAURICE J. TOBIN, Mayor.

An Ordinance Concerning Salaries of Assessors. Be it ordained by the City Council of Boston, as follows:

Section five of chapter three of the Revised Ordinances of 1925, as most recently amended by chapter one of the Ordinances of 1933, is hereby further amended by striking out that portion thereof dealing with the salaries of the assessors and the first assistant assessors and inserting in place thereof the following:

"The assessors—the chairman, seven thousand five hundred dollars; each of the four other assessors, six thousand dollars; each first assistant assessor, eight hundred and fifty

dollars for street work and preparation therefor, and eight hundred and fifty dollars for services on dooming board and work on abatements and investigations; and each first assistant assessor performing at the request of the board of assessors services in addition to those mentioned, such additional sum not exceeding three hundred dollars as may be fixed by said board with the approval of the mayor."

Referred to Committee on Ordinances.

AIRPORT DEVELOPMENT.

The following was received:

City of Boston,
Office of the Mayor, July 21, 1941.
To the City Council.

Gentlemen,—In connection with the proposed development of the Airport in East Boston, I submit herewith an order for the transfer to the Commonwealth of such interest as the City may have in certain parcels in Boston Harbor. The appended communication of the Corporation Counsel gives a detailed statement of the rights in land and flats which the city is required to relinquish as a part of the proposed Airport development.

The benefits to the city, while prospective, can hardly be exaggerated. The Airport, when completed, will be one of the best in the country, accommodating both airplanes and seaplanes, and it will be of immense value in the commercial and industrial development of the Port of Boston. The city will be relieved of the burden of carrying the debt previously incurred by it for airport purposes and will receive a substantial cash payment immediately following the passage of the order by the City Council.

One further important feature of this situation concerns the flats appurtenant to Wood Island. For some time I have had in mind the improvement of World War Memorial Park in East Boston and the construction of a strandway similar to the South Boston Strandway. One great obstacle to the World War Memorial Park improvement has been the vast expanse of mud flats left bare at low tide, which it would be necessary to dredge out at great expense in order to furnish proper bathing facilities. By the construction of the seaplane channel to the Airport, which is dependent to some extent upon the city giving up its ownership of a portion of these flats, a considerable amount of this dredging will be done at no expense to the city, and the prospects of the city being in a financial position to start this great improvement in East Boston should be considerably improved.

I impress on the members of the Council the importance of immediate action on the order as soon as the pending legislation is enacted.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, July 19, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Legislation as to the East Boston Airport.

Dear Mr. Mayor,—This letter concerns the legislation now pending before the General Court in regard to the turning over to the Commonwealth by the City of Boston of its interest in the East Boston Airport and in regard to related matters. Under the terms of the proposed legislation, in order that the city may immediately avail itself of its benefits, prompt action is required of the city as to the release of certain rights to the Commonwealth. In order that the matter may be presented to the City Council without delay, I am sending this letter in advance of actual enactment of the proposed legislation.

At the present time the City of Boston leases from the Commonwealth two parcels of land in East Boston, one parcel comprising 131.2 acres under a lease dated August 10, 1928, and the other parcel comprising 96.7 acres under a lease dated July 14, 1930. These leases were entered into pursuant to the pro-

visions of chapter 64 of the Resolves of 1928 and chapter 53 of the Resolves of 1930, respectively. The terms of these leases expire August 9, 1948.

Each of the two leases contains a special clause applicable at the termination of the term of the lease, and conforming to the language of the authorizing Resolve, and reading as follows:

"The Lessor hereby covenants that, at the end of the stated term of this lease, the Lessor will, when an appropriation is made therefor by the General Court, pay to the Lessee such sum as shall represent the fair value at that time of all filling and grading performed at the expense of the Lessee, but not in excess of the actual first cost of the same to the Lessee, and without any allowance for interest on expenditures made by the Lessee, and also such sum as shall represent the fair value, if any, to the Lessor, for the then intended use of said premises, of such runways, buildings and other structures as have been built by and at the expense of the Lessee, such values to be determined by a special commission to be appointed in the same manner as herein provided for the determination of rent for the second ten year period of the term of this lease."

The reference to the "special commission" in the above-quoted provision is to a special commission which shall consist of three members, one to be appointed by the Governor of the Commonwealth, one to be appointed by the Mayor of the City of Boston, and one to be appointed by the Chief Justice of the Massachusetts Supreme Judicial Court.

In March, 1941, the General Court adopted, and on March 28 of the same year the Governor signed, a Resolve providing for the present determination, by a special commission to be appointed as provided in the aforesaid leases, of the value of certain improvements theretofore made by the City of Boston at the East Boston Airport property, in contemplation of the city turning over to the Commonwealth in 1941, instead of in 1948, of possession of said property. (Chapter 8, Resolves of 1941.)

Under the terms of this Resolve, the special commission, consisting of Messrs. Joseph Wiggin, Frederick L. Parker and Henry J. Nichols, was appointed prior to March 31, 1941. After numerous hearings and conferences, this special commission reported its findings to the Governor under date of May 14, 1941. In its report the special commission determined that the amount to be paid by the Commonwealth to the City of Boston as the fair value on March 31, 1941, of the property included within the above-quoted terms of the leases was \$1,026,800. On May 15, 1941, the Governor sent a message to the General Court, inclosing a copy of the special commission's report, and expressing the hope that action would be taken in connection therewith by the Legislature at the earliest time. (House Document No. 2484.)

After hearings before committees of the Legislature, a bill was prepared to consolidate into one bill House Document No. 2183, being the original legislation filed in the current sitting of the General Court in regard to the taking over of the East Boston Airport, and House Document No. 163, being a related bill concerning the construction by the state of Bulkheads at the Airport. A copy of the bill so prepared is attached hereto. This bill is, at present, pending before the Joint Committee on Ways and Means and there is reasonable expectation to believe that in substantially the form inclosed it may be enacted by the Legislature.

As far as concerns the City of Boston, the provisions of this bill may be summarized as follows:

Subject to the provisions mentioned below, the Commonwealth is to pay to the City of Boston the sum of \$349,118.75 in cash, and is to deliver to the city an appropriate agree-

ment assuming and guaranteeing the due and punctual payment of the principal and interest of the outstanding serial bonds of the city heretofore issued in connection with the Airport. Upon the receipt of such payment and delivery, the interest of the city in and to the two parcels above referred to terminates and possession of the premises reverts thereupon to the Commonwealth. The principal amount of the city's outstanding serial Airport bonds is \$595,000, and interest due thereon from time to time, until the respective maturities of said bonds aggregates \$82,681.25.

By the payment of the sum in cash and the delivery of the agreement referred to the city will receive the amount determined by the special commission, as aforesaid, that is to say, \$1,026,800, as follows:

Cash, \$349,118.75; payment of Bond Principal assumed, \$595,000; payment of Bond Interest assumed, \$82,681.25; total, \$1,026,800.

A principal purpose of the Commonwealth in taking over from the City of Boston the East Boston Airport property in 1941, instead of in 1948, is to enable the immediate carrying forward of a very large expansion of the Airport and its facilities, such expansion to be financed by the Commonwealth. It is understood that the Commonwealth will presently expend over \$2,000,000 in such expansion, this sum to be in addition to the amount above referred to to be paid to the City of Boston and to be in addition to the sum of \$1,500,000 to be expended by the Federal Government in dredging an adjacent seaplane channel. This expansion is deemed highly desirable, if not necessary, because of the greatly increased use of the Airport and in order to provide in the City of Boston an adequate, safe and thoroughly modern Airport.

In connection with the Commonwealth's plans for expanding the Airport, the Commonwealth has advised me that it is necessary for it to use three parcels in Boston Harbor in which the City of Boston has some interest and which are located near the present Airport property. These parcels are the following: (a) Governor's Island, an island in Boston Harbor; (b) Apple Island, an island in Boston Harbor, together with the flats appurtenant thereto, and (c) a portion of the flats appurtenant to World War Memorial Park (Wood Island). These properties are referred to in section 10 of the draft of legislation attached hereto, and in such legislation (section 12) the provision of the payment by the Commonwealth to the City of the cash sum and the delivery by the Commonwealth to the City of the assumption agreement is made subject to the transfer by the City to the Commonwealth of such right, title and interest as the city may have in and to said three parcels.

The interest of the city in these three parcels may be briefly stated as follows:

In March 1936, the United States Government, by the Secretary of War, leased for fifty years to the City of Boston the premises known as Governor's Island, in consideration of the sum of \$1.00. The lease was made expressly subject to a condition that if the city did not commence and diligently prosecute the work of grading the land within one year from the effective date of the lease, the Secretary of War should have the right to revoke the lease. The city neither undertook nor diligently prosecuted, within the stated time, the work mentioned. The city has also failed to carry out certain other requirements of the lease. In my opinion, the United States Government is free to revoke the lease at any time and thus terminate the right, title and interest of the city in and to Governor's Island. Accordingly, a transfer by the city of such interest as it has in said parcel through said lease does not now represent a transfer by the city of anything of substantial value.

Apple Island, above referred to, consists of approximately eight acres of upland and

186 acres of flats. This property was purchased by the City of Boston in 1867 for the sum of \$3,750, for the purpose of burning thereon old hulks. It is now in the care, custody and control of the Board of Street Commissioners of the City of Boston and is not used for any purpose, public or private. I have no reason to believe that this property represents anything of value or utility to the city at the present time.

The portion of the flats appurtenant to World War Memorial Park (Wood Island), above referred to, consists of approximately 125 acres, all of which, except at low tides, are submerged. Wood Island and the appurtenant flats, of which the above portion form a part, were taken by the City of Boston by eminent domain proceedings for park purposes in the years 1882 and 1891, and are now in the care, custody and control of the Park Department. The award of damages paid by the City of Boston at that time totaled \$132,300. The upland portion of Wood Island is now the site of World War Memorial Park. The flats, other than that part immediately adjacent to said park, and used for beach purposes, are used for no purpose, public or private. So far as I know, neither at the time of the taking by eminent domain aforesaid, nor subsequent thereto, has any value been allocated to that portion of the flats which the Commonwealth now desires to have transferred to it, and I have no reason to believe that these flats are of value or utility to the city.

It is my understanding that a part of the flats referred to in the two preceding paragraphs lie within the course of the new seaplane channel to be dredged by the Federal Government at an expenditure of \$1,500,000. The interest of the city in the three parcels above-mentioned is either nominal or of no substantial value, and by releasing it to the Commonwealth the City will assist in a development which is calculated to make the Boston Airport one of the best in this country. I have prepared and inclose herewith an order for submission to the City Council providing for the transfer by the City of Boston to the Commonwealth, without monetary consideration, of such right, title and interest as the city has in said three parcels.

Your Honor will observe in section 12 of the proposed act that it is necessary for you to file in the office of the State Secretary, within twenty days after the effective date of the act, a certain writing. As soon as this writing shall have been duly filed, the Commonwealth will proceed, as rapidly as possible, to make available the necessary funds for the payment to the city of the cash sum referred to in section 1 of the proposed act, which sum is to be paid within thirty days of the effective date of the act. In view of this statutory time schedule, it is necessary, as I have stated earlier in this letter, that action be taken by the City Council at the earliest possible moment following the effective date of the act in order that the writing above referred to may be filed with the State Secretary. It will not be possible to file such a writing until the City Council has duly adopted an order similar to that inclosed herewith.

Sincerely yours,

ROBERT CUTLER,
Corporation Counsel.

AN ACT AUTHORIZING THE TURNING-OVER OF THE BOSTON AIRPORT, SO CALLED, TO THE COMMONWEALTH AND PROVIDING FOR THE IMPROVEMENT THEREOF.

(Emergency Preamble.)

SECTION 1. The term of the lease from the commonwealth to the city of Boston, in this act called the city, of land in that part of the city called East Boston under chapter sixty-four of the resolves of nineteen hundred and twenty-eight, and the term of the lease from the commonwealth to the city of

other land in said part of the city under chapter fifty-three of the resolves of nineteen hundred and thirty, shall, as provided in section two, terminate prior to the termination of the stated terms thereof, anything in either of said leases to the contrary notwithstanding, upon receipt by the city of one million twenty-six thousand and eight hundred dollars (being the amount determined by the special commission appointed under the authority of chapter eight of the resolves of the current year) in cash and by agreement of the commonwealth as follows: (a) the payment of the sum of three hundred and forty-nine thousand one hundred and eighteen dollars and seventy-five cents in cash, and (b) the delivery of the agreement of the commonwealth, duly executed in its behalf by the governor under the seal of the commonwealth, authority thereunto being hereby granted, in form satisfactory to the city, assuming and guaranteeing the due and punctual payment of the principal of the serial bonds of the city heretofore issued in regard to the premises covered by said leases and outstanding in face amount of five hundred and ninety-five thousand dollars and of the interest due thereon from time to time hereafter to the respective maturities of said bonds in aggregate amount of eighty-two thousand six hundred and eighty-one dollars and twenty-five cents, and agreeing to hold the city harmless in regard to such payment of principal and interest and to reimburse the city on demand for any of such principal or such interest that the city may be called upon to pay. In this act, the premises covered by the aforesaid leases are referred to as the airport property.

SECT. 2. Subject to the provisions of section twelve, the commonwealth shall make to the city the payment of the cash sum and the delivery of the agreement specified in section one, at the office of the treasurer of the city during regular office hours in the forenoon of any business day prior to the thirtieth day following the effective date of this act. At one o'clock past meridian of the day of such payment and delivery, said date in this act being called the termination date, and without further action by the city or by the commonwealth, the terms of the aforesaid leases shall terminate, all interest of the city in and to the airport property shall cease, the city shall deliver possession of said property to the commonwealth, subject to the provisions of section four, and the commonwealth shall assume the city's financial responsibility for and take over, so far as it legally may, all unfinished work then being carried on by the city or by the Works Project Administration or other federal agency upon or for the benefit of the airport property, except such work initiated after March thirty-first of the current year which shall not have been approved in advance in writing by the department of public works of the commonwealth, in this act called the department.

SECT. 3. Within sixty days after the termination date, the city shall account for and pay to the commonwealth all amounts received or receivable from the operation of the airport property between March thirty-first of the current year and the termination date, and the commonwealth shall reimburse the city for all expenditures made or incurred upon or for the benefit of the airport property during said period, except expenditures made or incurred for any new project or work upon or for the benefit of the airport property initiated during said period without the approval in advance in writing of the department.

SECT. 4. Upon the termination date, the commonwealth shall accept as tenants and licensees, under the terms of tenancies and licenses in effect on March thirty-first of the current year, all tenants and licensees of the city of portions of the airport property or their assignees. The city shall hold the commonwealth harmless from loss or damage arising out of or in connection with any

claim asserted by any such tenant, licensee or assignee in regard to a cause arising or accrued prior to the termination date.

SECT. 5. The department is hereby authorized to construct dikes and bulkheads and to do any other work at or adjacent to the airport property which in its opinion is necessary to provide an area within which filling may be placed for the enlargement of the airport. No work authorized by this section or section six shall be begun until the congress shall make available an initial sum of one million five hundred thousand dollars for dredging a seaplane channel in accordance with the project described in document three hundred and sixty-two of the seventy-sixth congress, first session.

SECT. 6. The department is hereby authorized to furnish, free of cost to the United States of America, as and when required, all lands, easements, and rights of way and spoils-disposal areas for the initial work and subsequent maintenance in connection with the project referred to in section five. The commonwealth hereby agrees to hold and save the United States of America free from claims for damages resulting from the improvement under said project, and to give assurances satisfactory to the Secretary of War that it will, at its expense, provide suitable bulkheads, dikes, or other structures for retention of excavated material. The department is hereby authorized to acquire by purchase, gift, deed or otherwise, or to take under the provisions of chapter seventy-nine of the General Laws, such lands, flats, or rights therein, public or private, as may be necessary for the purposes set forth in this section and section five.

SECT. 7. The department is further authorized to fill, grade, construct runways, dikes, and bulkheads, erect buildings and make other improvements at or adjacent to the airport property, in accordance with plans prepared by or under direction of the department, after it has submitted a copy thereof to the Massachusetts aeronautics commission and given said commission reasonable opportunity to make its recommendations relative thereto. In this section and the following sections of this act, the term airport shall mean the airport property as enlarged and improved in accordance with this act. For the purposes of this section, the department is hereby authorized to acquire by eminent domain under chapter seventy-nine of the General Laws, or by purchase or otherwise, necessary public or private lands and rights and easements therein, including such air rights as may be certified by said commission to the department to be necessary to provide unobstructed air space for the safe and convenient landing and taking off of aircraft utilizing said airport, and also including the right or easement, for a limited period of time or perpetually, to place and maintain such suitable marks for the daytime, and to place, operate and maintain such suitable lights for the night time marking of buildings, or other structures or obstructions, as may be necessary for the safe and convenient operation of aircraft utilizing the airport; provided, that no lands or rights or easements therein, other than air rights and rights or easements connected with the placing, operating and maintaining of marks and lights, shall be so acquired until after the department has submitted the proposition to said commission and given said commission reasonable opportunity to make its recommendations relative thereto.

SECT. 8. The department, acting in the name and behalf of the commonwealth, may lease or convey to the United States of America, with or without consideration, such part of the property at the airport as may be necessary for the construction and maintenance of any aid to aerial navigation. The department may also authorize the United States of America to use the airport without monetary consideration for such period as

the airport shall be used for airport purposes and as the lease of Governor's Island referred to in section ten shall remain in effect. The department may enter into such agreements with the federal government relative to the construction, maintenance and operation of said airport as may be necessary in order to obtain federal funds and assistance, and for such purposes may expend such funds in addition to any moneys provided therefor under section nine.

SECT. 9. Subject to the approval of the governor and council, the state treasurer, in order to provide funds for payment by the commonwealth to the city of such amount in cash as may be required under section two, shall without further authority, and the state treasurer, in order to provide funds for other purposes of this act, shall from time to time upon the request of the commissioner of public works of the commonwealth, issue bonds of the commonwealth to an amount not exceeding, in the aggregate, the sum of two million five hundred thousand dollars, which shall bear on their face the words BOSTON AIRPORT BONDS—1941. Such bonds shall be issued as coupon or registered bonds for such term of years as may be recommended by the governor in accordance with section three of Article LXII of the amendments to the constitution and shall bear interest at such rate as shall be fixed by the state treasurer, with the approval of the governor and council.

SECT. 10. The city, acting by its mayor and city council, is hereby authorized and empowered to transfer to the commonwealth without monetary consideration such right, title and interest as it may have as lessee in and to a lease given in 1936 by the United States of America of Governor's Island, an island in Boston harbor, and such right, title, and interest as it may have in and to two parcels of land in Boston harbor, the first of said parcels consisting of Apple Island, an island in Boston harbor, together with the flats appurtenant thereto, and the second of said parcels of land being a portion of the flats appurtenant to World War Memorial Park, acquired for park purposes, lying east and south of a line marked T-U in the harbor line as described in chapter four hundred and eleven of the acts of nineteen hundred and thirty-nine, and said line as extended southwesterly to the property line between the said city flats and the flats of the commonwealth.

SECT. 11. Section two of chapter four hundred and seventy-six of the acts of nineteen hundred and thirty-nine is hereby repealed.

SECT. 12. The provision of section two that the commonwealth shall make the payment and delivery specified in said section shall be operative only in case, within twenty days after the effective date of this act, the mayor of the city files in the office of the state secretary a writing or writings in which he states that the city is ready and willing to carry out the provisions of sections one to four inclusive and that the city, pursuant to action duly taken by its mayor and city council, will, upon receipt from the commonwealth of the payment and delivery specified in said section two, make to the commonwealth the transfers referred to in section ten.

Whereas, The United States of America is the owner in fee of Governor's Island, an island situated in Boston Harbor between Castle Island and Apple Island; said Governor's Island having been acquired by the United States of America for War Department purposes by purchase in accordance with the provisions of chapter 13 of the Acts of 1798 of the Commonwealth of Massachusetts, as amended by chapter 124 of the Acts, 1808, and the deed thereof being recorded with Suffolk Deeds, Book 225, page 193; and

Whereas, The United States of America, Secretary of War, pursuant to the provisions of an Act of the Congress of the United States of America, approved February 7,

1931 (46 Stat. 1084), leased in consideration of one (1) dollar to the City of Boston said Governor's Island for the term of fifty (50) years from the twenty-sixth day of March, 1936, for airport purposes, subject to certain terms and provisions in said lease set forth; and

Whereas, The City of Boston is the owner in fee of Apple Island, an island situated in Boston Harbor between Governor's Island and Point Shirley, containing approximately eight (8) acres of upland and one hundred eighty-six (186) acres of flats; said Apple Island having been acquired by the City of Boston for general municipal purposes by purchase in accordance with the provisions of an order of City Council of the City of Boston approved May 3, 1867, and the deed thereof is recorded with Suffolk Deeds, Book 900, page 525, and said Apple Island and the flats appurtenant thereto being shown on a plan marked "Apple Island and Flats, Boston Harbor, Department of Public Works of Massachusetts, Division of Waterways, October, 1940, Scale 1:10000, Francis L. Sellev, District Waterways Engineer, A C C 4622"; and

Whereas, The City of Boston is the owner in fee of certain flats containing approximately one hundred twenty-five (125) acres being a portion of the flats appurtenant to World War Memorial Park, East Boston, and lying east and south of a line marked T-U in the harbor line as described in chapter 411 of the Acts of 1939, and said line as extended southwesterly to the property line between said flats and flats of the Commonwealth of Massachusetts, said World War Memorial Park and the said flats appurtenant thereto having been acquired by the City of Boston for public park purposes by purchase in accordance with the provisions of orders of the Board of Park Commissioners of the City of Boston passed November 21, 1882, and June 26, 1891, and the deeds thereof being recorded with Suffolk Deeds, Book 1584, page 167, and Book 2014, page 28; and the said flats lying east and south of a line marked T-U in the harbor line as described in chapter 411 of the Acts of 1939, and said line as extended southwesterly being shown on a plan marked "World War Memorial Park and Flats, Boston Harbor, East Boston, Department of Public Works of Massachusetts, Division of Waterways, October, 1940, Scale 1:10000, Francis L. Sellev, District Waterways Engineer, A C C 4621"; and

Whereas, Section 10 of chapter of the Acts of the Commonwealth of Massachusetts, approved July , 1941, provides as follows:

"SECT. 10. The city, acting by its mayor and city council, is hereby authorized and empowered to transfer to the commonwealth without monetary consideration such right, title, and interest as it may have in and to a lease given in 1936 by the United States of America of Governor's island, an island in Boston harbor, and such right, title and interest as it may have in and to two parcels of land in Boston harbor, the first of said parcels consisting of Apple island, an island in Boston harbor, together with the flats appurtenant thereto, and the second of said parcels of land being a portion of the flats appurtenant to World War Memorial Park, acquired for park purposes, lying east and south of a line marked T-U in the harbor line as described in chapter four hundred and eleven of the acts of nineteen hundred and thirty-nine, and said line as extended southwesterly to the property line between the said city flats and the flats of the commonwealth."

And now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized, in the name and behalf of the City of Boston, to transfer, without monetary consideration, to the Commonwealth of Massa-

chusetts, by an instrument in writing satisfactory in form to the Law Department of the City of Boston, all right, title and interest of the City of Boston in and to said lease of Governor's island, in and to said Apple Island and flats, and in and to said World War Memorial Park flats, as hereinbefore referred to and described.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the Committees named, viz.:

Claims.

Boston Fish Market Corporation, for compensation for damage to breakwater by fire-boat.

W. T. Cluverius, Jr., for compensation for damage to car by city truck.

Charlotte E. DiLaurier, for compensation for damage to dress caused by an alleged defect at 373 Washington street.

Martha Doherty, for compensation for injuries caused by an alleged defect at Summer and Hawley streets.

John T. Eagan, to be reimbursed for execution issued against him.

Elizabeth Gallagher, for compensation for injuries caused by an alleged defect at Pembroke and Tremont streets.

Catherine L. McDonald, for compensation for injuries caused by police car.

Anna E. Minihan, for compensation for injuries caused by an alleged defect in Greaton road.

John J. Monahan, for compensation for damage to car caused by an alleged defect in Arborway.

Mrs. E. O'Donnell, for compensation for damage to property by garbage truck.

Joseph Reardon, to be reimbursed for judgment issued against him.

William A. Rolfe, to be paid for transportation charges.

Ella M. Vaughan, for compensation for damage to car caused by ball thrown from park.

Sigurd E. Hult, to be reimbursed for execution issued against him.

FINANCE COMMISSION REPORT ON DECENTRALIZATION.

A communication was received from the Finance Commission, being a study of certain of the effects of decentralization on Boston and some neighboring cities and towns.

Placed on file.

ORGANIZATION OF ZONING BOARD.

Notice was received from the Board of Zoning Adjustment of organization for ensuing year, with Frederic H. Fay as chairman and Eliot N. Jones as vice chairman, and Elisabeth M. Herlihy as secretary.

Placed on file.

APPOINTMENT OF FRANK W. MACDONALD.

Notice was received from the Health Department of appointment of Frank W. MacDonald, 32 Colonial avenue, Dorchester, as Inspector of Housing and Sanitation in Health Department.

Placed on file.

RECESS.

By direction of the President the Council took a recess at 2.50. The members reassembled and were called to order by President GALVIN at 3 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and orders (referred today) accepting gift of Henry L. Shattuck of land for playground purposes and development of same—that said orders ought to pass.

Coun. LANGAN—The Executive Committee unanimously accepted the report and voted unanimously to pass the order accepting the land very generously offered by Councilor Shattuck. We who know Mr. Shattuck's background, know he has interested himself in these playgrounds for a long time, and it is an encouraging and healthy sign and a fine example for the other members of this Council to know that Mr. Shattuck has demonstrated by practical application the true motives of charity and sincere interest in the citizens of the city.

The report was accepted and the orders passed.

PAYMENT OF AID TO SOLDIERS AND SAILORS.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending payment of aid to soldiers and sailors and their families in the City of Boston for the month of July.

Report accepted; said order passed.

REPORT OF COMMITTEE ON CLAIMS.

Coun. SCANNELL, for the Committee on Claims, submitted the following:

Report on petition of John B. Carr (referred July 14) to be reimbursed for amount of execution issued against him on account of his act as operator of fire apparatus, December 9, 1939, recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred seventy-three dollars and ninety-five cents (\$173.95) be allowed and paid to John B. Carr in reimbursement for amount of execution issued against him on account of his acts as operator of fire apparatus, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

CONFIRMATION OF APPOINTMENTS.

The Chair called up No. 1 on the calendar, under unfinished business, viz.:

1. Action on appointments submitted by the Mayor July 14, 1941, of Maxwell R. Feinstein and Martin Gilleran, to be Weighers of Coal; and Edward F. Savage and Harold E. Hines, to be Weighers of Goods.

The question came on confirmation. Committee, Coun. Wickes and Russo, yeas 13, nays 1, and the appointments were confirmed.

USE OF LAND FOR BRIGHTON PLAYGROUND.

President GALVIN, for Coun. M. H. Sullivan, offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to confer with the trustees of the Boston Elevated Railway Company for the purpose of obtaining the use of the land now owned by said Boston Elevated Railway Company at the junction of Washington and Faneuil streets, Brighton, to be used as a play space for the children of the Faneuil and Oak square districts.

Passed under suspension of the rule.

NAMING OF "HENRY L. SHATTUCK PLAYGROUND."

Coun. CHASE and TAYLOR offered the following:

Ordered, That his Honor the Mayor, upon acceptance by the City of Boston of the land generously donated by Councilor Henry L. Shattuck for playground purposes, name said playground after the donor, and that it be called the "Henry L. Shattuck Playground."

Coun. CHASE—Mr. President, I happen to be well acquainted with the particular area which this new playground in the South End would serve, and I know the children in that district are very badly in need of playground facilities, and I am sure the members of the Council will go along with this order because we all appreciate the very generous donation to the public that the councilor from the Back Bay has made. It has been most gratifying to see that one of our public-spirited men has recognized that great need, and I hope we have more public-spirited men in Boston who will recognize this need.

Coun. SHATTUCK—I appreciate the gentleman's motive, but I hope the order will not pass. There is one thing I feel very clearly about, and that is that I do not want the playground named after myself. I would like, however, to reserve the right to myself to name it after somebody. Therefore, I hope the gentleman will withdraw the order, and permit it to be referred to the Committee on Rules.

The order was referred to the Committee on Rules.

USE OF LUCY STONE SCHOOLYARD.

Coun. WICKES offered the following:

Ordered, That the School Committee be requested, through his Honor the Mayor, to open up the Lucy Stone schoolyard in Ward 17 to allow the use of same by the young children of the district for roller skating.

Passed under suspension of the rule.

SIDEWALKS ON BRENT STREET.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Brent street, between Talbot avenue and Washington street, Ward 17, as a W. P. A. project.

Passed under suspension of the rule.

SIDEWALKS ON WARD 7 STREETS.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on the following streets in Ward 7, as W. P. A. projects: Telegraph street, Old Harbor street, Thomas park.

Passed under suspension of the rule.

SALE OF ANIMALS FOR VIVISECTION.

Coun. HURLEY and GOODE offered the following:

An Ordinance Prohibiting the Sale of Any Animal for Vivisection Unless Said Sale is Authorized by Commissioner of Police and Requested by Executive Board President, Dean or Manager of Established and Recognized School of Medicine or Anatomy or the Manager or Director of Established and Recognized Hospital Laboratory.

Be it enacted by the City Council of the City of Boston and by the authority invested in same, as follows:

The sale, gift or transportation of any animal for vivisection purposes is hereby prohibited within the jurisdiction of the city of Boston unless said sale is authorized by the commissioner of police who shall have authority

to grant such authorization only upon receipt of a formal request, setting forth intended use and imperative need for said animal from executive board, president, dean or manager of established and recognized school of medicine or anatomy located in the commonwealth of Massachusetts and incorporated under the statutes thereof, or from the manager or director of a duly accredited medical laboratory operated within said commonwealth.

Violations and infractions of said ordinance shall be punished by a fine of not more than one hundred dollars (\$100) or by imprisonment of not more than thirty (30) days or both.

Referred to the Committee on Ordinances.

BACKSTOP, WILLIAM EUSTIS PLAYGROUND.

Coun. HURLEY offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for an extension of the height of the present backstop at the William Eustis Playground.

Passed under suspension of the rule.

CONFERENCE ON RISING PRICES.

Coun. TAYLOR offered the following:

Ordered, That the President of the City Council appoint a committee to confer with his Honor the Mayor for the purpose of devising some means to prevent any further increases in the prices of food and other necessities of life.

Coun. TAYLOR—Something is happening today in Boston and undoubtedly in many other cities of our country which is affecting the pocketbooks of every family in the City of Boston. I need not say here that the entire situation is going to affect our whole economic structure and undoubtedly in the end if allowed to continue will lower our standards of living. You ask any housewife today regarding her purchasing power and she will tell you that it has gone up considerably. The prices of meat and vegetables have gone away up and the price of eggs today is over fifty cents a dozen. I personally hope we do not have a repetition of what took place in the last World War. Today, while many people are earning much more than they did in the years past, nevertheless there are a great many of our people, the average laborer or the white collar worker, who are not receiving any increase in income and, consequently, at the end of the week when they are forced to pay for the necessities of life, consisting of foodstuffs and clothing, they find that their budget has been increased considerably. Now a condition like that, if allowed to continue, is certainly going to bring chaos to the homes, particularly of the poor. It is hard for me to understand how the recipients of welfare today are able to get even the barest existence in life with the money allotment they receive today with the prices of food and clothing that we have today. It is a serious situation and it must not be allowed to continue and something must be done to stop any further increases in the prices of food and I think that if a committee of this Council would confer with the Mayor of Boston, I am sure that some means can be devised, that some propaganda can be started for the purpose of retarding these increases. The poor of Boston are unable to live with the income they are receiving today with this great increase in prices for foodstuffs. Every home, or any family, small or large, is beginning to feel the pinch at their purse strings. I say that those who are in office must do something to keep these war profiteers from filling up their pockets with gold while the poor of the city must starve and I am sure if a committee were appointed by the President who would get together with

his Honor the Mayor, that something could be done to at least start a campaign for the purpose of retarding any further increases in the necessities of life.

Coun. CAREY—I think the order introduced by the councilor from Ward 12 is a very excellent one and I certainly hope a campaign will be started by somebody that will bring about sufficient pressure to have these commissions in Washington, which are supposed to safeguard the poor people from increases in the cost of living, start. There is a surplus of eggs and milk and butter and meat and the necessities of life, yet we have had in the last three months an increase in these necessities that is highly unjustifiable. The councilor spoke about the fact that there has been an increase in the pay envelopes of some. That is the exception and not the rule. As a matter of fact, recently there have been cuts in the pay envelopes of many. This increase in the cost of living cannot be met by the average public and I think the thing has gone far enough when some concerted action should be taken and I hope that no more time will be lost on it.

The order was passed and the President appointed Coun. Taylor, Goode and M. H. Sullivan as said committee.

RESURFACING OF HOWES STREET.

Coun. HUTCHINSON offered the following: Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement Howes street, Ward 13.

Passed under suspension of the rule.

DEPOSIT OF ALUMINUM.

Coun. COFFEY offered the following:

Ordered, That his Honor the Mayor be requested to set aside a space in front of City Hall on which aluminum pots and pans may be deposited to assist our National Defense Program.

Passed under suspension of the rule.

EFFECT OF PROPOSED BILL ON TAX RATE.

Coun. COFFEY offered the following:

Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to inform the City Council as to what effect the proposed bill now pending in the Legislature, providing for an 8½ per cent flat rate in the "take" on racing, would have on the tax rate of Boston.

Coun. COFFEY—Mr. President, a few weeks ago the members of the Great and General Court saw fit to have this proportional representation, or so-called P. R., go on the ballot. The members of the City Council which this P. R. will affect passed a resolution opposing this form of P. R. which, of course, we know will be nine councilors or fifteen councilors to be elected at large. In other words, the stooges on Beacon Hill, and I will refer to them from now on as "stooges," and I do intend to attack them at every opportunity I have from now on until I leave this seat here the first of next January in the event I do not run again. But I made a statement here when they passed that bill without a referendum on P. R. that I was going to make it just as disagreeable for them as I could so long as I had a voice anywhere, whether it be here in the Council or on the street corner. We had a resolution adopted here introduced by one of our members and if I recall correctly, and I have a pretty good memory, there were seventeen of us present that day and we all went on roll call, stating we wanted to be left alone by the members of the Legislature

and we wanted to be elected as we are elected now, under ward representation instead of having to obtain the contractors' backing and the backing of so-called organizations, and so forth. Now, my belief is that the reason the members of the Legislature voted in favor of P. R. was the fact they were taken out to lunch by an organization which, to my knowledge, has never done anything for the poor of Boston, who have always stepped into politics some way or another so they could keep themselves in the limelight. As a result of getting their bellies filled free, they went back to the Legislature and at the request of this organization voted without giving the voters of Boston the opportunity to say whether they want a Council of nine or fifteen instead of the Council of twenty-two which we now have. I mentioned in a talk here once before about these stooges on Beacon Hill and how they took insult after insult from Leland Bickford who claimed they could be bought for a bag of tea. As a result, they voted this P. R. after a feed which compares to the pound of tea, a pound of tea and the price of a meal. It now looks as though the boys on Beacon Hill are after more than a pound of tea or a meal. Year after year this same thing happens. Some member of the Legislature introduces a bill to increase the "take" at the tracks. Then the committee that the bill goes before reports favorably. Well, that immediately gets the owners of the tracks worked up to a certain extent and the only thing they can do is come to the members of the Senate or the members of the House and try to explain to them the position they are in; that if there is an increase they will have to cut down the personnel or, as was said by Mr. Adams recently before the committee, if an increase to a flat 8½ per cent went through, every track in the state would have to be closed and, of course, you know what the members say to Mr. Adams, Wetmore, or Martin Hays who used to represent the members,—“What can we do about it? If we vote along with you the people back home will think we have been taken care of, that we are probably receiving a few dollars for our vote.” But I would like to call to your attention, that when those members did vote they seemed to have forgotten the folks back home. Three years ago there was a bill up before the Legislature and the House increased the rate from the present 3 per cent to 7½ per cent. The bill went from the House to the Senate and the Senate decreased it from 7½ to 5 per cent and the bill was then sent back to the House and the House increased it again to 7½ per cent, and it went back to the Senate and the Senate decreased it to 4 per cent and it went back to the House. So that in the course of two long months the bill died between both branches and there was no increase at all for this so-called Old Age Pension Fund they are supposed to be getting from these track owners. Two years ago when I was a member of the House, this same thing happened. An order was introduced by a representative from Malden and this representative had an order in for a flat 7 per cent “take” from all the tracks throughout the Commonwealth. Well, the House passed it up to 7 per cent. It was sent to the Senate and the Senate sent it back at 4 per cent. The House sent it back to the Senate at 7 per cent. Then they appointed a special committee and the two committees from the House and the Senate got together and they agreed on a graduated tax from 3½ per cent to 7½ per cent according to how much business is done at the tracks. Now, we have a bill up there introduced by this same man from Malden who introduces this bill every year, and this bill seems to be for a straight 8½ per cent. Now, that is on the calendar for today and to me this thing smells rotten. Now I have no doubt if the Legislature did pass this bill today, if they did pass it, for a straight 8½

per cent at their next regular session, somebody, I suppose this same man from Malden again, will bring in another bill for a flat 10 per cent and what I am getting at is, somebody every year manages to bring in a bill so they put the fear into these track operators and as a result the track operators will have to go up to Beacon Hill and see the boys. Yes, I have talked to probably forty-five or fifty people in the last week and everybody who knows politics, and I mean people who work in City Hall or the State House, or affiliated somehow or other with politics, they all know that this is nothing but a stick-up. Now this same man from Malden, who seems to have a grudge on the surface, I don't know how it is underneath, but on the surface he seems to have a grudge with the track officials, and his cry up there, and I heard that for two years, was that he is with the aged. He wants them to get more money from these crooked track officials and still this same man helped to keep the East Boston Relief Station closed for one year. He took it upon his own shoulders to get up and oppose that bill of mine and it was lost in its third reading by one vote and I have always held him accountable for that and he is Gilman from Malden. His cry always is, “Let us take more money,” and so far they haven't taken five cents more from these crooked track officials. Now, what will happen up there today I don't know, but I know what happened two years ago, and I want to say now and I hope the Boston newspapers will carry most of the statements I am going to make,—I have heard Senate members and House members accuse each other of trying to stick up track officials. I have heard House members say to Senate members, “You fellows sold us out, you got taken care of; you cut it down to 4 per cent because it is a smaller body of men to be taken care of.” I have heard Senate members say, “Yes; you people couldn't get in and that is the only reason you sent it over to us with such a large ‘take’.” Before I get through with them I am going to name some of them on the special commission which is, in my opinion, nothing but a graft commission, and they tell me there are more special commissions in the State House today than in the last ten years combined. Just a word on the Beano bill in the Legislature in the last two months. Every Boston newspaper carried the story that Beano was abolished by the House on a standing vote. That is the trick the House uses,—also the Senate. Then somebody moves reconsideration and one of Revere's biggest racketeers, who has twenty places operating in Massachusetts, spent the entire day at the Legislature and the following day they did an about-face, and nearly every one of them who voted to abolish Beano did an about-face and voted Beano to continue. They have a bill up there today on Beano and they did not allow it to continue until the Revere racketeer spent the entire day and then they had reconsideration and then they voted favoring Beano, whereas the day before they voted to abolish Beano and these are the office holders. They do not live here. That is what burns me up. They have nothing to do with Boston. People from Boston proper voted with us and two years ago the same bill came up on P. R. and it was only favored by a Charlestown ex-councilor who was defeated by the President of the Council and it must have been he never could figure on going back as a ward councilor. With plenty of money behind him, he was the only one who favored it, and I can recall members who got up and said that, “It is a Boston problem,—let them have it. We do not want to have anything to do with it; let them settle their own political affairs in Boston.” I would like to ask Elmer Nelson how many of the boys have forced him to put men to work on those tracks. [I know men working there from Lenox, Lee, North Adams, and the only way they could get the men off its

shoulders was to stagger them and to see they only got three or four days a week, to see if it would be worth their while to make that long trip to get three or four days work. These very members of the Legislature use that threat every year and it is only natural for the officials at the track to give the jobs to these men outside of our county so they will try and keep them quiet and appeased to stop them from increasing their "takes" from the tracks. I suppose no need of asking Elmer Nelson to make a report. They have been after him for some time now, for the past two months, asking him to make a report. Last year on my bill when I asked the Racing Commission to make a report as to the number of local citizens throughout the state who were working at our track, to see if the figures went above the law requirement of 85 per cent, and, of course, you know what happened. The six weeks' racing season at Suffolk Downs was almost over by the time we got a report and the report was that 85½ per cent of Massachusetts men were working at the tracks and the others were outsiders and, of course, they didn't go in and check to find out whether those men did come from Massachusetts or not. They just took their name and if they gave a residence within the Commonwealth, they were covered. Now this year the Attorney-General saw fit to send down an affidavit which he made them fill out and it said on that affidavit that he himself was going to investigate to see if they were on the voting list in Massachusetts within the past two years, but nothing ever happened and that is probably two months ago. It was the first week Suffolk Downs was opened. Well, that is just the story on the boys on Beacon Hill. I do not think they can answer my charges. A few weeks ago when I made the charge Bickford said they sold out for a pound of tea, they never challenged Bickford or went on the air to defend themselves or to introduce a bill asking for an investigation. They invited Bickford and Bickford knocked one of their representatives down with a punch in the jaw. That is the answer he gave them, these same members who come into

Boston to tell us what we should have and because they got a feed. So long as they get something for nothing, they will do anything requested so long as they get something for nothing,—as Bickford said, a pound of coffee or, as I said, a meal.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition for driveway opening of Crystal Coal and Oil Company, Inc., at 120 Lamartine street (referred June 23)—recommending that leave be granted.

Report accepted; leave granted under usual conditions.

SIDEWALKS, SOUTH FAIRVIEW STREET.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on South Fairview street, between Robert street and Fallon street, Ward 20, as a W. P. A. project.

Passed under suspension of the rule.

THE NEXT MEETING.

President GALVIN moved that when the Council adjourn it be to meet two weeks from today. The motion was declared passed. Coun. COFFEY doubted the vote and asked for the yeas and nays. The motion was passed, yeas 10, nays 5, viz.:

Yeas—Coun. Englert, Fish, Galvin, Gottlieb, Hurley, Hutchinson, Lyons, Scannell, Shattuck, D. F. Sullivan—10.

Nays—Coun. Carey, Coffey, Kelly, Linehan, Russo—5.

On motion of Coun. LINEHAN the Council adjourned at 3.45 p. m., to meet on Monday, August 4, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, August 4, 1941.

Regular meeting of the City Council in Council Chamber, City Hall, at 2 p. m., President GALVIN presiding. Absent, Coun. Coffey, Fish, Goode, Ward.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

One hundred two traverse jurors for the Suffolk Superior Criminal Court Session and ninety-five jurors for the Civil Session were drawn, Coun. TAYLOR presiding at the box in the absence of the Mayor, viz.:

One hundred two traverse jurors, Superior Criminal Court, to appear September 8, 1941:

Charles Capezzuto, Ward 1; George R. Driver, Ward 1; Joseph Ferrera, Ward 1; Anthony Giambrone, Ward 1; Allan McElman, Ward 1; Frank Parrelli, Ward 1; George A. Rowe, Jr., Ward 1; Frank A. Scrima, Ward 1; Anthony Tontodonato, Ward 1; Albert D. Woodside, Ward 1; Fred J. Davis, Ward 2; Joseph L. Smart, Ward 2; Joseph A. D'Amico, Ward 3; Victor S. Jorgensen, Ward 3; Anthony F. Polcari, Ward 3; Lester H. Burton, Ward 4; Tasker C. Crosson, Jr., Ward 4; Harold E. Davenport, Ward 4; John T. Dillworth, Jr., Ward 5; Wilfred P. Goodrow, Ward 5; Curt A. Heuser, Ward 5; Harold Howard, Ward 5; John McCormick, Ward 5; William W. Nickerson, Ward 5; Cornelius R. Owens, Ward 5; Martin Connolly, Ward 6; John C. Mesiti, Ward 6; John Savage, Ward 6; Frederick W. Perkins, Ward 7; Harry J. Scott, Ward 7; Russell C. White, Ward 7; William J. Whitley, Ward 7; Harold P. Brownell, Ward 8; Herbert E. Parker, Ward 8; Harry A. Brooks, Ward 9; John F. Carrigan, Ward 9; William Evans, Ward 9; Theodore J. Boebel, Ward 10; George A. Lambert, Ward 10; John MacPhee, Ward 10; John H. Sheerin, Ward 10; Edward C. Sullivan, Ward 10; John Patrick Sweeney, Ward 10; William T. Burke, Ward 11; Peter Grady, Ward 11; William H. Harzbecker, Ward 11; Andrew Pengeroth, Ward 11; Walter B. Eaton, Ward 12; Charles Johnson, Ward 12; Joseph G. Kubitsky, Ward 12; James F. O'Brien, Jr., Ward 12; Samuel Rabotnick, Ward 12; Joseph H. Ward, Ward 12; Charles R. Dowd, Ward 13; Edgemont H. Evans, Ward 13; William J. McGrath, Ward 13; Francis X. McInnis, Ward 13; Edwin F. Pierce, Jr., Ward 13; Bernard Berman, Ward 14; Simon S. Glassman, Ward 14; Jacob Holzman, Ward 14; Abraham J. Klayman, Ward 14; George L. Libertow, Ward 14; John J. Murphy, Ward 14; Victor Yanoff, Ward 14; Joseph H. Darigo, Ward 15; Frank Wilson, Ward 15; William Clubb, Ward 16; Francis E. Eckert, Ward 16; Thomas R. Granville, Ward 16; William E. Hoar, Ward 16; Arthur C. MacDonald, Ward 16; John F. Russell, Ward 16; Donald M. Webber, Ward 16; Edward A. Connelly, Ward 17; Timothy J. Corcoran, Ward 17; Thomas F. Harrington, Ward 17; Thomas E. Martin, Ward 17; William E. Rolfe, Ward 17; Henry W. Driver, Ward 18; Charles T. Dunn, Ward 18; Raymond C. Harrison, Ward 18; Albert Holzer, Ward 18; Theophilus C. Marshalsea, Ward 18; George H. Tirrell, Ward 18; Thorwald Torgersen, Ward 18; Gordon W. Weddleton, Ward 18; Edward J. Callahan, Ward 19; Arthur C. Hatch, Ward 19; Charles K. Joy, Ward 19; Walter H. Knecht, Ward 19; William L. Ryan, Ward 19; George E. Scrivin, Ward 19; William Burchill, Ward 20; Richard F. Canty, Ward 20; William N. Crocker, Ward 20; John A. Ford, Ward 20; Hammond W.

Ordway, Ward 20; Samuel Brown, Ward 22; Thomas J. Griffin, Ward 22; James J. Maguire, Ward 22; Charles B. Raymond, Ward 22.

Ninety-five traverse jurors, Superior Civil Court, July Sitting, to appear September 8, 1941:

Arthur Bickford, Ward 1; Francis L. Columbus, Ward 1; Bernard A. Digan, Ward 1; Thomas H. Higgins, Ward 1; Charles J. Napier, Ward 1; Robert Rasmussen, Ward 1; Edward F. Rooney, Ward 1; Peter J. White, Ward 1; Eugene P. Connors, Ward 2; Carroll W. Gorman, Ward 2; Stephen L. Saccardo, Ward 2; Lester C. Blaisdell, Ward 3; John L. Livingston, Ward 3; Michael Nazzaro, Ward 3; Peter S. J. Salem, Ward 3; Joseph A. Toronto, Ward 3; Samuel Driver, Ward 4; John P. Tully, Ward 4; Charles B. Young, Ward 4; Arthur S. Creelin, Ward 5; Bertram A. Druker, Ward 5; Andrew D. Fuller, Ward 5; Edward L. Rossiter, Ward 5; John B. Rowland, Ward 5; Hillar R. Shepard, Ward 5; Thomas F. Keaney, Ward 6; Patrick J. Owens, Ward 6; Cornelius F. Walsh, Ward 6; John L. Clifford, Ward 7; John Edward Keane, Ward 7; Emilio F. Marino, Ward 8; Louis G. McWilliams, Ward 8; William F. Sullivan, Ward 8; Thomas J. D'Arcy, Ward 9; John Heavy, Ward 9; Thomas A. Jackson, Ward 9; Joseph D. McCarren, Ward 9; Robert E. O'Keefe, Ward 9; Francis P. Gallagher, Ward 10; Arthur F. Hood, Ward 10; Arno P. Pollak, Ward 10; Edward W. Hathaway, Ward 11; James F. Hennessy, Ward 11; John J. Walsh, Ward 11; John H. Blank, Ward 12; David J. Cohen, Ward 12; James J. Queenan, Ward 12; Sidney Ravden, Ward 12; Frank L. Bamford, Ward 13; John M. Buckley, Ward 13; Daniel J. Crowley, Ward 13; Joseph T. Fitzpatrick, Ward 13; James J. McCarthy, Ward 13; Thomas H. McGrath, Ward 13; John J. Carew, Ward 14; Anchell Waks, Ward 14; William G. Adams, Ward 15; Leo O. Fitzgerald, Ward 15; Henry F. Flynn, Ward 15; William P. Hartin, Ward 15; George E. Kinsman, Ward 15; Daniel F. Shea, Ward 15; Francis Sullivan, Ward 15; Jeremiah E. Callahan, Ward 16; Frank Fein, Ward 16; Andrew W. Garrett, Ward 16; Joseph J. Hunt, Ward 16; Charles A. Anderson, Ward 17; Lewis W. Colter, Ward 17; Joseph L. Conlon, Ward 17; Winthrop F. Davison, Ward 17; Wallace J. Devlin, Ward 17; James W. Doran, Jr., Ward 17; Charles E. Heger, Ward 17; William J. Kelly, Ward 17; James Kilroy, Ward 17; Michael A. O'Brien, Jr., Ward 17; Ralph W. Marshall, Ward 18; Thomas J. McKenna, Ward 18; James F. McRae, Ward 18; Matthew Morse, Ward 18; John J. O'Neil, Ward 18; Eugene K. Copran, Ward 19; Daniel J. Daley, Ward 19; John F. Flanagan, Ward 19; James P. Matthews, Ward 19; John J. Spellman, Ward 19; John J. Wilson, Ward 19; William P. Darling, Ward 20; Ramon G. Fraser, Ward 20; Raymond H. Stauber, Ward 20; John E. Walter, Ward 20; Joseph Abrams, Ward 21; Hyman J. Rosenberg, Ward 21; S. Belmont Segar, Ward 21.

EXPANSION OF FREE MILK PROGRAM.

The following was received:

City of Boston,

Office of the Mayor, August 4, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Secretary of the School Committee of the City of Boston relative to your order of June 23, 1941, concerning the expansion of the present free milk program to include the distribution of milk during the summer months to school children in all playgrounds of the City of Boston.

Respectfully,

WILLIAM J. GALVIN, Acting Mayor.

City of Boston,

School Committee, July 29, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—At a meeting of the City Council on June 23 an order was passed requesting

your Honor, through the School Committee and the Surplus Commodities Division, to expand the present free milk program to include the distribution of milk during the summer months to school children in all playgrounds of the City of Boston.

The School Committee would respectfully report that the Assistant Superintendent in charge of school luncheons received a letter from Mr. John C. Stalker, Director of Commodities Distribution, in answer to an inquiry from Mr. Gillis, stating that at the present time the division was unable to help in providing penny milk for the Boston playgrounds during the summer of 1941. In case there were any change in the present regulations and provisions, Mr. Stalker agreed to notify Mr. Gillis without delay. No word has been received and the School Committee consequently understands that it will not be possible to provide penny milk to the playground children this summer.

Respectfully yours,
ELLEN M. CRONIN, Secretary.

Placed on file.

CLOSING OF PRINCETON STREET.

The following was received:

City of Boston,
Office of the Mayor, August 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Traffic Commissioner relative to your order of July 14, 1941, concerning the closing of Princeton street, from Shelby street to Eagle square, Ward 1, to vehicular traffic in order that this area may be used as a play space for children of the district.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,
Traffic Commission, July 28, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated July 14, 1941, which reads as follows:

"Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to close Princeton street, from Shelby street to Eagle square, Ward 1, to vehicular traffic in order that this area may be used as a play space for children of the district."

In accordance with the provisions of chapter 220 of the Acts of 1933, the initiative in setting aside streets for play purposes is invested in the School Committee and all requests of this kind should be addressed to it.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

COMMITTEE ON PUBLIC SAFETY.

The following was received:

City of Boston,
Office of the Mayor, July 25, 1941.
To the City Council.

Gentlemen,—The committee appointed by me to plan and correlate the resources and agencies of the community for the defense of life and property in the event that existing hostilities should spread to our shores, has established headquarters at 9 Park street, in property under the jurisdiction of the Custodian of Foreclosed Real Estate.

In the conduct of its activities it will be necessary to expend money for clerical assistance, stationery, postage, and other office requirements.

I submit herewith an order providing for the appropriation of the nominal sum of five thousand dollars, to be used by the committee as the need requires.

I respectfully recommend the adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of five thousand dollars (\$5,000) be, and the same hereby is, appropriated, to be expended under the direction of the Mayor by the Committee on Public Safety in the prosecution of its duties, said sum to be charged to the Contingent Fund.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

James G. Barry, for compensation for damage to car by city truck.

A. R. Bevacqua, for compensation for damage to car by city truck.

Elizabeth Boyle, for compensation for damage to clothing caused by an alleged defect in Boston Common.

Katherine Coleman, for compensation for injuries caused by an alleged defect at 96 and 97 Colberg avenue.

Joseph B. Dawson, to be reimbursed for execution issued against him.

Hugh P. Doherty, to be reimbursed for execution issued against him.

William E. Doogan, to be reimbursed for execution issued against him.

Mrs. Ralph G. Flynn, for compensation for loss of watch and chain while a patient at City Hospital.

George M. Freeman, to be reimbursed for accident which occurred while in performance of duty.

Mrs. Henry J. Gaffney, for compensation for damage to clothing caused by an alleged defect on Boston Common.

Joseph M. Gaidys, for compensation for damage to car caused by an alleged defect in Dover Street Bridge.

Etta Gillerist, for compensation for injuries caused by an alleged defect at 762 Washington street.

Ella G. Holm, for compensation for injuries caused by an alleged defect at Congress and State streets.

Silene Irving, for compensation for damage to property at 1402 Commonwealth avenue, caused by Police Department.

Patrick R. Manning, to be reimbursed for execution issued against him.

Patrick R. Manning, to be reimbursed for execution issued against him.

Patrick R. Manning, to be reimbursed for execution issued against him.

Edward A. McCarthy, for compensation for damage to car caused by an alleged defect in East Boston Tunnel.

Joseph J. Shea, for compensation for injuries caused by an alleged defect at 45 Myopia road.

Norman Simon, for rebate on parking space license.

Kalil Solomon, for refund on parking lot permit.

Bertha Stearns, for compensation for injuries received on East Boston Ferry.

The Texas Company, for refund on sign permit.

Hannah Walsh, for compensation for collapse of water boiler at 94 Elm street, caused during tests of water main.

Louise G. Wilkins, for compensation for injuries caused by an alleged defect in Overpass, Columbia Station.

John M. Wiswell, for compensation for injuries caused by an alleged defect in Gainsborough Street overpass.

Edward F. McFeeley, for compensation for damage to property at 39 Oakwood street, caused by broken water main.

Alfred Merlino, for compensation for injuries received while working as life guard at Charlesbank Beach.

Committee on Licenses.

Petitions for driveway openings, viz.:
Hunt-Spiller Manufacturing Corporation, at 383 Dorchester avenue.

Alvin C. Brousseau, at 1151 Washington street, Dorchester.
Kinney Manufacturing Company, at McBride street, Jamaica Plain.

APPOINTMENT OF WILLIAM R. BRADLEY.

Notice was received from the Sealer of Weights and Measures of appointment of William R. Bradley of 586 Adams street, Dorchester, as deputy sealer of weights and measures.

Placed on file.

ABOLITION OF GRADE CROSSING AT BIRD STREET.

A communication was received from the Department of Public Works of the Commonwealth of Massachusetts with certified copy of order dated July 15, 1941, in matter of abolition of grade crossing of New York, New Haven & Hartford Railroad Company at Bird street.

A communication inclosing consent of Department of Public Utilities in above matter was also received.

Severally placed on file.

RESIGNATION OF HAROLD OBER.

Notice was received of the resignation of Harold Ober as constable of the city.

Placed on file.

RECESS.

By direction of the President, the Council took a recess at 3 p. m. The members reassembled and were called to order by President GALVIN at 3.30 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) appropriating \$5,000 to be expended under direction of Mayor by Committee on Public Safety—that same ought to pass.

The order was passed, yeas 18, nays 0.

REPORT OF COMMITTEE ON PUBLIC LANDS.

Coun. RUSSO, for the Committee on Public Lands, submitted the following:

Report on message of Mayor and order (referred July 21) recommending sale of land at Columbus avenue and Ritchie street—recommending that same ought to pass.

Report accepted; and the order was given its first reading and passage, yeas 18, nays 0.

The order will be given its second reading and passage in not less than fourteen days.

REPORT OF COMMITTEE ON LICENSES.

Coun. LYONS, for the Committee on Licenses, submitted the following:

Report on petitions for driveway openings, viz.:

Massachusetts Hospital Life Insurance Company (referred July 14), at 43-65 South street; Alvin C. Brousseau (referred today), at 1151 Washington street, Dorchester—that licenses be granted under usual conditions.

Report accepted; licenses granted under usual conditions.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

1. Report on message of Mayor and ordinance (referred June 30) *re* Foreclosed Real Estate Division—that same ought to pass.

Report accepted; said ordinance passed.

2. Report on ordinance (submitted July 21) prohibiting sale of animals for vivisection except under certain conditions—that same ought to pass.

The report was accepted, and the question came on the passage of the ordinance.

Coun. SHATTUCK—Mr. President, I question whether the City Council has any authority under the charter to enact this ordinance. Unless we have the authority under the charter we should not pass the ordinance at this time. I therefore move the matter be referred to the Law Department for an opinion.

The motion was not carried on a voice vote. Coun. SHATTUCK asked for a roll call.

Coun. LINEHAN—Mr. President, is it proper to ask a question at this time of the committee as to whether or not this has been looked into by the Law Department?

President GALVIN—The motion is now on reference to the Law Department.

Coun. LINEHAN—Has it already been requested of them by the committee?

President GALVIN—So far as the Chair knows, no.

The roll was called on the motion to refer to the Law Department, yeas 8, nays 9, and the motion was lost, viz.:

Yeas—Coun. Carey, Chase, Gottlieb, Linehan, Scannell, Shattuck, D. F. Sullivan, Taylor—8.

Nays—Coun. Englert, Galvin, Hurley, Hutchinson, Kelley, Lyons, Russo, M. H. Sullivan, Wickes—9.

The ordinance was adopted. Coun. SHATTUCK doubted the vote and asked for a roll call.

The roll was called, and the ordinance was passed, yeas 14, nays 3, viz.:

Yeas—Coun. Carey, Chase, Englert, Galvin, Gottlieb, Hurley, Hutchinson, Kelly, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Taylor, Wickes—14.

Nays—Coun. Carey, Linehan, Shattuck—3.

SIDEWALKS ON MT. VERNON STREET.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Mt. Vernon street, Ward 7, as a W. P. A. project.

Passed under suspension of the rule.

RESIDENTS IN OLD COLONY PROJECT.

Coun. LINEHAN offered the following:

Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to contact the Federal Works Administration in regard to the Old Colony project which is managed by the Boston Housing Authority so that in the future all defense workers living in Boston will be given the right to apply for apartments in said Old Colony project.

Coun. LINEHAN—Mr. President, some five months ago we had the chairman of the Boston Housing Authority address us in executive session and during his address or his statement he mentioned the fact that defense workers living fifteen miles outside of Boston needed at least a thousand apartments and as a result of that need for defense workers the lower income group project was sold to the Federal authorities to be used for defense workers. Now at that time I doubted the figure of one thousand apartments being needed. That was more than five months ago and about a week ago I checked up with the people in charge of the Old Colony project in my district and found that they had less than 300 families installed

there. After contacting the Fore River Shipyards, the Arsenal and the Navy Yard, it took them five months to get 300 families to occupy that project. Now referring for a moment to that project. When the chairman was before us he said that the City of Boston was to get a 15 per cent service charge and when he said that he meant 15 per cent of the income of the rents received. We have had five months go by where the City of Boston is losing the 15 per cent of income that would have come in from those vacant apartments and therefore the city has a vital interest in this particular project. Now, I went along at that time due to the argument of national defense. I read a letter a short while ago in the paper, about two months ago, from the one in charge of the defense workers projects, and it was addressed to the Fore River Shipyard Company, that is, the Bethlehem Shipbuilding Company, and as a result of a not too satisfactory answer of the Boston Housing Authority they were barred from applying any more for apartments. That is, they didn't want to have anything more to do with the apartments in this Old Colony project. At that time the limit was 15 miles outside of Boston from which a person could come in there if he was a defense worker. That is, anybody living in Boston was barred from the Old Colony project. That would have been all well and good if they were able to fill it up, but experience has taught them in five months that they are only able to get 300 families or less after all kinds of propaganda to get them in,—giving out applications to school children, and so forth. Now it seems silly to me to have kept about 500-odd apartments over there vacant when we could fill them up with citizens of the City of Boston. Now I am going to bring in the Old Harbor Village. Unfortunately, or fortunately, some people who went into the Old Harbor Village because of their low income since then, unfortunately or fortunately, have thrown aside their jobs they had for years, and as a result of bigger money have taken jobs in the defense industry. How long they will last is problematical. What is going to happen after the defense work is over, I don't know. I know there will be a lot of unemployment and a lot of them in the Old Colony project might be thrown onto the taxpayers of the City of Boston. But I know this, that many of the families now living in Old Harbor Village have been told to get out and are going to be told to get out because of the excessive income they are receiving and they will have to get out of Old Harbor Village and move into slum areas again because they find it difficult to get good flats somewhere else. They are booked as defense workers and won't be able to pay rent for long. I say it is a sorry thing to let it exist for five months without giving the citizens of Boston a chance to reside in that project. I do not mean the people in Old Harbor Village who moved from where they were paying low rents into where they will pay higher rents, but even though willing to pay higher rents in the Old Colony project, they are not allowed to go in due to what I call a silly quarrel. 300 families in five months, families who lived ten or fifteen miles outside of Boston. Now that is a long enough period to let go by. They have shown in five months they cannot put over 300 families in. It seems silly the Boston Housing Authority, who are agents for the Federal Works Administration, do not see fit to bring pressure to bear to give the benefit of this project to those working in defense industries, such as the people in Old Harbor Village who are being told to get out and people who do not live in there, but who are citizens of this city of ours. I say if the Boston Housing Authority does not get on the ball soon and help the city get some more money into the treasury which we will

get when we fill up this project, they certainly have not got their eye on the ball and I hope the Mayor will do something to get after them to see to it the rule is changed and will allow the Old Colony project to be thrown open to defense workers. There are families in Boston working in the defense industries who would be glad to go in and build up this project and therefore help themselves and help the housing in Boston and help the tax rate in the city, because we get 15 per cent of the income. At the rate they are going, it will take two years and they might never fill it up, and I am bringing this out because it means money to the City of Boston and also the hardship imposed on families who are being ordered out in the Old Harbor Village and people who are willing to pay a higher rent and would be glad to if allowed. I hope the Boston Housing Authority will make it their business to do something in the near future before many of the tenants in Old Harbor Village have moved into unsightly places again.

Coun. CAREY—Mr. President, I think the councillor from Ward 7 is to be congratulated for having brought to the attention of the Council the folly of a deal made by the Housing Authority some months ago when a project constructed for people living in sub-standard homes was delivered to those who might well afford to pay much higher rents than was in the mind of those who conceived the housing units. As a result of that deal, hundreds of families in the Mission Hill area who were told they were living in a neighborhood that sadly needed rehousing and better housing conditions, have been deprived of admission to the unit because of the fact that larger numbers were forced to move from South Boston into the Mission Hill Village. We are glad to welcome them into the Mission Hill Village whether they come from South Boston, Dorchester, Brighton or East Boston, but I feel a great injustice has been done to the people of Mission Hill, many of whom were forced to move away from the neighborhood that they were born in and reared in and have not been able to get back there. However, at the time that the unit was conceived or proposed for the Mission Hill section, those people were very definitely told they were going to be rehoused in homes sanitary and habitable. What do we find happened? When the Old Colony unit was ready for occupancy it was delivered to those who have no right to be admitted to any such unit. I say that here and I said it before and I will continue to say it. Those defense workers did not need to be catered to. They are making fine pay each week, anywhere from \$40 to \$100 a week, in some cases. What pity do they need? None whatsoever. But how about the poor people at Mission Hill, many of whom have had to go in worse homes while awaiting the time they would go back into the "promised land," as many out there referred to it. I think the time has come to call a halt admitting any more defense workers who can well afford to go out and live in single and two and three family homes and assist taxpayers who have to pay taxes on that property. I say those taxpayers are being deprived of tenants who can afford to put the rent on the line the first of every month and they can afford to pay not the \$18 or \$20 or the \$15 these housing projects intended to have allowed for rent, but much higher rents, and I know for a fact that many of those who were forced into the Mission Hill unit from the South Boston area did not want to leave South Boston, as those who were born and reared in Mission Hill didn't want to leave Mission Hill. They had to because of the conditions under which they were forced to live while awaiting the opening of the Old Colony unit. They want to get back to South Boston and they only know South Boston, and I do not think they should be deprived of the opportunity to go back there.

In like manner. I do not feel the people of Mission Hill who have waited for the chance to go into that unit should still be deprived of the opportunity and I hope some action will be taken on this matter which has gone far enough. People out there are still roaming the streets trying to find a place habitable and I invite the members of the Authority any day in the week to visit some of those tenements where those people are compelled to live.

Passed under suspension of the rule.

REPAIRS TO WARD 3 BATH HOUSE.

Coun. RUSSO offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to make immediate repairs to the showers in the bath house on Charles street, Ward 3.

Passed under suspension of the rule.

DUMPING ON SPECTACLE ISLAND, ETC.

Coun. SCANNELL, LINEHAN and HUTCHINSON offered the following:

Ordered, That his Honor the Mayor request the city and state officials to make a study of dumping conditions on Spectacle Island for sanitary purposes and also the Mile Road dump with a view to closing same.

Coun. SCANNELL—I presented this order due to the conditions of the beaches in South Boston. I say there is something rotten in Denmark when they can go out and get a dumping permit and dump refuse into the Boston Harbor. The people of Boston have spent about \$15,000,000 to beautify Castle Island, Head House, and the Carson Beaches, and here these contractors are coming in and dumping their refuse and garbage on the one-mile road, and if we do not stop it pretty soon the whole of Dorchester Bay will be filled in. I had occasion to visit Spectacle Island and within one mile of the beaches they are taking scows down there and throwing it up on the beaches of Spectacle Island where they are supposed to burn it up. If there is not something done there in that beach you are going to have an unhealthy condition. Many mornings you wake up and get such a smell from that dump and from Spectacle Island it would make you sick. Now, if the Mayor and the Health Commission do not do something about this, it is going to be a sorry thing a little bit later.

Passed under suspension of the rule.

EMERGENCY CALL BOXES AT BEACHES.

Coun. GALVIN and SCANNELL offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to arrange for the installation of emergency call boxes at all beaches.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON CLAIMS.

Coun. D. F. SULLIVAN, for the Committee on Claims, submitted the following:

Report on petition of Joseph B. Dawson (referred August 4) to be reimbursed for amount of execution issued against him on account of his acts as member of Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred fifty dollars (\$550) be allowed and paid to Joseph B. Dawson in reimbursement for amount of execution issued against him on account of his acts as a member of the Police Department, said sum to be charged to the Contingent Fund.

Report on petition of William E. Doogan (referred August 4) to be reimbursed for amount of execution issued against him on account of his acts as member of Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred fifty dollars (\$550) be allowed and paid to William E. Doogan in reimbursement for amount of execution issued against him on account of his acts as a member of the Police Department, said sum to be charged to the Contingent Fund.

Report on petition of John Eagan (referred July 21) to be reimbursed for amount of execution issued against him on account of his acts as member of Police Department—recommending passage of the accompanying order, viz.:

Ordered, That the sum of eight hundred dollars (\$800) be allowed and paid to John Eagan in reimbursement for amount of execution issued against him on account of his acts as a member of the Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said orders passed.

REIMBURSEMENT OF W. P. A. WORKERS FOR CARFARE.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Director of Public Welfare be requested, through his Honor the Mayor, to confer with the W. P. A. authorities relative to reaching some agreement whereby Boston residents who are obliged to work on the W. P. A. project in Squantum may be reimbursed for their carfare in the amount of \$2.40 per week.

Coun. D. F. SULLIVAN—Mr. President, the purpose of this order is because these Boston men working on W. P. A. project at Squantum are forced to pay 40 cents a day carfare. They are getting the same pay as men working in Boston who only have to pay 20 cents a day carfare. These men go down to Squantum on a rainy day as they still have to report, and knock off and still have to pay 40 cents without reimbursement. The other cities and towns throughout the state, if a man is required to go beyond the fare limit of the city or town, said city or town reimburses him to the extent of the additional carfare and I hope this order will pass and the director will confer with the W. P. A. authority on this matter.

Coun. CAREY—A few years ago when the W. P. A. was first inaugurated, it is my recollection the practice was of hiring buses to transport the men to the out-of-town communities where forced to work. I do not see why a program like that is not installed at the present time. It is most unfair, especially as these men have to report on a rainy day only to be told they are knocked off for the day and have no way of getting back the 40 cents spent to go to Squantum. I think the city should install a bus service or make some arrangements whereby the men would be reimbursed the extra spent, because I know of cases where there are several youngsters in the family and the 20 cents extra a day amounts to a great deal and can be well used for the necessities of life in that family.

Passed under suspension of the rule.

PLANTING OF TREES, WARD 17.

Coun. WICKES offered the following:

Ordered, That his Honor the Mayor request the Park Commissioner to make a survey, and report the possibility of planting additional trees in Ward 17, particularly in the new section known as Codman Hill.

Passed under suspension of the rule.

SIDEWALK ON O'CONNELL ROAD.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along O'Connell road, from Washington street to Valley road, Ward 17, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

THE NEXT MEETING.

On motion of Coun. LANGAN it was voted that when the Council adjourn it be to meet on Monday, August 18, at 2 p. m.

CONFIRMATION OF APPOINTMENTS.

President GALVIN called up, under unfinished business, No. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor July 21, 1941, of John J. Moriarty to be a Constable, without power to serve civil process and to serve without bond, vice Earl Wickes, resigned.

2. Action on appointments submitted by the Mayor July 21, 1941, of Patrick J. Clancy to be a Weigher of Goods, and Charles Shrag, Herbert L. Baron and Hyman Levine to be Weighers of Coal.

The question came on confirmation. Committee, Coun. M. H. Sullivan and Russo. Yeas 12, nays 1, and the appointments were confirmed.

TRAIN SERVICE TO JAMAICA PLAIN AND HYDE PARK.

Coun. GOODE and LANGAN offered the following:

Ordered, That the officials of the New York, New Haven & Hartford Railroad be requested to increase the train service passing through the Jamaica Plain and Hyde Park sections of Boston.

Coun. LANGAN—For ten years the New York, New Haven & Hartford Railroad has found it advisable to curtail service over this particular section of the road. In recent years, during the past five years, there has been a decided increase in employment and there has been an increase in the demand for increased service in the New Haven Road in this section. If the railroad will cooperate with the people in that section and give a little more modern service, I feel sure they will recognize it as a gesture well spent and will find that increased service on this line will result in increased revenue.

Passed under suspension of the rule.

PROHIBITION OF UNFIT MOVIES.

Coun. SULLIVAN, for Coun. Goode, offered the following:

Ordered, That his Honor the Mayor, through the Police Commissioner, take action to prevent the showing in the city of all motion pictures condemned by the Legion of Decency as unfit for public presentation.

Passed under suspension of the rule.

IMPROVEMENTS IN READVILLE.

Coun. SULLIVAN, for Coun. Goode, offered the following:

Ordered, That his Honor the Mayor be requested to call in for immediate collabora-

tion at City Hall, Park Commissioner Long, Public Works Commissioner Hvlund and the officers of the Readville Improvement Association, in order that the survey for improvements recently requested by City Councilor Goode for the Readville section be satisfactorily explained, to the end that these improvements in the Readville section of Ward 18 be speedily undertaken, and that action be taken on the request of the Readville Improvement Association for a permanent meeting place in that section.

Passed under suspension of the rule.

CONSTRUCTION OF HYDE PARK STREETS.

Coun. SULLIVAN, for Coun. Goode, offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make immediate plans for the acceptance and construction, by private contract, of the following streets in the Hyde Park district of Ward 18: Blake street, Danbury road, Rosa street and Riverside square.

Passed under suspension of the rule.

IMPROVEMENTS, ARLINGTON STREET, WARD 18.

Coun. SULLIVAN, for Coun. Goode, offered the following:

Ordered, That the Public Works Commissioner be requested to construct sidewalks on Arlington street, Hyde Park, and also make repairs to the edgestone at the corner of Arlington and Hilton streets, Ward 18.

Passed under suspension of the rule.

APPROPRIATION FOR EXPENSES OF BOARD OF SPECIAL COMMISSIONERS ON REPRESENTATIVE DISTRICTS.

Coun. HURLEY called up No. 3 on the calendar, under assignments, viz.:

3. Ordered, That the sum of five hundred dollars be, and hereby is, appropriated to meet the expenses of the Board of Special Commissioners on Representative Districts in the County of Suffolk through November 30, 1940, as certified by the State Treasurer under the provisions of section 2 of chapter 467 of the Acts of 1939: said sum to be charged to the Contingent Fund.

The question came up on the passage of the order. The order was rejected, yeas 2, nays 12, viz.:

Yeas—Coun. Chase, Shattuck—2.

Nays—Coun. Englert, Galvin, Gottlieb, Hurley, Hutchinson, Kelly, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan—12.

Coun. CHASE moved for reconsideration of the vote just taken.

The PRESIDENT—The Chair is obliged to rule the motion out of order as the matter has already been once reconsidered.

SIDEWALKS ON CHESBROUGH ROAD, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Chesbrough road, from Baker street to Tarleton road, Ward 20, in front of the estates bordering thereon: said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of

artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

SIDEWALK ON VERMONT STREET.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Vermont street, from La Grange street to Baker street, Ward

20, in front of the estates bordering thereon: said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

The Council adjourned, on motion of Coun. HURLEY, at 4.30 p. m. to meet on Monday, August 18, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, August 18, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN presiding, and all the members present.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weigher of Goods: James E. Campbell, 289 Medford street, Charlestown, Mass.

Weigher of Coal: Eleanor A. Minkle, 21 Lamont street, Roxbury, Mass.

Laid over a week under the law.

SIDEWALKS, ARLINGTON STREET, HYDE PARK.

The following was received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 4, 1941, concerning the construction of sidewalks on Arlington street, Hyde Park, and also make repairs to the edgestone at the corner of Arlington and Hilton streets, Ward 18.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Public Works Department,

August 14, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Arlington Street, Hyde Park.

I return herewith order in City Council that the Commissioner of Public Works construct sidewalks on Arlington street, Hyde Park, and also make repairs to the edgestone at the corner of Arlington and Hilton streets, Ward 18.

Repairs have been made at the corner of Arlington and Hilton streets, and a W. P. A. project for the installation of bituminous concrete sidewalks on this street will be submitted for approval.

GEORGE G. HYLAND,

Commissioner of Public Works.

Placed on file.

PLANTING OF TREES, WARD 17.

The following was received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of August 4, 1941, concerning the making of a survey and report on the possibility of planting additional trees in Ward 17, etc.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, August 11, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of August 7, with inclosure, order from the City Council

that the Park Department make a survey and report on the possibility of planting additional trees in Ward 17, etc.

Please be assured that the survey will be made and the order complied with sometime in the planting season.

Very truly yours,

WILLIAM P. LONG, Chairman.

Placed on file.

BACKSTOP, WILLIAM EUSTIS PLAYGROUND.

The following was received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of July 21, 1941, concerning the arranging for an extension of the height of the present backstop at the William Eustis Playground.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, August 13, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I am acknowledging your memorandum of August 8, with inclosure, order from the City Council that the Park Commissioner be requested to arrange for an extension of the height of the present backstop at the William Eustis Playground.

An immediate inspection will be made as to the possibilities and cost of same.

Very truly yours,

WILLIAM P. LONG, Chairman.

Placed on file.

SHOWER BATH FACILITIES IN SCHOOL-YARDS.

The following was received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Secretary of the School Committee relative to your order of June 23, 1941, concerning arranging for ample shower bath facilities in all schoolyards set aside for summer playgrounds.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

School Committee, July 23, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—At a meeting of the City Council on June 23, 1941, an order was passed requesting the School Committee, through his Honor the Mayor, to arrange for ample shower bath facilities in all schoolyards set aside for summer playgrounds.

The order was referred by this office to the Department of Physical Education for report and Mr. Joseph McKenney, Associate Director, now writes that practically ninety per cent of the schoolyard playgrounds are equipped with shower bath facilities. Mr. McKenney has talked with the Superintendent of Construction, Mr. James J. Mahar, and has his assurance that the remaining yard playgrounds will be equipped as soon as possible.

Very truly yours,

ELLEN M. CRONIN, Secretary.

Placed on file.

RESURFACING WARD 9 STREETS.

The following were received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 14, 1941, concerning the resurfacing of Cumston street, Ward 9, as a W. P. A. project.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 24, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council July 14, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Cumston street, Ward 9, as a W. P. A. project."

If, after an investigation by department engineers, it is deemed necessary to resurface the above-referenced street, every reasonable effort will be made to effect the proposed improvement during the current year, either as a W. P. A. project or under the contract system.

Very truly yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

City of Boston,
Office of the Mayor, August 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 14, 1941, concerning the resurfacing DeBlois street, Ward 9, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
July 24, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reference to the following order that was passed in the City Council July 14, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface DeBlois street, Ward 9, as a W. P. A. project."

If, after an investigation by department engineers, it is deemed necessary to resurface the above-referenced street, every reasonable effort will be made to effect the proposed improvement during the current year, either as a W. P. A. project or under the contract system.

Very truly yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Severally placed on file.

RECONSTRUCTION OF WILLIAMS AVENUE.

The following was received:

City of Boston,
Office of the Mayor, August 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of June 30, 1941, concerning the reconstruction of Williams avenue in the Fairmount section of Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
August 5, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Williams Avenue, Ward 18.
I return herewith order in City Council that the Commissioner of Public Works reconstruct Williams avenue in the Fairmount section of Ward 18.

This will advise you that this street will be submitted for approval on a W. P. A. project for reconstruction of the roadway and the installation of sidewalks on that portion between the Milton line and Highland street.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CONSTRUCTION OF CERTAIN WARD 18 STREETS.

The following was received:

City of Boston,
Office of the Mayor, August 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 4, 1941, concerning making immediate plans for the acceptance and construction, by private contract, of the following streets in the Hyde Park district of Ward 18:

Blake street, Danbury road, Rosa street and Riverside square.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
August 15, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Blake Street, Danbury Road, Rosa Street, Riverside Square.

I return herewith order in City Council that the Commissioner of Public Works make immediate plans for the acceptance and construction, by private contract, of the following streets in the Hyde Park district of Ward 18:

Blake street, Danbury road, Rosa street, Riverside square.

A contract for the surfacing of the sewer trench in Blake street has been advertised for bids by the Sewer Division.

Bids for the construction of Danbury road have been received from various contractors, and the contract for this work will be awarded within a short time.

Rosa street, from River street northerly, is a private way and will have to be accepted by the Board of Street Commissioners before the Highway Division of the Public Works Department can do any work therein.

Riverside square, from River street to Riverside square, is in the same category as Rosa street, and the same procedure must be followed.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

GIFT OF LAND BY CARDINAL O'CONNELL.

The following were received:

City of Boston,
Office of the Mayor, August 16, 1941.
To the Honorable the City Council.

Gentlemen,—His Eminence, William H. O'Connell, the Roman Catholic Archbishop of Boston, has tendered to the City of Boston a deed of two parcels of land, containing approximately 17,511 square feet together with the buildings thereon, situated on the southwesterly side of Vernon street in the Roxbury district of the City of Boston. It is the request of his Eminence that the said gift of land be accepted by the City of Boston and the two parcels of land described in the said deed be used by the City of Boston for park and playground purposes.

The said two parcels of land are located in a very highly congested area and are ideally situated for a children's playground.

I transmit herewith an order whereby the gift of the Roman Catholic Archbishop of Boston may be accepted by the City of Boston and the premises described in said deed may be placed in the care, custody, control and management of the Park Department of the City of Boston to be used for park and playground purposes.

I recommend the passage of the inclosed order.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The Roman Catholic Archbishop of Boston, a corporation sole, duly organized under the laws of the Commonwealth of Massachusetts, is the owner of two adjacent parcels

of land, containing approximately 17,511 square feet together with the buildings thereon, situate on the southwesterly side of Vernon street in the Roxbury district of the City of Boston. The said two parcels of land were acquired by the Roman Catholic Archbishop of Boston by deed recorded with Suffolk Deeds, Book 2548, page 50; and

Whereas, His Eminence, William H. O'Connell, the Roman Catholic Archbishop of Boston, desires to make a gift of the said two parcels of land together with the buildings thereon to the City of Boston to be used by the City of Boston for park and playground purposes and has tendered a deed thereof satisfactory in form to the Law Department of the City of Boston; now, therefore, it is hereby

Ordered, That the gift by deed from the Roman Catholic Archbishop of Boston of the said two parcels of land, containing approximately 17,511 square feet together with the buildings thereon, situated on the southwesterly side of Vernon street in the Roxbury district of the City of Boston, and more fully described in the said deed accompanying this order, be, and it is hereby, accepted by the City of Boston; and it is hereby further

Ordered, That the said two parcels of land together with the buildings thereon be, and they hereby are, placed in the care, custody, control and management of the Park Department of the City of Boston to be used for park and playground purposes.

City of Boston,

Office of the Mayor, August 2, 1941.

To the Honorable the City Council.

Gentlemen,—His Eminence William Cardinal O'Connell, President and Treasurer of The Working Girls' Home, a Massachusetts corporation, being duly authorized and acting in behalf of said corporation, has graciously tendered to the City of Boston a deed of a parcel of land, containing about 9,000 square feet and situated on the northerly side of Malden street in the South End district of the City of Boston, and it is the request of his Eminence that the said gift of land be used for a playground for small children and a mothers' rest.

This parcel of land is ideally situated for a playground for small children and a mothers' rest, as it is located in a highly congested area of the City of Boston.

I transmit herewith an order whereby the gift of said parcel of land may be accepted by the City of Boston and placed in the care, custody, control and management of the Park Department of the City of Boston, to be used for the expressed intention of his Eminence William Cardinal O'Connell. I recommend the passage of the inclosed order.

Respectfully yours,
MAURICE J. TOBIN, Mayor.

Whereas, The Working Girls' Home, a Massachusetts corporation, is the owner of a certain parcel of land, containing about 9,000 square feet, situated on the northerly side of Malden street, South End district of the City of Boston, said parcel of land having been acquired by said corporation by deed recorded with Suffolk Registry of Deeds, Book 5381, page 129; and

Whereas, The Working Girls' Home, acting by and through its President and Treasurer, his Eminence William H. O'Connell, he being duly authorized by vote of said corporation, desires to make a gift by deed of said parcel of land to the City of Boston to be used by said City of Boston for playground and recreational purposes; now, therefore, it is hereby

Ordered, That the gift by deed of said parcel of land, situated on the northerly side of Malden street, South End district of the City of Boston, and containing about 9,000 square feet and more fully described in said deed accompanying this order, be, and hereby is, accepted by the City of Boston; and it is hereby further

Ordered, That the said parcel of land be, and hereby is, transferred in the care, custody, control and management of the Park Department of the City of Boston, to be used for playground and recreational purposes.

Severally referred to Executive Committee.

SALE OF LAND AT MALL AND EUSTIS STREETS.

The following was received:

City of Boston,

Office of the Mayor, August 18, 1941.

To the Honorable the City Council.

Gentlemen,—I present herewith an order for the sale of a certain parcel of city-owned land containing approximately 734 square feet, situated on the southwesterly side of Mall street, at the junction of Mall and Eustis streets, in the Roxbury district, to James F. Gabriele, at the minimum price of twenty-five cents (\$0.25) a square foot.

This parcel of land formerly contained city scales but the same have been dismantled and for many years this land has been vacant and is now no longer needed for public purposes.

James F. Gabriele recently purchased the adjacent parcel of land from the City of Boston, Foreclosed Real Estate Division, at public auction at a price of twenty-five cents (\$0.25) a square foot.

I am of the opinion that a sale of this parcel of land at the price of twenty-five cents (\$0.25) a square foot should be made to James F. Gabriele without public auction.

I recommend passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 734 square feet, situated on the southwesterly side of Mall street, at the junction of Mall and Eustis streets, in the Roxbury district of the City of Boston. This parcel of land hereinafter described was acquired by deed dated December 28, 1860, and recorded with Norfolk Deeds, Book 296, page 16; and

Whereas, The said parcel of land is no longer needed for public purposes; and

Whereas, James F. Gabriele of Boston is the owner of the adjoining parcel of land and is desirous of acquiring the said parcel of land; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell without public auction, at a minimum price of twenty-five cents (\$0.25) a square foot, to James F. Gabriele the said parcel of land and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston. The said parcel of land is bounded and described as follows:

Northerly by Mall street, thirty-three and 31-100 (33.31) feet; easterly by land now or formerly of James F. Gabriele by two measurements, seven and 80-100 (7.80) feet and twenty-two and 20-100 (22.20) feet; southerly by Eustis street, thirty-three and 33-100 (33.33) feet; westerly by Mall street, by two measurements, five and 26-100 (5.26) feet and nine and 95-100 (9.95) feet, containing 734 square feet of land, more or less. The above described parcel of land and all of said measurements are shown on a plan marked "City of Boston, Eustis Street, Mall Street, Roxbury, June 14, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department," on file in the office of the Street Laying-Out Department, City Hall Annex, Boston, Mass.

Referred to Executive Committee.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,

Office of the Mayor, August 4, 1941.

To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$25,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, July 22, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir:—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$25,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on
January 12, 1887, Maintenance and
Improvement of \$25,000

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Very respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$25,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended, under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on
January 12, 1887, Maintenance and
Improvement of \$25,000

Referred to Executive Committee.

MEMORIAL TO ALICE E. GALLAGHER.

The following was received:

City of Boston,
Office of the Mayor, August 18, 1941.
To the City Council.
Gentlemen,—The City of Boston recently named a playground in the Brighton section of Boston in memory of Alice E. Gallagher.

Mrs. Gallagher for many years prior to her death was extremely active in civic and charitable affairs throughout the Brighton district. She was a lady of fine character, of charitable impulses, of generous nature and tireless in her desire to be of help and service to her fellowman. I think it most appropriate that this park be named in her memory, and I think also that a suitable memorial should be erected on that park, so that the name of Alice E. Gallagher will forever be recalled as an example of high, spiritual womanhood. Incidentally, Mrs. Gallagher was the wife of a former member and former President of your Honorable Body.

The attached order provides for an appropriation of \$400, to be expended under the direction of the Art Department, and I hereby recommend passage of this order which will cover the cost of a suitable tablet in memory of Mrs. Alice E. Gallagher.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of four hundred dollars (\$400) be, and the same hereby is, appropriated, to be expended under the direction of the Art Department, for the erection of a memorial marker to be set on the Alice E. Gallagher Park in the Brighton district, in memory of the late Alice E. Gallagher, to be charged to the income of the Phillips Street Fund.

Referred to Executive Committee.

TRANSFER IN WATER DIVISION.

The following was received:

City of Boston,
Office of the Mayor, August 18, 1941.
To the City Council.

Gentlemen,—I am advised by the Commissioner of Public Works that in order to operate the Water Division on an efficient basis during the remainder of the current year it is essential to

transfer funds from the revenue account of this division to the following budgetary groups:

B. Contractual Services	\$25,000
C. Equipment	25,000
D. Supplies	3,050
E. Materials	20,200
F. Special Items	5,500
Total	<u>\$78,750</u>

I submit herewith an order providing for such a contingency and recommend adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, an additional sum of \$78,750 be, and the same hereby is, appropriated from the income of the Water Service of the Public Works Department for the following purposes:

B. Contractual Services	\$25,000
C. Equipment	25,000
D. Supplies	3,050
E. Materials	20,200
F. Special Items	5,500
Total	<u>\$78,750</u>

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

- Ball Parking Company, for refund on open air parking space.
- Mrs. Mary E. Brennan, for compensation for injuries caused by alleged defect in front of 41 Pleasant street, Charlestown.
- Dailey Chevrolet Company, for compensation for damage to car by city truck.
- Marian P. Doherty, for compensation for damage to property at 178 Metropolitan avenue, caused by sewer construction.
- Max Haflich, for refund on second-hand license.
- Grace Nasta, for compensation for injuries caused by city car.
- Ella Nelson, for loss of glasses at City Hospital.
- Augusta Quinn, for compensation for damage to property at 10 Woodlawn avenue, caused by shutting off water.
- M. G. Riendeau, for compensation for personal injuries caused by ambulance of Public Buildings Department.
- Samuel Siskind, for compensation for damage to automobile by city car.
- Florence E. Sullivan, for compensation for damage to property at 6 Woodlawn avenue, caused by shutting off water.

Executive.

Petition of Julia Loughran to be paid annuity on account of death of her husband, Frederick G. Loughran, late member of Fire Department.

Committee on Licenses.

- Petitions for driveway openings, viz.:
 - H. C. B. Realty Company, at 1484 Tremont street.
 - General Motors Truck and Coach, at Arthur street, Ward 22.
 - Adams & Swett Cleansing Company, at Kemble and Magazine streets.
 - Friend Brothers Realty Trust, at 773 Centre street, Jamaica Plain.
 - H. C. B. Realty Company, at Kenberma road, Ward 17.
 - Filling Stations Realty Company, at Washington street and Kenton road, Ward 11.

BOSTON ELEVATED TRACK LOCATIONS.

Notices were received from the Board of Street Commissioners of granting of 99th and 100th track locations to Boston Elevated, on Columbia road and Blue Hill avenue, respectively. Severally placed on file.

TRACKLESS TROLLEY PERMIT.

Notice was received from the Board of Street Commissioners that permit had been granted to Boston Elevated Railway for trackless trolley over Main street, between Sullivan square and Boston-Somerville line.

Placed on file.

SALE OF LAND AT COLUMBUS AVENUE AND RITCHIE STREET.

President GALVIN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Order authorizing the sale at public auction of a parcel of land at the corner of Columbus avenue and Ritchie street, containing about 11,496 square feet.

On August 4, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

The order was given its second reading and passage, yeas 17, nays 1, viz.:

Yeas—Coun. Carey, Chase, Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Kelly, Linehan, Russo, Shattuck, D. F. Sullivan, Taylor, Ward, Wickes—17.

Nays—Coun. Coffey—1.

INCREASE OF ALLOWANCES TO RELIEF RECIPIENTS.

Coun. CAREY offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to immediately consider the possibility of increasing the allowances of recipients of the various forms of relief in order to meet the rising costs of food and other necessities.

Coun. CAREY—Mr. President, there is much that can be said relative to that order. However, the facts are there and they are visible and, therefore, very little, as a matter of fact, needs to be said about it. We all know that the cost of living regardless of what the article is, whether food or other necessities, has greatly increased within the last few months. The budget allowed to recipients of Old Age Assistance, Mothers' Aid, Dependents' Aid, for the last few years has been barely enough to provide a mere existence and with the advance that has taken place in the last few months, it certainly is a very difficult matter for those to get along who are trying to live and exist on the allowances now being given. I certainly hope this order will be given immediate attention by the Overseers of Public Welfare and that some addition will be made to the allowance now being granted.

Passed under suspension of the rule.

CONDEMNATION OF ELEVATED STRUCTURE, ATLANTIC AVENUE.

Coun. TAYLOR offered the following:

Ordered, That the Building Commissioner be requested, through his Honor the Mayor, to condemn the overhead elevated structure on Atlantic avenue as a nuisance, as dangerous to the health and safety of the people of the City of Boston, and that proper proceedings be started to compel the Boston Elevated Railway Company to raze this structure.

Coun. TAYLOR—Mr. President, for many years this overhead elevated structure has been an eyesore to the public of Boston. It has not been used for a long period of time. The City Council has attempted on many occasions to have this structure removed, but the Elevated stockholders refuse to do anything about it and they are requesting an exorbitant sum for the removal of the same. Now the time has come, I believe, when the Boston Elevated Railway Company should cooperate with the City of Boston. We all know they have been given everything by the Legislature out of the pockets of the taxpayers of the City of Boston and it is about time that they did something in return for those good dividends they receive annually notwithstanding the fact that the concern operates at a loss. We, the City Council, have given them many bus permits. We give them many permits for the purpose of running their elevated in a way they see fit. We have given them a beautiful new

subway out Huntington avenue, but not once do they lift their finger to assist the people of Boston. I say now is the opportunity for the Elevated officials to display some patriotic spirit at this particular time. The steel that was used in this structure can be used to great advantage by those who are trying to defend our country. As a national defense act, I should think they ought to do something and take down that steel structure and give it or sell it to the Government officials so we may be able to use it in a more presentable manner than we are using it at the present time. Since the Elevated officials do not see fit to take any action to help the City of Boston in this respect, as I was in hope this overhead highway would go through, so we could see this terrible structure come down, since it has failed in the Legislature, I say it is time that the Building Commissioner of Boston should act to take some action on his part to force the Elevated officials to tear down this structure that is not being used and that is an eyesore and a menace to the health and safety of the public of the City of Boston. I say if the Building Commissioner does this, that he will enable the City of Boston to dispose of something which they have been attempting to get rid of for many years and since the Elevated does not see its way clear to do it itself, I think the City of Boston ought to take proper action.

Coun. GOODE—I agree with the councilor from Ward 12. Some months ago I introduced a similar order but I also included the old street car rails and requested they be removed as a contribution to the national defense. The facts show that in the streets of Boston there are over 232,000 tons of old abandoned street car rails which are a menace to the health and safety of the residents of Boston and that in the Atlantic avenue structure alone there are over 9,000 tons of steel, 1,000 tons of rail, 2,000 tons of miscellaneous steel. I say some steps should be taken to remove this menace. I am introducing an order to request the Mayor to confer with the Boston Elevated officials and W. P. A. officials to provide employment for them and also elderly men who cannot be used in defense work, so they may be employed in this project of removing the steel rails and I hope to see the elevated structure on Atlantic avenue removed.

Coun. SHATTUCK—Mr. President, there is a case pending in court which relates to the right to remove the elevated structure and whether the company has got to be compensated or not. That case has not been decided and I imagine it would be difficult to act pending decision, or difficult to act as suggested. It occurs to me possibly the Elevated authorities might be persuaded to tear down the structure without prejudice to whatever rights they may have. They are not using it. They do not propose to use it. Therefore, there is no reason from that point of view why it should not be torn down and so far as compensation is concerned, that can be decided after it has been torn down. If later it is decided that the company should be paid compensation, some arbitration or other method for arriving at the compensation can be arrived at. If it were done now without prejudice we would have the road and the highway clear of the obstruction and could have the use of the steel and the right of the parties might be saved.

Passed under suspension of the rule.

Coun. GOTTLIEB in the chair.

BEECH GLEN STREET, WARD 11.

Coun. ENGLERT offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement and to install sidewalks upon Beech Glen street, Ward 11.

Passed under suspension of the rule.

SIDEWALK AT 833 COLUMBIA ROAD, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to install a granolithic sidewalk in front of 833 Columbia road, Ward 13.

Passed under suspension of the rule.

DELAY ON BLUE HILL AVENUE
HIGHWAY.

Coun. GOTTLIEB and GOODE offered the following:

Whereas, The City of Boston planned the construction of a double-barreled highway on Blue Hill Avenue, from Seaver Street to American Legion Highway; and

Whereas, Said highway was to have been completed within three years from 1939; and

Whereas, National Defense and the safety of residents in that section of Dorchester require immediate completion of said highway; therefore be it

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to explain the reason why said highway is not proceeding according to schedule; and be it further

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to immediately proceed with the work on said highway.

Passed under suspension of the rule.

RECOMMENDATION FOR APPOINTMENT
OF DAVID SCOLL.

Coun. GOTTLIEB and GOODE offered the following:

Whereas, The transfer of ex-Congressman Dempsey of the Maritime Commission to Under Secretary of the Interior creates a vacancy in the Maritime Commission; and

Whereas, Such states as Wyoming, which scarcely has a navigable river and practically no shipping interests, are represented on that commission; be it

Resolved, That the Boston City Council does hereby support and recommend the appointment to said commission of David Scoll of Boston, recently placed on the staff of the Maritime Commission by former Ambassador and first chairman of the Commission, Joseph P. Kennedy, to the end that the shipping interests of New England and the Port of Boston which has suffered recent immeasurable setbacks receive its proper recognition and representation, and that a copy of this resolution be forwarded to President Franklin D. Roosevelt and the Speaker of the House of Representatives.

Referred to Committee on Rules.

PAYMENT OF AID TO SOLDIERS
AND SAILORS.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending payment of aid to soldiers and sailors and their families in the City of Boston for the month of August.

Report accepted; said order passed.

ACCEPTANCE OF LEASE OF BRIGHTON
LAND.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the trustees of the George Robert White Fund and the Park Commissioner be requested, through his Honor the Mayor, to devise immediate plans for the acceptance of a lease of 70,000 square feet of land at \$1.00 per year from Elevated officials of the triangular plot bordered by Faneuil and Washington streets in the Oak Square section of Brighton, for the construction of a playground area for children; and be it further

Ordered, That in the event there is no legal provision for such authorities to embellish such leased property, that the Corporation Counsel be requested, through his Honor the Mayor, to render an immediate opinion as to whether or not any means may be legally devised whereby the city may avail itself of such property, for park purposes.

Coun. M. H. SULLIVAN—Mr. President, at the last meeting of the City Council,—or two meetings ago,—an order was introduced requesting the Boston Elevated officials to convey to the City of Boston a plot of land bordered by Faneuil Street and Washington Street in Brighton,—the Oak Square section, for the purpose of establishing

a playground upon that unused area. Since that time I have had several conferences with Mr. Dana and the membership of the trustees of the Boston Elevated and only last week the Elevated authorities agreed they would convey to the City of Boston for \$1 per year, 70,000 square feet of unused land for the purpose of constructing a play area in that district. Now I think the City of Boston should immediately avail itself of this opportunity to make use of this land for the construction of a playground in an area where it is sorely needed. I think while it could not be used for the establishment of baseball diamonds, it could be so used as to provide a very valuable play space for the smaller children of the district. I have asked in this order that the trustees of the George Robert White Fund take over this area at \$1 per year, provided it is legal for them to do so. I have asked in the event it does not come within their power, that the Park Commissioner take over the same at \$1 per year and establish a play area there. There may be some legal difficulty in view of the fact that the city cannot expend the money for the improvement of any land which it itself does not own and over which it has no indefinite lease, and for that reason I have asked, in the event both the trustees of the White Fund and the Park Commissioner think that there is no legal provision for them availing themselves of the use of this land, that then the Mayor of Boston confer with the Corporation Counsel for devising some means whereby the people of Brighton and the Oak Square area may avail themselves of the use of this land. I think this is a very beneficent gesture on the part of the Elevated Trustees, whom I have criticized in this Body and elsewhere previously, but I believe they have cooperated most magnanimously with the people of Brighton as well as with the entire membership of this Body in so graciously answering their request with a favorable approval of the request, and I think the City of Boston should avail itself of the land for the construction of the play area. I am asking the Mayor of Boston, in the event it is illegal, to confer at once with the Corporation Counsel to see if some means may be devised whereby this area may be used as a play area. I have not stated in the order, but I feel possibly the City of Boston cannot spend money for the construction of a play area on the leased property, but they can pay a higher rental for the first year and have the Elevated Trustees make it a play area. They can pay them so much as would cover the cost of improving it and subsequently pay \$1 a year for an indefinite period.

Passed under suspension of the rule.

DEATH OF CHARLES H. TAYLOR.

Coun. GALVIN offered the following:

Resolved, That the City Council of the City of Boston in meeting assembled hereby expresses its deep regret because of the death of Charles H. Taylor, a distinguished son of Boston, a brilliant and progressive journalist, an executive of remarkable skill, and a gentleman who contributed much to the education and happiness of mankind through the maintenance of the traditional high standards of his family's newspaper, the Boston *Globe*.

The resolution was unanimously adopted.

FREE RIDING FOR SERVICE MEN.

Coun. KELLY offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to permit selectees and all service men in the United States Army, Navy, or Marine Corps to ride free on the Boston Elevated system.

Passed under suspension of the rule.

SURVEY OF WARD 17 INTERSECTIONS.

Coun. WICKES offered the following:

Ordered, That the Boston Traffic Commission be requested, through his Honor the Mayor, to make a survey of all intersections in Ward 17 in the vicinity of churches and schools with the view to painting white lines at these locations.

Passed under suspension of the rule.

REMOVAL OF UNUSED CAR TRACKS,
WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested to cooperate with the officials of the Boston Elevated in removing the unused car tracks from Norfolk street, at Codman square, Ward 17.

Passed under suspension of the rule.

RESURFACING OF CEDAR STREET.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving Cedar street, Ward 17.

Passed under suspension of the rule.

STREAMLINED CARS, WASHINGTON
STREET LINE.

Coun. WICKES offered the following:

Ordered, That the trustees of the Boston Elevated be requested, through his Honor the Mayor, to place new-type streamlined cars on the Washington street line, from Dudley street to Ashmont street, Ward 17.

Passed under suspension of the rule.

EDGESTONES, HEMMAN STREET,
WARD 18.

Coun. GOODE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct granite edgestones on Hemman street, in the Roslindale section of Ward 18.

Passed under suspension of the rule.

RECONSTRUCTION OF CERTAIN WARD 18
STREETS.

Coun. GOODE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks and curbs on Arlington street in the Hyde Park section of Ward 18.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to reconstruct Philbrick street, in the Mt. Hope section of Ward 18.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 18 and install granolithic sidewalks thereon: Pinedale street, Canterbury street, in the Conleyville section.

Severally passed under suspension of the rule.

INCREASED WAGES, BOSTON SANA-
TORIUM EMPLOYEES.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor confer with the trustees of the Boston City Hospital for the purpose of providing a more equitable scale of wages for the employees of the Boston Sanatorium.

Coun. GOODE—Mr President, I have made a study of the salaries of the employees of the Boston City Hospital as compared with those of the Boston Sanatorium and I find for many years, probably since the Sanatorium was established, their scale of wages does not compare favorably with those of the employees of the City Hospital. For example, a man in the Sanatorium and one in the City Hospital perform the same duties and have the same responsibilities and the one would be known as a druggist and the other a pharmacist and the scale of wages will not compare favorably. The same thing is true in the laundry department and also in the other departments. One glaring example is that of the telephone operators who in the Sanatorium receive less

money than those at the City Hospital and in many cases the employees of the Sanatorium are required to take part of their salary in meals in spite of the fact many of them live in close proximity to the Sanatorium and could take their meals at home. I hope this order will receive favorable consideration.

Passed under suspension of the rule.

EMPLOYMENT FOR FORMER W. P. A.
WORKERS, ETC.

Coun. GOODE offered the following:

Ordered, That his Honor the Mayor confer with W. P. A. officials and the trustees of the Boston Elevated Railway to provide employment for former W. P. A. workers and elderly men who have not been absorbed in national defense projects, said work to consist of removing street car tracks to be used as scrap iron on national defense work.

Passed under suspension of the rule.

BUS LINE, HUNTINGTON AVENUE AND
BOYLSTON STREET.

Coun. CHASE and CAREY offered the following:

Ordered, That the Boston Elevated Railway Trustees be requested, through his Honor the Mayor, to make prompt arrangements in the matter of placing a five-cent bus line on Huntington avenue and Boylston street, from Francis street to Park square.

Passed under suspension of the rule.

RECESS.

On motion of Coun. TAYLOR, the Council voted at 3.30 p. m. to take a recess, subject to the call of the Chair. The members reassembled at 4 p. m. and were called to order by Chairman GOTTLIEB.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following reports, viz.:

1. Report on message of Mayor and order (referred July 21) amending county classification plan—recommending reference to Committee on County Accounts.

Report accepted; said reference ordered.

2. Report on message of Mayor and order (referred today) that gift of Cardinal O'Connell of land on Malden street be accepted for playground and recreational purposes—that same ought to pass.

Report accepted; order passed.

3. Report on message of Mayor and order (referred today) that gift of Cardinal O'Connell of land with buildings thereon on Vernon street, Roxbury, be accepted, to be used for park and playground purposes—that the same ought to pass.

Reports accepted; order passed.

4. Report on message of the Mayor and order (referred today) recommending transfer of income in Water Division for current expenses—recommending that said order pass.

Report accepted; said order passed, yeas 18, nays 0.

5. Report on message of Mayor and order (referred today) that \$400 be expended under direction of Art Department for memorial marker in memory of late Alice E. Gallagher—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

6. Report on message of Mayor and order (referred today) that \$25,000 be appropriated from Parkman Fund to be expended under direction of Park Commissioners—that same ought to pass.

Report accepted; order passed, yeas 18, nays 0.

7. Report on message of Mayor and order (referred today) for sale of land at Mall and Eustis streets, Roxbury—that same ought to pass.

The report was accepted and the order was given its first reading and passage, yeas 18, nays 0. The order will come up for its second reading and passage in not less than fourteen days.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Sigurd E. Hult (referred July 21) to be reimbursed for amount of execution issued against him on account of his acts as operator of fire apparatus—recommending passage of accompanying order, viz.:

Ordered, That the sum of twenty-six dollars and forty cents (\$26.40) be allowed and paid to Sigurd E. Hult in reimbursement for amount of execution issued against him on account of his acts as operator of fire apparatus, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

2. Report on petition of Joseph Reardon (referred July 21) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Public Welfare Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two hundred sixty-four dollars and ninety-three cents (\$264.93) be allowed and paid to Joseph Reardon in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Public Welfare Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

3. Report on petition of Hugh P. Doherty (referred August 4) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Paving Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of forty-nine dollars (\$49) be allowed and paid to Hugh P. Doherty in reimbursement for amount of execution issued against him on account of his acts as operator of motor truck belonging to the Paving Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition of H. C. B. Realty Company (referred today) for driveway opening at 1484 Tremont street—recommending that license be granted under usual conditions.

Report accepted; license granted under usual conditions.

LAND ON ROCHESTER STREET FOR PLAY AREA.

Coun. RUSSO offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his honor the Mayor, to consider the advisability of taking over

land owned by the City of Boston on Rochester street, adjacent to Troy street, in Ward 3, for a play area for children.

Passed under suspension of the rule.

TENNIS COURTS, HEALY PLAYGROUND.

Coun. LANGAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to renovate the tennis courts on Healy Playground, Ward 19.

Passed under suspension of the rule.

SURVEY OF PRIVATE WAYS, WARD 19.

Coun. LANGAN offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to make an immediate survey of all private ways in the "White City" section of Ward 19 with a view to accepting same as soon as possible.

Passed under suspension of the rule.

TENNIS COURTS, ROSLINDALE AND WEST ROXBURY.

Coun. LYONS offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to arrange for immediate repairs on the tennis courts in the Roslindale and West Roxbury Playgrounds and place them in proper condition for play.

Passed under suspension of the rule.

FIRE STATION, GERMANTOWN.

Coun. LYONS offered the following:

Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to provide for the construction of a fire station in the Germantown section of West Roxbury.

Coun. LYONS—Mr. President, four years ago I put this order in relative to a fire station in West Roxbury. Three years ago the same order. Now I am putting this in today and I hope the Mayor confers with the Fire Commissioner to give these people adequate protection they are paying for. I am looking back to last May, to the conflagration they had on the Cape, where a million dollars worth of property was destroyed for lack of protection. Up here the people have no protection except the town of Dedham and I hope the Mayor will sit down with the Fire Commissioner and have some sort of a house planned there in the near future.

On motion of Coun. LYONS, the Council adjourned at 4.15 p. m., to meet on Monday, August 25, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, August 25, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. WARD presiding. Absent, Coun. Fish, Hurley, Langan, Shattuck.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weigher of Goods: Charles Feinberg, 1003 Columbus avenue, Boston, Mass.

Constables for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon filing of necessary bond: Francis W. Breslin, 1932 Beacon street, Ward 21; Charles F. Sefton, 101 Lasell street, Ward 20.

Severally laid over a week under the law.

DISCONTINUANCE OF RAILROAD CROSSING, HYDE PARK AVENUE.

The following was received:

City of Boston,

Office of the Mayor, August 25, 1941.

To the City Council.

Gentlemen,—I transmit a communication from the Commissioner of Public Works relative to the discontinuance of a crossing of the New York, New Haven & Hartford Railroad at Hyde Park avenue and recommend the passage of the accompanying order.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Public Works Department,

August 15, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At the present time a railroad bridge owned by the New York, New Haven & Hartford Railroad is located on Hyde Park avenue, near the Readville Station.

The bridge was constructed years ago for the purpose of providing for a spur track to connect the tracks of the Midland Division with those of the Providence Division. The track has not been used for a number of years nor do the officials of the New Haven Road anticipate that it will ever be used in the future. In view of this, they are desirous of removing the bridge in order to obviate the necessity of further upkeep of it.

This department is agreeable to the removal plan, and, therefore, I have had prepared by the Law Department an agreement providing, in substance, for the removal of the existing structure, at the expense of the Railroad Company. In connection with the execution of the agreement, however, it will be necessary to receive from the City Council an order authorizing your Honor to enter into and execute the agreement, a copy of which I am inclosing, for your information and for the information of the City Council.

I am also inclosing, for adoption by the City Council, an order prepared by the Law Department in connection with this matter.

Respectfully yours,

GEORGE G. HYLAND,

Commissioner of Public Works.

Whereas, In the opinion of the City Council of the City of Boston it is deemed

necessary for the security and convenience of the public that alterations be made consisting of the discontinuance of a crossing of the New York, New Haven & Hartford Railroad under Hyde Park avenue at a point 0.15 miles east of that part of Boston known as Readville and the removal of the bridge at such crossing;

Ordered, That the Mayor be, and hereby is, authorized, in behalf of the city, to execute and deliver an agreement in the form annexed hereto providing for the carrying out of such alterations.

Referred to Executive Committee.

VETO OF ORDINANCE RE VIVISECTION.

The following was received:

City of Boston,

Office of the Mayor, August 25, 1941.

To the City Council.

Gentlemen,—I return herewith, without my signature and disapproved, the ordinance adopted by your Honorable Body on August 4, 1941, purporting to regulate the sale, gift or transportation of animals to be used in vivisection. This action is made necessary on account of the inclosed opinion of the Corporation Counsel to the effect that the ordinance is not only invalid on its face but also that its subject is not one which is within the jurisdiction of the City Council.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Law Department, August 23, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—I wish to acknowledge the receipt of your recent letter requesting an opinion as to the validity of a proposed ordinance transmitted to you by the City Council and received by you on August 18, 1941. The proposed ordinance is quoted below:

"An Ordinance Prohibiting the Sale of Any Animal for Vivisection Unless Said Sale is Authorized by Commissioner of Police and Requested by Executive Board President, Dean or Manager of Established and Recognized School of Medicine or Anatomy or the Manager or Director of Established and Recognized Hospital Laboratory.

Be it enacted by the City Council of the City of Boston and by the authority invested in same, as follows:

The sale, gift or transportation of any animal for vivisection purposes is hereby prohibited within the jurisdiction of the city of Boston unless said sale is authorized by the commissioner of police who shall have authority to grant such authorization only upon receipt of a formal request, setting forth intended use and imperative need for said animal from executive board president, dean or manager of established and recognized school of medicine or anatomy located in the Commonwealth of Massachusetts and incorporated under the statutes thereof, or from the manager or director of a duly accredited medical laboratory operated within said Commonwealth.

Violations and infractions of said ordinance shall be punished by a fine of not more than one hundred dollars (\$100) or by imprisonment of not more than thirty (30) days or both."

For the reasons set forth below I am of the opinion that the foregoing ordinance is beyond the powers vested in the City Council and would not, upon approval as provided in the City Charter, constitute a legal enactment. The subject with which it deals is clearly a matter for legislative and not municipal regulation.

The power of a municipality in Massachusetts to make ordinances is derived from the Commonwealth. The scope of that power is limited and defined by the controlling statutes enacted by the General Court. "An ordinance which goes beyond the authority

conferred by the enabling statute is invalid." *Cawley v. Northern Waste Co.*, 239 Mass. 540, 544. The constitution and statutes of a state other than Massachusetts, and the ordinances enacted under their apparent authority, afford no precedent in determining the validity of an ordinance enacted by a Massachusetts municipality.

The ordinance-making power of the City of Boston has been derived from Acts of 1854, chapter 448, section 35, and from General Laws (Ter. Ed.), chapter 40, section 21. The former statute provided:

"They (the mayor, aldermen, and common council of Boston) shall have power to make all such needed and salutary by-laws and ordinances not inconsistent with the laws of this commonwealth, as towns by the laws of this commonwealth have power to make and establish, and to enact penalties not exceeding fifty dollars for the breach thereof . . ."

(See Acts of 1909, chapter 486, section 1.) The latter of the two statutes above referred to provides in part:

"Towns may for the purposes hereinafter named make such ordinances and by-laws, not repugnant to law, as they may judge most conducive to their welfare, which shall be binding upon all inhabitants thereof and all persons within their limits. They may, except as herein provided, affix penalties for breach thereof, not exceeding twenty dollars for each offence . . ."

"Towns", as used in the section just quoted, includes "cities". General Laws (Ter. Ed.), chapter 40, section 1.

The section last above quoted (section 21) includes numerous clauses setting forth the purposes for which ordinances may be made. The clause pertinent to the issue here raised reads as follows:

"(1) For directing and managing their prudential affairs, preserving peace and good order, and maintaining their internal police."

The proposed ordinance above quoted purports to deal with the sale, gift or transportation of animals for vivisection purposes within the City of Boston. Leaving aside those parts of the quoted clause which concern the prudential affairs and the peace and good order of municipalities, which are both equally inapplicable, I pass to the words "maintaining their internal police." The subject-matter of the proposed ordinance is not a local or internal regulation. It touches upon a matter of general concern, the ramifications of which extend far beyond city limits. Such a matter is clearly beyond the scope of municipal ordinance-making. As stated by Lummus, J., the words "maintaining their internal police" "do not transfer to municipalities the entire police power of the commonwealth, and do not enable a city to establish a local policy in important matters of general concern, like the prohibition or regulation of the sale of liquor." *Commonwealth v. Kimball*, 299 Mass. 353, 357. Breadth of statutory language must not be interpreted to constitute a delegation to the Legislature of its whole power of legislation. *Commonwealth v. Turner*, 1 Cush. 493. The emphasis in the statutory clause falls especially upon the word "internal".

I conclude, therefore, that it is not within the authority of the City Council to enact ordinances dealing with the subject of vivisection, or with the sale, gift or transportation of animals, whether or not to be used for vivisection. Neither of these matters comes within the general powers included in clause (1) above quoted, and neither is embraced within any of the special powers delegated by the General Court to the City of Boston.

Even if the City Council had the power to deal with the subject-matter referred to, the proposed ordinance is otherwise illegal.

The penalty provided for its violation is a fine of not more than \$100 or imprisonment for not more than thirty days or both. As indicated earlier in this opinion, the municipal government of Boston has no power to provide a penalty amounting to \$100. Furthermore, it has no power whatsoever to prescribe imprisonment for the violation of an ordinance.

Sincerely yours,

ROBERT CUTLER,
Corporation Counsel.

Placed on file.

LAND FOR PLAY AREAS.

The following was received:

City of Boston,

Office of the Mayor, August 25, 1941.
To the City Council.

Gentlemen,—In connection with the program adopted by the Managers of the White Fund to establish play areas in the congested districts of Boston I submit and recommend for passage by your Honorable Body the appended order for the transfer to the Park Department of the following specified seven parcels of land owned by the city by means of foreclosed tax deeds, viz.:

22 and 22B Rochester street, 24 Rochester street, 26 Rochester street, Troy street, northeast side, Troy street, northeast side, 8 and 10 Pitts street, 11 and 11A Hale street.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated August 23, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5549, page 634, on about nine hundred (900) square feet of land situated on the southwesterly side of and numbered 22 and 22B Rochester street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated March 2, 1937, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5480, page 132, on about nine hundred (900) square feet of land situated on the southwesterly side of and numbered 24 Rochester street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated March 2, 1937, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5480, page 133, on about nine hundred (900) square feet of land situated on the southwesterly side of and numbered 26 Rochester street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated November 29, 1940, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5611, page 245, on about eighteen hundred (1,800) square feet of land situated on the northeasterly side of Troy street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated November 29, 1940, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5611, page 244, on about eighteen hundred (1,800) square feet of land situated on the northeasterly side of Troy street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated June 13, 1934, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5217, page 83, on about three thousand six (3,006) square feet of land situated on the northwesterly side of Pitts street, Boston; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated November 9, 1938, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5548, page 351, on about eleven hundred thirty-five (1,135) square feet of land situated on the southeasterly side

of and numbered 11 and 11A Hale street, Boston; and

Whereas, The said parcels of land, hereinbefore described, are now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division; and

Whereas, The said parcels of land are to be improved for playground purposes as play spaces; now, therefore, it is hereby

Ordered, That the said parcels of land, hereinbefore described, be, and the same are hereby, transferred from the care, custody and control and management of the Custodian, Foreclosed Real Estate Division, to the care, custody, control and management of the Park Department to be used for playground purposes.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

A. R. Bevacqua, for compensation for damage to car by city truck.

James T. Burke, for compensation for injuries caused by an alleged defect at 15 Walnut avenue, Roxbury.

Walter Byers, for compensation for injuries caused by an alleged defect in East Boston Ferry.

Anna Carine, for compensation for injuries caused by an alleged defect at 49 Harriet street, Brighton.

George A. Freere, for compensation for damage to car by fire truck.

Harry T. Grace, to be reimbursed for execution issued against him.

Frederick A. Horan, for compensation for damage to car caused by an alleged defect in Massachusetts avenue.

Lillian S. MacLennan, for compensation for damage to property at 66 Phillips street, caused by break in water pipe.

Edward Schreiber, for compensation for loss of overcoat at Charles Street Jail.

Richard Smith, for compensation for injuries caused by an alleged defect in Christopher Gibson Playground.

Mary E. Welby, for compensation for damage to property at 53 Sheridan street, caused by water being shut off.

George Yurkus, for compensation for damage to clothing on Boston Common, caused by explosion.

MINORS' LICENSES.

Applications were received for minors' licenses from nine newsboys and three boot-blacks, and it was voted that licenses be granted on the usual conditions.

DISPOSAL OF GARBAGE.

A communication was received from the Finance Commission discussing the methods now in use of collecting and disposing of garbage and refuse and recommending the construction of an incineration plant.

Placed on file.

REPORT OF CITY CLERK ON DUPLICATION OF BOSTON RECORDS.

The following was received:

City of Boston,
Office of the City Clerk, August 25, 1941.
To His Honor Mayor Maurice J. Tobin and the Honorable City Council.

Gentlemen,—This communication is written for a twofold purpose. First, to express

my thanks to the Mayor and City Council for their immediate appreciation and understanding of the importance of the safeguarding and preservation of the ancient records of the Town and City of Boston and for their action in furnishing me an appropriation for that purpose. Second, to make a convenient record in the form of a city document which will explain and list the work which was done by means of that appropriation.

The City Clerk, by virtue of his office, is the custodian of a great variety of manuscript volumes, papers and historical documents in the nature of records, relating to the present City of Boston, dating from its settlement to the present time. The most important of them may, perhaps, be listed as follows:

The records of the Town of Boston, consisting of the records of the town meetings from 1634 to 1822 and the minutes of the Selectmen from 1701 to 1822.

The records of the City of Boston, being the records of the meetings of the Board of Aldermen and the City Council from 1822 to the present date.

The records of the Town of Dorchester, beginning in 1632 and ending with its annexation to Boston on the first Monday in January, 1870. (Chap. 349, 1869.)

The records of the Town of Charlestown, beginning in 1629 and ending in 1847 upon its becoming a city. Its annexation to Boston took effect on the first Monday in January, 1874. (Chap. 286, 1873.)

The records of the Town of Roxbury, beginning in 1648 and ending in 1846 upon its becoming a city. Its annexation to Boston took effect on the first Monday in January, 1868. (Chap. 359, 1867.)

The records of the Town of Brighton, beginning with 1807 and ending with its annexation to Boston on the first Monday in January, 1874. (Chap. 303, 1873.)

The records of the Town of West Roxbury, beginning in 1851 and ending with its annexation to Boston on the first Monday in January, 1874. (Chap. 314, 1873.)

The records of the Town of Hyde Park, beginning in 1868 and ending with the annexation to Boston on the first Monday in January, 1912. (Chap. 469, 1911.)

Since 1915 the City of Boston records have been made in duplicate. The early Boston town records were copied and printed by the Record Commissioners at a very large expense in the period from 1875 to 1909. No duplicates or copies have heretofore been made of the remaining two hundred-odd volumes, mainly on account of the very great cost of copying under the old methods.

All of these records are stored in a sub-basement in the City Hall Annex, two stories below the street level. This situation has been a source of anxiety to me for some years. A serious conflagration, a flood, an undiscovered break in a water main, an earthquake or other catastrophe would probably result in the destruction of records that are priceless.

The recent introduction of the microfilm process made it possible to duplicate the whole of these records at a cost less than would be required to copy and print only two volumes.

This duplication, however, would be of little value unless the duplicates were kept in a location far enough removed from the storage place of the originals as to make it improbable that the same disaster would destroy both.

Such a place is the Boston Public Library, which is more than a mile from City Hall, and through the very much appreciated cooperation of the trustees arrangements have been made to store the microfilms and duplicates in the Central Library Building.

I am very much gratified to be able to report that without exceeding the appropriation the work has been completed of micro-

filming all the records of Boston and the annexed towns, as previously listed in this communication, consisting of two hundred and twenty-five volumes of records. The original volumes stored in the City Clerk's vault in the City Hall Annex occupy 70 linear feet of shelving space, 20 inches high and 13 inches deep (126 cubic feet).

The reproduction of these 225 volumes with negative and positive films, making 450 reels in all, can be stored in a case which occupies less room than an ordinary four-drawer filing case. The details of the work done are as follows:

Each volume of records was photographed, page by page, by the so-called microfilm process, on a continuous film, photographs being reduced in size approximately ten diameters. The microfilm of a volume of 1,000 pages packed in a metal or cardboard container occupies a space of about 4 by 4 by 13 inches.

The negative microfilms, from which any desirable number of positives may be made, are in metal containers and are stored in the Public Library.

For each volume microfilmed there is also a positive film which is also stored at the Public Library. These positive films will be accessible to the public and when placed on the reading machines now in use at the library, the pages of the record are reproduced at their original size or larger at the convenience of any one desiring to consult them.

On account of the age and condition of many of the records the handling and micro-filming of them was a delicate operation and required the utmost care, and it is only fair to state that the successful completion of the work was due in a great measure to the exacting and careful attention given to it by the Graphic Microfilm Service, through its President, Mr. Karl Adams, Jr., and its operators, who rendered a quality of service which was much more important than the actual cost to the city.

So far as I have been able to ascertain the statement appears to be warranted that the City of Boston is the first of all the cities in this country to duplicate its records by the use of this modern method, and to take the additional precaution of storing the duplicates in a building separated by a considerable distance from the storage place of the originals.

A detailed list of the reels of films is appended, there being a negative and a positive film for each item.

Respectfully,

WILFRED J. DOYLE,
City Clerk.

(Annexed was the detailed list referred to, printed in City Document No. 50.)
Placed on file.

PROTECTION OF CHILDREN AT INTERSECTIONS.

Coun. WICKES offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to station policemen at dangerous intersections in the vicinity of the Greenleaf Whittier School for the protection of youngsters going to said school.

Passed under suspension of the rule.

FIVE-CENT FARE FOR SCHOOL CHILDREN.

Coun. M. H. SULLIVAN, for Coun. Ward, offered the following:

Ordered, That the Board of Trustees of the Boston Elevated Railway be requested through his Honor the Mayor, to maintain for school children a five-cent fare throughout the year.

Passed under suspension of the rule.

OILING OF RAILROAD ROADBED.

Coun. GOODE, WICKES and GOTTLIEB offered the following:

Ordered, That the officials of the New York, New Haven & Hartford Railroad be requested, through his Honor the Mayor, to arrange for the oiling of the roadbed of the railroad line running from Readville, through Hyde Park, Mattapan and Dorchester, in order to prevent the spread of dust and cinders into the homes located along the route of this branch of the railroad.

Coun. GOODE—Mr. President, several letters have been written in the past and I believe orders have been introduced in the City Council on this very same proposition. However, very little action has been taken in the past. Recently several freight trains have been inaugurated on this line and with the increased activity in the city due to the National Defense the traffic is much heavier than it had been formerly, so the condition is now more acute than before and certainly those people who hang their clothing and have to open their windows and have this dirt, dust and cinders come in should be entitled to some relief and I hope this Honorable Body will see fit to pass this order.

Passed under suspension of the rule.

HEALTH CENTER, MATTAPAN.

Coun. GOODE offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to consider the establishment of a Health Center in the Mattapan section of Ward 18, and to arrange for its erection in the immediate future.

Passed under suspension of the rule.

GRANDSTANDS ON WALKER PLAYGROUND.

Coun. GOODE offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the construction of grandstands on the Walker Playground, which project was provided for under a W. P. A. appropriation about a year and a half ago.

Passed under suspension of the rule.

CONSTRUCTION OF SIDEWALKS, WARD 13.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Neponset avenue, south side, Hyde Park avenue to Stony brook, Ward 18, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

DEMOLITION OF BUILDINGS, CHICKATAWBUT STREET.

Coun. GOODE, for Coun. Fish, offered the following:

Ordered, That the Building Commissioner be requested, through his Honor the Mayor, to take immediate steps to condemn as unsafe and notify the owner to proceed with the demolition of the buildings located at 23 Chickatawbut street, Dorchester.

Passed under suspension of the rule.

SHELTER AT CENTRAL SQUARE, EAST BOSTON.

Coun. COFFEY offered the following:

Ordered, That the Boston Elevated be requested, through his Honor the Mayor, to erect a shelter for street car passengers at Central square, East Boston.

Passed under suspension of the rule.

RECESS.

On motion of Coun. GOODE the Council voted to take a recess at 2.45 p. m. The members reassembled and were called to order by Coun. WARD at 3 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. TAYLOR, for the Executive Committee, submitted the following reports, viz.:

1. Report on petition of Ann Marie Harrigan (referred January 27) to be paid an annuity on account of death of her husband, Stephen P. Harrigan, late member of Police Department—recommending passage of accompanying order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933, an annuity of twelve hundred dollars be allowed and paid to Ann Marie Harrigan, widow of Stephen P. Harrigan, late member of the Police Department, who died on January 7, 1941, on account of injuries received in the performance of his duty; said annuity being made up of allowances as follows:

For the widow, Ann Marie Harrigan, so long as she remains unmarried, \$1,000 per annum;

For the following-named child, during such time as he is under the age of eighteen or over said age and physically or mentally incapacitated from earning, \$200 per annum: Stephen Paul Harrigan, born February 28, 1934;

the payments to date from January 7, 1941, and to be charged to the appropriation for Police Department, Pensions and Annuities.

Report accepted; said order passed.

2. Report on message of Mayor and order (referred today) transferring certain parcels of land to the Park Department for play areas—that same ought to pass.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred today) re discontinuance of crossing of New York, New Haven & Hartford Railroad at Hyde Park avenue—that same ought to pass.

Report accepted; said order passed.

CONFIRMATION OF APPOINTMENTS.

Chairman WARD called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor August 18, 1941, of James E. Campbell, to be a Weigher of Goods; and Eleanor A. Minkle, to be a Weigher of Coal.

The question came on confirmation. Committee, Coun. Lyons and Coffey. The appointments were confirmed, yeas 12, nays 1.

SIDEWALKS, BAY STATE ROAD AND GRANBY STREET.

Coun. CHASE, for Coun. Shattuck, offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Bay State road, south side, from Granby street 58 feet easterly, Ward 5, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built

of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk along Granby street, east side, from Bay State road 150 feet southerly, Ward 5, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Severally passed under suspension of the rule.

LOSS OF DRIVER'S LICENSE BY MALE WELFARE RECIPIENTS.

Coun. RUSSO offered the following:

Ordered, That the Overseers of Public Welfare be directed, through his Honor the Mayor, to discontinue the unfair practice of taking away from male recipients of welfare their license to drive motor vehicles in the Commonwealth of Massachusetts.

Coun. RUSSO—Mr. President, it has been brought to my attention that recipients of welfare who have a driver's license have been threatened with the loss of their license by the Welfare Department,—otherwise they will be put off aid. The particular instance I have in mind, this man is married and only receiving \$6.65 per week, works three days a week for the Welfare Department. His license was taken away and they have refused to give it back to him. I maintain, Mr. President, this is an unfair practice. I do not believe that the Welfare Department or anyone else has any authority to take away a driver's license from any individual. That authority lies, I believe, with the Registrar of Motor Vehicles, Mr. Goodwin. This particular individual, the visitor stated to me, saw him simonizing or polishing a car. I ask you, Mr. President, even if that is so, that he did polish a car or simonize a car, how can anybody get along on \$6.65 a week who is married and has a sick wife? Is there any harm in those extra few days when they are not doing any work for the City of Boston, is there any harm in these individuals going out and trying to make a dollar rather than persuading them not to work? I believe that practice will only mean that these individuals will be on the Welfare Department as long as they live. I say, give them some encouragement to go out and earn a dollar if they can, and if they can make an extra dollar, good luck to them, and give them a chance to survive, especially so when prices are going so high that how can anyone live on \$6.65 a week for two people. It is not sufficient even to pay the rent, let alone the necessities of life. Therefore I hope that this order will pass and that they see to it that this unfair practice is discontinued and not leave it up to the visitor or to the supervisor to take away their rights. What harm is there for a man to have a license given to him by the state? Just because they happened to be unfortunate to be on the welfare they should not have their license taken away. I hope and earnestly hope the Mayor will take notice of this and see that this practice is stopped at once, immediately, and give those poor souls a chance to at least enjoy themselves once in a while and even to help the family survive. I ask that this order pass.

Coun. M. H. SULLIVAN—Might I ask the councillor whether it is the general practice of the Welfare Department to take away all the driving licenses of those who are receiving welfare now, or is this an isolated instance?

Coun. RUSSO—Mr. President, in answer to the councillor from Ward 22, I wish to inform him that there has been a similar practice so far as taking away licenses is concerned. I brought this out sometime ago last year and I did not think any more about it until this time. I was in touch with Mr. O'Hare and he asked me to send the individual

down to him. He was sent down and told to go down and get his license back. He went over to the visitor and the visitor refused to give him his license and threatened that he would be taken off the rolls and I have proof this particular individual did simonize this visitor's car. Now if they allow them to simonize their own car, I do not see why they cannot go out and simonize somebody else's car and make an honest dollar in order for them to survive.

Passed under suspension of the rule.

THE NEXT MEETING.

On motion of Coun. COFFEY the Council voted that when it adjourn it be to meet on Monday, September 8, at 2 p. m.

REPORT OF COMMITTEE ON LICENSES.

Coun. LYONS, for the Committee on Licenses, submitted the following:

Report on petition for driveway opening (referred August 18) of Filling Stations Realty Company, at Washington street and Kenton road, Ward 11—that same ought to pass.

Report accepted; said license granted under usual conditions.

PLAY AREAS IN WARD 18.

Coun. GOODE offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to make a survey of the Sunnyside, Fairmount, Corriganville and Hyde Park sections of Ward 18 with a view to erecting play areas with wading pools on suitable city-owned lots in said sections.

Coun. GOODE—Mr. President, I am introducing this order at this time because I feel that the experiment of the wading pool behind the Municipal Building at Hyde Park has been a great success and because of the fact every year there have been several drownings of youngsters in the Neponset river which runs through Hyde Park. I understand that the construction of play areas is contemplated in various sections of the city and I know there are several lots owned by the City of Boston upon which play areas could be constructed and also wading pools in the vicinity of the Neponset river in Hyde Park and Readville, so these youngsters will not be attracted to the water in those dangerous locations and I hope this order will receive favorable action.

Passed under suspension of the rule.

INCREASED RAILROAD SERVICE.

Coun. GOODE offered the following:

Ordered, That the Board of Directors of the New York, New Haven & Hartford Railroad Company be requested, through his Honor the Mayor, to increase service on the Hyde Park and Mount Hope lines and restore service to the Hazelwood line.

Coun. GOODE—Mr. President, some months ago the New Haven Road curtailed the transportation to Hyde Park and eliminated several small stations. Recently, because of the shortage in gasoline, coupled with the fact that the available gasoline has increased considerably in price, many people in the outlying sections of the city will be unable to use their automobiles to come and go to work and I feel they should be encouraged to leave their automobiles at home because it will relieve the traffic situation in the center of the city and the best way to encourage them to leave their cars at home is to

provide adequate transportation facilities and I hope the New Haven Road will take immediate steps to provide additional transportation facilities to this outlying section of the city.

Passed under suspension of the rule.

FREE MILK FOR UNDER-PRIVILEGED CHILDREN.

Coun. GOTTLIEB—Mr. President, I would like to express my appreciation to the members of this Body for their indulgence in waiting for the preparation of an order I intend to introduce. I suppose it would be quite as effective to speak now and then introduce the order. What I had in mind, Mr. President, was the creation, if possible, of a fund similar to the William Randolph Hearst Fund in New York for the distribution of free milk to the under-privileged and under-nourished children in New York. A few days ago, when I left Washington where I had been on business, I went through New York and noticed particularly how valuable and how beneficial these free milk centers were to the poor children in New York who were receiving free milk as a result of the public-spirited work of citizens in New York City who devote their time and efforts to raising the money by public subscription for this purpose. I had in mind, Mr. President, that perhaps his Honor the Mayor might be able to arrange some sort of a meeting between the Overseers of the Public Welfare Department, the President of the Boston Chamber of Commerce and other philanthropic groups of public-spirited individuals who might perhaps sit down and determine whether it was feasible and advisable for a fund to be raised for this purpose for the children who need free milk in the City of Boston. As you know, Mr. President, the budget allowance for welfare does not carry or contain enough money to provide for any substantial amount of milk in the particular homes that are receiving welfare assistance. Neither does the W. P. A. give to the families who have one of their members on the W. P. A. rolls sufficient money to provide what I consider an adequate amount of milk for the children in those particular families. I feel that a fund for this purpose would be a very fine thing. It would do a lot for the children who need the calcium and other vitamins contained in milk to build up their bodies and make them fine healthy public-spirited citizens in the years to come, of the City of Boston. I think at least there is enough involved in this order for the Mayor and the other individuals I have referred to to sit down and give it a little thought and perhaps they can work out something that may be of ultimate benefit to the poor of Boston.

[At this point the clerk read the order.]

Coun. SCANNELL—Mr. President, although I agree heartily with my colleague from Ward 14, I believe he may be a little bit misinformed, but the money that has come out of the Mayor's Field Day has given 10,000 children here in Boston free milk,—under-privileged children.

Coun. GOTTLIEB—I am fully conscious of the fact that the Mayor has attempted time and time again and succeeded in obtaining from one source and another money for this and similar charitable and worth-while purposes, but the point is this: That there has never been, in my opinion, sufficient money for this particular purpose, and therefore I would like to see something done about this order.

Coun. Gottlieb's order was as follows:

Whereas, The city of New York, under the auspices of the Hearst Fund, has provided and continues to provide free milk to the

under-privileged and under-nourished children of that city; and

Whereas, Free milk would be of great benefit to the under-nourished children of Boston; therefore be it

Ordered, That the Overseers of the Public Welfare, the President of the Boston Chamber of Commerce and other public-spirited individuals and organizations be called into meeting by his Honor the Mayor for the purpose of discussing the advisability of raising a fund for this purpose.

The order was passed under suspension of the rule.

RESURFACING OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 13:

Spring Garden street, Dewey street, Ingle-side street, Davis street, Davitt street, Wave avenue.

Passed under suspension of the rule.

On motion of Coun. KELLY the Council adjourned at 3.25 p. m., to meet on Monday, September 8, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, September 8, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN presiding. Absent Coun. Fish and Shattuck.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn, Coun. CAREY presiding at the box in the absence of the Mayor, as follows: One hundred and eight jurors for the Civil Session, Suffolk Superior Court, and ninety jurors for the Criminal Session, Suffolk Superior Court, viz:

Ninety traverse jurors, Superior Criminal Court, to appear October 6, 1941:

Gerard J. Casey, Ward 1; Joseph F. Cosgrove, Ward 1; Angelo DeMarco, Ward 1; Vincenzo Costantino, Ward 1; Anthony D. Famulari, Ward 1; John J. O'Brien, Ward 1; Charles H. Sloan, Ward 1; David H. Stewart, Ward 1; James B. Fitzgerald, Ward 2; Frederick T. Welch, Ward 2; Frank J. Alesi, Ward 3; Arthur L. Barry, Ward 3; John J. Cashman, Ward 3; Reuben Cohen, Ward 3; Richard John Jope, Ward 3; William G. Peter, Ward 3; Michael Scalia, Ward 3; Arthur Gordon, Ward 4; Malcolm L. Harvey, Ward 4; Alex Hayner, Ward 4; Albert F. Lenk, Ward 4; John L. McSherry, Ward 5; Ferris W. Morris, Ward 5; Walter H. Ross, Ward 5; George McCauley, Ward 6; Winthrop L. Dyer, Ward 7; Robert H. Everett, Ward 7; Charles C. Halstrom, Ward 7; Joseph S. Miller, Ward 7; Daniel J. Sweeney, Ward 7; Alton Pierce, Ward 8; Patrick Cunniff, Ward 9; Arthur L. Leverenz, Ward 9; Carl Neugebauer, Ward 9; John F. Burke, Ward 10; John B. Erminian, Ward 10; Francis Kelly, Ward 10; Jacob Smith, Ward 10; Frank J. Suckfull, Ward 10; Dennis J. Coughlin, Ward 11; Ralph Engram, Ward 11; John T. Green, Ward 11; Harold I. Sawyer, Ward 11; Paul M. Goldstein, Ward 12; John J. Goulding, Ward 12; Thomas F. Harrington, Ward 12; John E. Kimball, Ward 12; Thomas C. White, Ward 12; Mark F. Duffy, Ward 13; Charles L. Garvey, Ward 13; Dennis V. O'Connor, Ward 13; Martin G. Sprissler, Ward 13; Abraham Glick, Ward 14; Jacob Gordon, Ward 14; George Katseff, Ward 14; Samuel J. Lipsitz, Ward 14; Robert J. Saveron, Ward 15; Henry F. McCusker, Ward 15; Joseph Rigby, Ward 15; Edward F. Whalen, Ward 15; Charles G. Denner, Ward 16; William H. O'Toole, Ward 16; James H. Donovan, Ward 17; William H. Fentz, Ward 17; Frank J. Pragowsky, Ward 17; John S. Quinn, Ward 17; William J. Robinson, Ward 17; Arthur R. Benson, Ward 18; Ambrose J. Claus, Ward 18; Joseph Dellocono, Ward 18; Simon Keller, Ward 18; Percival A. Littlefield, Ward 18; William J. Phelan, Ward 18; Arthur C. Pratt, Ward 18; John Ryan, Ward 18; George E. Shea, Ward 18; John C. Farley, Ward 19; Howard J. Schramm, Ward 19; Cornelius J. Whelton, Ward 19; John R. Cashman, Ward 20; Gordon M. Crowe, Ward 20; Ferdinand H. Fruh, Ward 20; William Holm, Ward 20; Kenneth J. McNeill, Ward 20; Robert E. Stetson, Ward 20; Hulbert Young, Ward 20; Harry Cohen, Ward 21; Melvin H. Simons, Ward 21; Walter W. Taylor, Ward 21; Frederick W. Keyo, Jr., Ward 22.

One hundred eight traverse jurors, Superior Civil Court, October Sitting, to appear October 6, 1941:

Thomas B. Catter, Ward 1; Michael DeSimone, Ward 1; James B. Dunn, Ward 1; Roy W. Erikson, Ward 1; Joseph Greco, Ward 1; Sterling J. Kincaid, Ward 1; Peter Manzi, Ward 1; Vincent A. Natale, Ward 1; Salvatore Palladino, Ward 1;

William L. Richardson, Ward 1; Norman F. C. Sorensen, Ward 1; James A. Doyle, Ward 2; Francis J. Galvin, Ward 2; Arthur F. Holland, Ward 2; Stephen J. Kelley, Jr., Ward 2; James DiBlasi, Ward 3; Albert Fopiano, Ward 3; William J. Pink, Ward 3; Peter Natale, Ward 3; Anthony J. Salem, Ward 3; Henry M. Walsh, Ward 3; John E. Burrows, Ward 4; John J. P. McIntyre, Ward 4; Frederick E. Porter, Ward 4; Henry E. Wayne, Ward 4; Thomas D. Blume, Ward 5; Arthur Carow, Ward 5; Edward J. Mahoney, Ward 5; Charles W. O'Shaughnessy, Jr., Ward 5; Robert L. Rosenthal, Ward 5; John J. Sousa, Ward 5; Edward F. Hagan, Ward 6; James M. Hayes, Ward 6; Edwin Kennealey, Ward 6; Paul W. McGuire, Ward 6; Robert L. Richardson, Ward 6; Frederick J. Sullivan, Ward 6; John N. Dexter, Ward 7; Michael P. Finn, Ward 7; Frank J. Fisher, Ward 7; Joseph E. Kane, Ward 7; William J. Lloyd, Ward 7; Joseph A. Ridge, Ward 7; Samuel J. Costa, Ward 8; Robert E. Woods, Ward 8; Moses Elliott, Ward 9; Joseph F. Mulhern, Ward 9; James W. Degnan, Ward 10; Erwin L. Hamline, Ward 10; James F. Hourihan, Ward 10; John T. Murphy, Ward 10; Michael Toomey, Ward 10; John Christensen, Ward 11; Arthur D. Coles, Ward 11; William T. Dever, Ward 11; Thomas F. Linehan, Ward 11; Abraham Stanger, Ward 11; Maurice H. Lomasney, Ward 12; Gilbert F. Powell, Ward 12; Alexander Rosenfield, Ward 12; Howard J. Taft, Ward 12; Arthur Edwin Warwick, Ward 12; Joseph A. O'Toole, Ward 13; John G. Fitzgerald, Ward 14; Samuel Goodman, Ward 14; Harry Hemel, Ward 14; Lewis Karlin, Ward 14; Thomas A. Manna, Ward 14; Isadore Rosenberg, Ward 14; Hyman M. Snyder, Ward 14; Duncan L. Cameron, Ward 15; Harry Fletcher, Ward 15; William H. Goodman, Ward 15; Malcolm Allen McDonald, Ward 15; Clarence G. McKinnon, Ward 15; Harold McQuade, Ward 15; Charles E. Shelley, Ward 15; John J. Sullivan, Ward 15; Daniel Swartz, Ward 15; James J. McInerney, Ward 16; George W. Murphy, Ward 16; Frank J. Shea, Ward 16; James Smith, Ward 16; Joseph Sowle, Ward 16; Maurice P. Broderick, Ward 17; John H. Conroy, Ward 17; Richard W. Patterson, Ward 17; Carl O. Rank, Ward 17; Lewis S. Stevens, Ward 17; Nathan J. Brown, Ward 18; John L. Chittick, Ward 18; Joseph A. Gleason, Ward 18; James A. Murray, Ward 18; William J. Tighe, Ward 18; Edward D. Farley, Ward 19; Charles E. Mighill, Ward 19; George A. Bleyle, Ward 20; Daniel A. Keefe, Ward 20; John C. McAuley, Ward 20; James T. V. Whalen, Ward 20; Robert G. Wilson, Ward 20; Louis H. Gold, Ward 21; Joseph B. Manning, Ward 21; Harry Raphael, Ward 21; Marshall St. Germain, Ward 21; Manuel Williams, Ward 21; John Ford Dunn, Ward 22; John Eagan, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Constable for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon the filing of the necessary bond: Everett Roston, 34 Hollander street, Ward 12.

Weighers of Coal: Julius L. Winensky, 80 Goodale road, Dorchester; Charles Payne, 59 Falcon street, East Boston.

Severally laid over a week under the law.

DOUBLE-BARRELLED HIGHWAY, BLUE HILL AVENUE.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 18, 1941, concerning the construction of a double-barrelled highway on Blue Hill avenue, from Seaver street to American Legion Highway.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 4, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on August 18, 1941:

"Whereas, The City of Boston planned the construction of a double-barrelled highway on Blue Hill avenue, from Seaver street to American Legion Highway; and

"Whereas, Said highway was to have been completed within three years from 1939; and

"Whereas, National Defense and the safety of residents in that section of Dorchester require immediate completion of said highway; therefore be it

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to explain the reason why said highway is not proceeding according to schedule; and be it further

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to immediately proceed with the work on said highway."

In the fall of 1939, at a conference between his Honor the Mayor, and the trustees of the Boston Elevated Railway Company, it was agreed to eliminate the street car reservation in that section of Blue Hill avenue that extends from American Legion Highway to Seaver street, and construct a so-called double-barrelled highway to replace the present single-barrelled highway; the improvement to be effected over a three-year period. Last year the above-referenced change was made in that section of the avenue that extends from American Legion Highway to a point near McLellan street. At the present time arrangements are being made to effect the improvement in that section of the highway that extends from McLellan street to Columbia road. I anticipate that the actual street construction work will start on or about September 20 and will be completed about the middle of November. Next year the remaining section, that is, that part of the avenue that extends from Columbia road to Seaver street, will be reconstructed.

It may be seen, therefore, that the work is proceeding as scheduled and that the entire improvement will be effected in a three-year period, in accordance with the agreement made between his Honor and the Trustees at the above-referenced conference.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, WARD 7.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 21, 1941, concerning the installation of granolithic sidewalks on the following streets in Ward 7 as W. P. A. projects: Telegraph street, Old Harbor street, Thomas park.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 5, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on the following streets in Ward 7 as W. P. A. projects: Telegraph street, Old Harbor street, Thomas park."

A project has been submitted to the W. P. A. authorities providing for the effecting of the above-referenced improvement.

If possible, the actual construction will start some time this fall, although I do not believe at this time, due to the late date, that we shall be able to start before next spring.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, BRENT STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 21, 1941, concerning the installation of granolithic sidewalks on both sides of Brent street, between Talbot avenue and Washington street, Ward 17, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 5, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of Brent street, between Talbot avenue and Washington street, Ward 17, as a W. P. A. project."

Arrangements will be made to submit to the W. P. A. authorities a project which will provide for the effecting of the above-referenced improvement.

In view of the late date, however, I do not feel that we shall be able to start work on the street until next spring.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SHELTER, CENTRAL SQUARE, EAST BOSTON.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of August 25, 1941, concerning the erection of a shelter for street car passengers at Central square, East Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
August 29, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your letter of August 28 with order of the City Council requesting erection of a shelter for passengers at Central square, East Boston, I would say that the matter of providing shelters at stopping places and transfer points on the system has been given careful consideration by the Trustees, but in view of the expense involved and frequency of service operated, they do not feel that shelters can be justified. Their maintenance would, of course, add considerably to the deficit.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

FIVE-CENT FARE FOR SCHOOL CHILDREN THROUGHOUT YEAR.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of

the Boston Elevated Railway Company relative to your order of August 25, 1941, concerning the maintaining for school children a five-cent fare throughout the year.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
Boston Elevated Railway,
August 29, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Referring to your letter of August 28 with order of the City Council, I would say that pupils of public and private schools attending a grade or grades not higher than the most advanced grade of high school now have the privilege of a 5-cent fare by ticket for transportation to and from the schoolhouses.

The 5-cent pupil's ticket carries with it the same transfer privileges as the 10-cent fare.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

BUS LINE ON HUNTINGTON AVENUE.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of August 18, 1941, concerning the making prompt arrangements in the matter of placing a 5-cent bus line on Huntington avenue and Boylston street, from Francis street to Park square.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
Boston Elevated Railway,
August 28, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of August 21 inclosing order of the City Council requesting a 5-cent bus line on Huntington avenue and Boylston street, from Francis street to Park square this matter was considered by the Trustees at their meeting yesterday and they directed me to reply that they cannot grant the request because it is inconsistent with the 5-cent fare arrangement that pertain all over the system. However, they are willing and plan to operate, when the road conditions permit, a 5-cent fare line from Massachusetts and Huntington avenues to Park square.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

FREE ELEVATED RIDES FOR SERVICE MEN.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of August 18, 1941, concerning the permitting selectees and all service men in the United States Army, Navy or Marine Corps to ride free on the Boston Elevated system.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
Boston Elevated Railway,
August 28, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Replying to your letter of August 21 with order of the City Council requesting free transportation for selectees and all service men in the United States Army, Navy or Marine Corps, this matter was considered by the Trustees at their meeting yesterday.

They directed me to advise that reply to a similar request was made in January, 1941, to Major Richard F. Anderson, Q. M. C., assistant at the Army Base, that in the spirit of the Public Control Act this policy of free rides could not be adopted.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

STREAMLINED CARS, WASHINGTON STREET LINE.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of August 18, 1941, concerning the placing new-type streamlined cars on the Washington Street line, from Dudley street to Ashmont street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
Boston Elevated Railway,
August 28, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of August 21, with order of the City Council requesting that new streamlined cars be placed on the Washington Street line, from Dudley street to Ashmont street, the Trustees, after consideration of the matter at their meeting yesterday, directed me to advise the Council that in view of the situation with regard to the nonpayment of the deficit no consideration can at present be given to this request.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

USE OF LUCY STONE SCHOOL YARD.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the assistant secretary of the Boston School Committee relative to your order of July 31, 1941, concerning the opening up the Lucy Stone school yard in Ward 17 to allow the use of same by the young children of the district for roller skating.

Respectfully,
MAURICE J. TOBIN, Mayor.

—
City of Boston,
School Committee, August 20, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—At a meeting of the City Council on July 31, 1941, the following order was passed:

"Ordered, That the School Committee be requested, through his Honor the Mayor, to open up the Lucy Stone school yard in Ward 17 to allow the use of same by the young children of the district for roller skating."

The School Committee, at a conference held today, agreed to open the Lucy Stone school yard, Regina road, Dorchester, for unsupervised play under the direction of the local police officers.

Respectfully yours,
LOUISE KANE,
Assistant Secretary.

Placed on file.

TENNIS COURTS, ROSLINDALE AND WEST ROXBURY.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of August 18, 1941, concerning the arranging for immediate repairs

on the tennis courts in the Roslindale and West Roxbury playgrounds and place them in proper condition for play.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, August 22, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—I have your memorandum of August 21, with inclosure, order from the City Council that the tennis courts in the Roslindale and West Roxbury playgrounds be placed in proper condition.

An immediate investigation will be made and the necessary work will be performed.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

SIDEWALK, 833 COLUMBIA ROAD, WARD 13.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Park Department relative to your order of August 18, 1941, concerning the installation of a granolithic sidewalk in front of 833 Columbia road, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, August 25, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of August 21, 1941, with inclosure, order from the City Council, to install a granolithic sidewalk in front of 833 Columbia road.

An immediate investigation will be made and a report submitted.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

TENNIS COURTS, HEALY PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Park Department relative to your order of August 18, 1941, concerning renovating the tennis courts on Healy Playground, Ward 19.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, August 25, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of August 21, with inclosure, order from the City Council that the Park Commission be requested to renovate the tennis courts on Healy Playground, Ward 19.

An immediate investigation will be made and the necessary work will be performed.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

PLAY AREAS, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Park Department relative to your order of August 25, 1941, concerning the making a survey of the Sunnyside, Fairmount, Corriganville and Hyde Park sections of Ward 18 with a view to erecting play areas with wading pools on suitable city owned lots in said sections.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, September 2, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of August 28, with inclosure, order from the City Council, that a survey of certain sections in Hyde Park be made, with a view to constructing play areas.

Please be assured this survey will be conducted in the immediate future.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

BLEACHERS, WALKER PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of August 25, 1941, concerning the construction of bleachers on the Walker Playground.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, September 2, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of August 28, with inclosure order from the City Council, that the project on the Walker Playground for the construction of bleachers (or grandstand) be put in operation.

The project was accepted, but skilled help cannot be obtained through the W. P. A. There is no way in which this project can be started without skilled help, as it is of concrete construction. Up to the present time we have been unable to obtain any of this help required.

Very truly yours,
WILLIAM P. LONG, Chairman.
Placed on file.

FIRE STATION IN GERMANTOWN.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Fire Department relative to your order of August 18, 1941, concerning the construction of a fire station in the Germantown section of West Roxbury.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Fire Department, August 26, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—In reply to the City Council order of August 18, 1941, to provide for the construction of a fire station in the Germantown section of West Roxbury, I wish to report that this order will have my hearty cooperation.

In my 1939 report I recommended the construction of a new fire station in West Roxbury and you have called several conferences to effect this project.

Knowing that it is your personal desire to have a fire station erected in West Roxbury and that it is the desire of the City Council, all steps necessary shall be hastened to bring this about as quickly as possible.

Sincerely yours,
WILLIAM ARTHUR REILLY,
Fire Commissioner.

Placed on file.

SURVEY OF WARD 17 INTERSECTIONS.

The following was received:

City of Boston,
Office of the Mayor, September 4, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of August 18,

1941, concerning the making of a survey of all intersections in Ward 17 in the vicinity of churches and schools with the view to painting white lines at these locations.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission,
August 27, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated August 18, 1941, which reads as follows:
"Ordered, That the Boston Traffic Commission be requested, through his Honor the Mayor, to make a survey of all intersections in Ward 17 in the vicinity of churches and schools with the view to painting white lines at these locations."

It is the practice of this commission to paint white lines in the vicinity of all churches and schools where we deem that public safety will be served by the presence of these lines.

We are at present engaged in continuous painting in an attempt to have our program, in the vicinity of school crossings, complete before the opening of the school year.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

RESURFACING OF WARD 13 STREETS.

The following was received:

City of Boston,
Office of the Mayor, September 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 25, 1941, concerning the resurfacing of the following streets in Ward 13: Spring Garden street, Dewey street, Ingleside street, Dacia street, Davitt street, Wave avenue.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.
Subject: Spring Garden Street, Dewey Street, Ingleside Street, Dacia Street, Davitt Street, Wave Avenue.

I return herewith order in City Council that the Commissioner of Public Works resurface the above-named streets in Ward 13, and this will advise you that these streets will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF BEECH GLEN STREET,
WARD 11.

The following was received:

City of Boston,
Office of the Mayor, September 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 18, 1941, concerning the resurfacing with smooth pavement and to install sidewalks upon Beech Glen street, Ward 11.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.
Subject: Beech Glen Street, Ward 11.

I return herewith order in City Council that the Commissioner of Public Works resurface with

smooth pavement and to install sidewalks upon Beech Glen street, Ward 11.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, MT. VERNON STREET,
WARD 7.

The following was received:

City of Boston,
Office of the Mayor, September 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 4, 1941, concerning the installation of granolithic sidewalks on both sides of Mt. Vernon street, Ward 7.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Mt. Vernon Street, Ward 7.

I return herewith order in City Council that the Commissioner of Public Works install granolithic sidewalks on both sides of Mt. Vernon street, Ward 7.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF CEDAR STREET,
WARD 17.

The following was received:

City of Boston,
Office of the Mayor, September 3, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 18, 1941, concerning the resurfacing with smooth paving, Cedar street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Cedar Street, Ward 17.

I return herewith order in City Council that the Commissioner of Public Works resurface with smooth paving Cedar street, Ward 17.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$24,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, September 2, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$24,000 which is now available, to be expended under the direction of the Board of Park Commissioners, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	\$24,000
--	----------

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$24,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	\$24,000
--	----------

Referred to Executive Committee.

TRANSFERS WITHIN DEPARTMENTAL APPROPRIATIONS.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.
To the City Council.

Gentleman,—I am forwarding requests for transfers within departmental appropriations in the following departments, and recommend adoption of the accompanying orders by your Honorable Body:

Boston Port Authority, Boston Retirement Board, City Council, City Planning Board, Fire, Hospital, Institutions: Child Welfare Division, Long Island Hospital; Police, Supreme Judicial Court, Superior Court, Criminal Session, Municipal Court, City of Boston, Municipal Court, West Roxbury District, Index Commissioners, Public Works, Sumner Traffic Tunnel.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Boston Port Authority:

From the appropriation for B, Contractual Services, \$350, to the appropriation for C, Equipment, \$350.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Boston Retirement Board:

From the appropriation for A, Personal Service, \$374, to the appropriation for C, Equipment, \$374.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for City Council:

From the appropriation for B, Contractual Services, \$364.76, to the appropriation for C, Equipment, \$364.76.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for City Planning Board:

From the appropriation for A, Personal Service, \$1,300, to the appropriation for B, Contractual Services, \$1,005; C, Equipment, \$20; D, Supplies, \$275.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Fire Department:

From the appropriation for B, Contractual Services, \$3,300, to the appropriation for C, Equipment, \$2,300; E, Materials, \$1,000.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Hospital Department:

From the appropriation for A, Personal Service, \$6,500, to the appropriation for B, Contractual Services, \$6,500.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Institutions Department, Child Welfare Division:

From the appropriation for B, Contractual Services, \$5,000, to the appropriation for C, Equipment, \$5,000.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Institutions Department, Long Island Hospital:

From the appropriation for A, Personal Service, \$14,300, to the appropriation for D, Supplies, \$13,500; F, Special Items, \$800.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Police Department:

From the appropriation for B, Contractual Services, \$2,000; D, Supplies, \$12,300; E, Materials, \$1,000, to the appropriation for C, Equipment, \$15,300.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Supreme Judicial Court:

From the appropriation for B, Contractual Services, \$172.50, to the appropriation for C, Equipment, \$172.50.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Superior Court, Criminal Session.

From the appropriation for A, Personal Service, \$950, to the appropriation for B, Contractual Services, \$600; C, Equipment, \$350.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Municipal Court, City of Boston:

From the appropriation for A, Personal Service, \$400, to the appropriation for C, Equipment, \$400.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Municipal Court, West Roxbury District:

From the appropriation for D, Supplies, \$5.50, to the appropriation for C, Equipment, \$5.50.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Index Commissioners:

From the appropriation for A, Personal Service, \$80, to the appropriation for D, Supplies, \$80.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Public Works Department, Sumner Traffic Tunnel:

From the appropriation for C, Equipment, \$55, to the appropriation for F, Special Items, \$55.

Referred to Executive Committee.

REPAIRS, CENTRAL LIBRARY ROOF.

The following was received:

City of Boston,
Office of the Mayor, September 8, 1941.

To the City Council.

Gentlemen,—In the current budget there was requested a special appropriation of \$75,000 to reconstruct a section of the roof of the Public Library, but the Committee on Appropriations did not feel inclined to recommend its adoption by the Council. In a communication dated August 25, 1941, signed by Louis E. Kirstein, President of the Board of Trustees of the Public Library, the Trustees have urged upon me the necessity of again considering the condition of that part of the building and have summarized to my satisfaction the result of studies and investigations bearing on the problem. The construction engineers point out that there are four alternatives of procedure which may be followed, as cited below:—

Alternative No. 1, permanent treatment, including the essential new under-roof, plus new tiles to the extent necessary, cost of permanent construction, \$230,000.

Alternative No. 2, part permanent treatment immediately, part later, including only the essential new under-roof immediately, and using a temporary covering of asphalt shingles or rubberoid roofing until funds can be made available next year for completing the job with tiles, cost of permanent construction, \$100,000.

Alternative No. 3, part permanent treatment immediately, part repairs, one half of the essential new under-roof to be provided immediately, remaining three fourths of roof to have repairs to existing tiles, cost of permanent construction, \$76,000; cost of immediate repairs, \$15,000; total immediate cost, \$91,000.

Alternative No. 4, no permanent treatment immediately, repairs only, only repairs to the existing tile roof, cost of immediate repairs, \$20,000.

In the submission of the current budget to the Council, alternative No. 3, was recommended at that time, but, as stated heretofore, no funds actually were appropriated. The tax levy having been fixed for the year, it is now impossible, under provisions of law, to raise the necessary funds which would be required under either of the first three alternatives. The fourth method requiring the least immediate expenditure, although admittedly only an expedient, may be pursued by having resort to available funds through medium of transfer, and it is this latter method which I am recommending to you today. A copy of the communication of the Board of Trustees is submitted for the convenience of the Council.

It is my urgent request that the accompanying transfer order be given immediate consideration and passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor

City of Boston,
Library Department, August 25, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—The Trustees of the Public Library respectfully request your consideration of the following summary of the various studies and reports which have been made concerning the roofing problem of the Central Library Building in Copley square:

Nature of Studies and Investigations Carried Out.

Exhaustive and far-reaching studies have been made by the following:

Messrs. J. R. Worcester & Co., long the Library's consulting engineers, aided by Mr. Albert S. Franklin, Heating Engineer, and Messrs. Skinner & Sherman, Inc., Chemists and Engineers.

Messrs. McKim, Mead & White, the firm of architects who designed the building in the original instance.

Mr. Frank J. Linehan, Atlas Construction Company, Boston, aided by Mr. Desmond M. Collins, consulting engineer on air, and Mr. J. M. Donovan, roofing and sheet metal work.

Mr. Royce Gilbert, Gilbert-Varker Corporation, Boston.

Of these the first two mentioned have had particularly wide experience and knowledge to bring to bear upon the problem. The Worcester Company, for example, has a background of thirty-five years of service as consulting engineers

for the Library. McKim, Mead & White has the background of being the firm which originally designed the building and its roof. The others have not had such first-hand knowledge of the roof, other than that Mr. Linehan was employed as a workman on the roof when it was originally laid.

Recommendations.

The Worcester Company and Messrs. McKim, Mead & White are both of the opinion that the only permanent solution to the problem of the roof of the Central Library Building is to provide a new under-roof of the closed type of construction. They both state unequivocally that any other procedure would be unsound in principle and wasteful in practice.

In this respect Messrs. McKim, Mead & White substantiate in 1941 the report made in the matter by the Worcester Company in 1937. Certain changes in details and procedure, however, are now recommended by both the Worcester Company and McKim, Mead & White as a result of developments in roofing construction in the period since 1937.

Alternatives of Procedure.

Alternative No. 1, permanent treatment, including the essential new under-roof, plus new tiles to the extent necessary; cost of permanent construction, \$230,000.

Alternative No. 2, part permanent treatment immediately, part later, including only the essential new under-roof immediately, and using a temporary covering of asphalt shingles or rubberoid roofing until funds can be made available next year for completing the job with tiles; cost of permanent construction, \$100,000.

Alternative No. 3, part permanent treatment immediately, part repairs, one fourth of the essential new under-roof to be provided immediately, remaining three fourths of roof to have repairs to existing tiles; cost of permanent construction, \$76,000; cost of immediate repairs, \$15,000; total immediate cost, \$91,000.

Alternative No. 4, no permanent treatment immediately, repairs only, only repairs to the existing tile roof; cost of immediate repairs, \$20,000.

Necessity for a Special Appropriation.

In order to undertake any of the above alternatives, a special appropriation will be necessary, since the Library is otherwise without the necessary funds.

Necessity for Immediate Action.

Whichever of the alternatives is undertaken, necessity exists for prompt action before the arrival of the winter rains and snows.

Respectfully,

The Trustees of the Public Library
of the City of Boston, by
LOUIS E. KIRSTEIN, President.

Ordered, That under authority of chapter 261 of the Acts of 1893 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Sales of City property, \$20,000, to the appropriation for Central Library Roof, Repairs, Etc., \$20,000.

Coun. M. H. SULLIVAN—Will that be sent to Executive Committee?

President GALVIN—Yes.

Coun. M. H. SULLIVAN—I request that the Boston Finance Commission be communicated with and that they be asked to send a representative here. They have investigated this matter.

President GALVIN—The Chairman of the Executive Committee will entertain that motion.

The message and order were referred to the Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Katherine Bachman, for compensation for injuries caused by city truck.

Arthur A. Callahan, for compensation for damage to car by city truck.

Thomas J. Driscoll, for compensation for damage to car by city truck.

Peter Gordon, for compensation for injuries caused by an alleged defect in Municipal Building, Vine street.

Charles H. Hatch, to be reimbursed for accident which occurred while in performance of duty.

Ethel D. Heller, for compensation for injuries caused by an alleged defect in Tremont street.

J. J. Holland, Inc., for compensation for damage to truck by city truck.

Eleanor R. Iannuzzi, for compensation for damage to car by tar sprayed by city truck.

Joseph P. Kenny, to be reimbursed as result of accident which occurred while in performance of duty.

Rose V. LaCoreia, for compensation for damage to property at 11 Staniford street, caused by city truck.

Kai Larsen, Jr., for compensation for damage to car by city cart.

Thomas J. Lee, for compensation for loss of jacket taken from City Hospital.

John Marotta Company, for compensation for damage to property at 134 Commercial street, caused by broken water main.

Norval L. Stewart, for compensation for glasses broken at City Hospital.

Willard W. Thompson, for compensation for damage to car by city truck.

Myer Wolf, for compensation for damage to property at 126 Commercial street, caused by water from hydrant.

Committee on Licenses.

Petitions for driveway openings, viz.:
Lincoln Service Station, Inc., 938 Columbus avenue.

Gulf Oil Company, 148 Chestnut Hill avenue.
James Gabriele, 44-50 Eustis street.

Samuel Dane, 165 Arlington street, Ward 5.
United States Government, Franklin M. Hull, at A street, South Boston.

Boston Edison Company, 173 Alford street, Ward 2.

Executive.

Petition of Cornelius J. Hourihan to be retired under provisions of Laborers' Retirement Act.

SIDEWALK ASSESSMENT.

Notice was received from the Commissioner of Public Works together with order assessing half cost of constructing artificial stone sidewalks to owners of property bordering thereon, viz.:

Port Norfolk street, Ward 16, half cost, \$110.30.
The order was passed under suspension of the rule.

INTERESTS IN CONTRACTS.

Notices were received from John T. McMorrow member of Board of Examiners, of interest in contracts of Frank J. Jacobs Company for excavation and refill, laying and relaying water pipes in West Roxbury; sewerage work, Hyde Park, sewerage work, West Roxbury, bituminous pavement, Brighton.

Severally placed on file.

RESIGNATION OF CITY TREASURER JAMES J. MCCARTHY.

Notice was received from James J. McCarthy of his resignation as City Treasurer.
Placed on file.

DESIGNATION OF ACTING CITY TREASURER.

Notice was received from the Mayor of designation of Francis X. Lang, Budget Commissioner, to be Acting City Treasurer, vice James J. McCarthy, resigned.
Placed on file.

DESIGNATION OF ACTING SUPERIN- TENDENT OF SUPPLIES.

Notice was received from the Mayor designating Francis X. Lang, Budget Commissioner, to be Acting Superintendent of Supplies vice James J. McCarthy, resigned.
Placed on file.

APPOINTMENT OF KEEPER OF CITY LOCK-UP.

Notice was received from the Police Commissioner of appointment of Lieut. George H. Bird of Police Department to serve as Keeper of the City Lock-Up.
Placed on file.

REPORT OF COMMITTEE ON LICENSES.

Coun. ENGLERT, for the Committee on Licenses, submitted the following:

Report on petition of Kinney Manufacturing Company (referred August 4) for driveway opening at McBride street, Jamaica Plain--that license be granted under usual conditions.

Report accepted; said license granted under usual conditions.

PLAYGROUND FOR SMALL CHILDREN, LOWER MILLS.

Coun. WICKES offered the following:
Ordered, That his Honor the Mayor be requested to confer with the Park Commission with a view to considering the possibility of purchasing land in the Lower Mills section of Dorchester to be used as a playground for small children.
Passed under suspension of the rule.

EXPERIMENTAL USE OF VOTING MACHINES.

Coun. TAYLOR offered the following:
Ordered, That the Election Commission be requested, through his Honor the Mayor, to inform the City Council as to their opinion of the installation of voting machines in the City of Boston and whether or not in their opinion it would be advisable to install said machines in several precincts for the purpose of determining whether or not voting machines would be an improvement in the carrying out of elections in Boston.

Coun. TAYLOR--Mr. President, now that the election is near at hand, I think it would be an appropriate time for the City of Boston to get in line with many other large municipalities throughout the country. The practice of using voting machines has been stated to be very successful in those localities where they have been used. As a matter of fact, their use eliminates practically one hundred per cent of the fraud, which is the greatest advantage of these voting machines. Not only that but the people who are running for office and the people who are interested in the entire electorate know almost immediately after the polls close who has won the election. It saves the city or the state a considerable amount of money which would be spent for recounts. I understand that this matter has been studied by the Board of Election Commissioners and I think an opinion rendered by them might bring some action as far as the City of Boston is concerned. Personally I think that if some of these machines were used in the various precincts we would receive some results that might enlighten the people of the City of Boston, which would eventually put Boston in line with the rest of the large municipalities so that elections in Boston in the future will be one hundred per cent above board and there cannot be any accusations of fraud.

The order was passed under suspension of the rule.

LEAVE OF ABSENCE DURING JEWISH HOLIDAYS.

Coun. TAYLOR and GOTTIEB offered the following:

Ordered, That his Honor the Mayor be requested to instruct all Department Heads to allow employees of the Jewish faith leave of absence with pay in order that they may properly observe the High Jewish Holidays on September 22 and 23 and October 1.

Passed under suspension of the rule.

CONFIRMATION OF APPOINTMENTS.

President GALVIN called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor August 25, 1941, of Charles Feinberg, to be a Weigher of Goods.

2. Action on appointments submitted by the Mayor August 25, 1941, of Francis W. Breslin and Charles F. Sefton, to be Constables, authorized to serve civil process upon filing bonds.

The question came on confirmation. Committee, Coun. Lyons and Russo. The appointments were confirmed, yeas 15, nays 0.

SALE OF LAND TO JAMES F. GABRIELE.

President GALVIN called up, under unfinished business, No. 3 on the calendar, viz.:

3. Order for the sale to James F. Gabriele of a parcel of land, containing about 734 square feet, at the junction of Mall and Eustis streets.

On August 18, 1941, the foregoing order was read once and passed, yeas eighteen, nays 0.

The order was given its second reading and passage, yeas 17, nays 0, viz.:

Yeas—Coun. Carey, Coffey, Englert, Goode, Gottlieb, Hutchinson, Kelly, Langan, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Taylor, Ward, Wickes—17.

Nays—0.

CAR SERVICE JAMAICA PLAIN-DUDLEY STREET.

Coun. CAREY offered the following:

Ordered, That the Trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to immediately investigate the service on the Jamaica Plain-Dudley Street surface line with a view to improving same.

Passed under suspension of the rule.

TRAFFIC SITUATION IN NEW OLD COLONY DEFENSE PROJECT.

Coun. LINEHAN offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make a study of the traffic situation in the new Old Colony Defense Project, South Boston, with a view to making appropriate traffic rules and installing proper signs.

Passed under suspension of the rule.

FOOT WALK ACROSS COLUMBUS PARK.

Coun. LINEHAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to install a concrete foot walk, 15 feet wide, running across Columbus Park from the overhead ramp at Old Harbor Village to Carson Beach, also to plant appropriate trees and place benches alongside of the concrete walk.

Passed under suspension of the rule.

IMPROVEMENT OF STILLMAN PLAYGROUND.

Coun. RUSSO offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to install swings and other play equipment at the Stillman Playground, Ward 3, and to place the playground in first-class condition.

Coun. RUSSO—Mr. President, the reason for introducing this order at this present time is this: I have been in hopes that something would be done this year about this matter. Nothing has been done to that playground this year, and I am very much in hope that the commissioner will take notice and will see that this playground, which is very much used by our children in the district there, will be supplied with some recreational facilities this coming year.

The order was passed under suspension of the rule.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Patrick R. Manning (referred August 4) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one thousand seven hundred sixty-two dollars and thirty-eight cents (\$1,762.38) be allowed and paid to Patrick R. Manning in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Patrick R. Manning (referred August 4), to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of twelve hundred sixty-two dollars and ten cents (\$1,262.10) be allowed and paid to Patrick R. Manning in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Patrick R. Manning (referred August 4) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor truck belonging to Sanitary Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of two thousand five hundred twelve dollars and seventy-five cents (\$2,512.75) be allowed and paid to Patrick R. Manning in reimbursement for amount of execution issued against him on account of his acts as operator of a motor truck belonging to the Sanitary Division, Public Works Department, said sum to be charged to the Contingent Fund.

Reports accepted; orders severally passed.

2. Report on petition of Harry T. Grace (referred August 25) to be reimbursed for amount of execution issued against him on account of his acts as member of Boston Police Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of four hundred sixty-five dollars and ninety-five cents (\$465.95) be allowed and paid to Harry T. Grace in reimbursement for amount of execution issued against him on account of his acts as a member of the Boston Police Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

RESURFACING OF WARD 15 STREETS.

Coun. KELLY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 15 as W. P. A. projects:

Blakeville street, Longfellow street, Stonehurst street, Speedwell street.

Passed under suspension of the rule.

ACCEPTANCE OF STOUGHTON PLACE, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Stoughton place, Ward 13, as a public way.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. LYONS, for the Committee on Licenses, submitted the following:

Report on petitions (received today) for driveway openings—recommending that licenses be granted under usual conditions, viz.:

Lincoln Service Station, Inc., 938 Columbus avenue.
 Gulf Oil Company, 148 Chestnut Hill avenue.
 James Gabriele, 44-50 Eustis street.
 Samuel Dane, 165 Arlington street, Ward 5.
 Report accepted; licenses granted under usual conditions.

SIDEWALKS, TACOMA STREET, WARD 18.

Coun. GOODE offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to immediately arrange for the installation of granolithic sidewalks and edgestones along both sides of Tacoma street, Ward 18.

Passed under suspension of the rule.

PLANTING OF TREES, TACOMA STREET.

Coun. GOODE offered the following:
 Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the planting of shade trees at the earliest time possible on Tacoma street, Ward 18.

Passed under suspension of the rule.

CONSTRUCTION OF GRANDVIEW STREET.

Coun. GOODE offered the following:
 Ordered, That the Public Works Commissioner, through his Honor the Mayor, lay out and construct Grandview street as a public highway.

Passed under suspension of the rule.

RESURFACING OF GLENHILL ROAD, WARD 18.

Coun. GOODE offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving Glenhill road, Ward 18.

Passed under suspension of the rule.

RESURFACING OF AMERICAN LEGION HIGHWAY.

Coun. GOODE offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving the American Legion Highway, from Walk Hill street to Cummins Highway, Ward 18.

Passed under suspension of the rule.

ACCEPTANCE OF GRIGGS PLACE, WARD 21.

Coun. WARD offered the following:
 Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Griggs place, Ward 21, as a public way.

Passed under suspension of the rule.

INDEX OF CITIZENS IN MILITARY AND NAVAL FORCES.

Coun. WARD offered the following:
 Ordered, That the Committee on Americanization be directed, through his Honor the Mayor, to establish a Bureau of Information within the department with an index of every member of the military and naval forces who is a resident of Boston so that families of these men be informed as to their welfare and whereabouts.

Passed under suspension of the rule.

RECESS.

The Council voted, on motion of Coun. LYONS, to take a recess at 3.17 p. m. The members reassembled and were called to order by President GALVIN at 3.55 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and orders (referred today) for various transfers within departmental appropriations—that the orders ought to pass.

The orders were passed, yeas 17, nays 0, viz.:
 Yeas—Coun. Carey, Coffey, Englert, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Kelly, Langan, Linehan, Lyons, Russo, Scannell, M. H. Sullivan, Taylor, Ward—17.

Nays—0.

2. Report on petition of Cornelius J. Hourihan (referred today) to be retired under provisions of Laborers Retirement Act—recommending passage of following order, viz.:

Ordered, That the Retirement Board for Laborers be hereby authorized and requested to retire under the provisions of chapter 765 of the Acts of 1914, as amended by chapter 63 of the Special Acts of 1915, Cornelius J. Hourihan, employed in the labor service of the City of Boston in the Public Works Department.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred today) for transfer of \$24,000 from income of Parkman Fund—recommending that same ought to pass.

The order was passed, yeas 17, nays 0, viz.:
 Yeas—Coun. Carey, Coffey, Englert, Galvin, Goode, Gottlieb, Hurley, Hutchinson, Kelly, Langan, Linehan, Lyons, Russo, Scannell, M. H. Sullivan, Taylor, Ward—17.

Nays—0.

DISTRIBUTION OF FUEL TO WELFARE RECIPIENTS.

Coun. M. H. SULLIVAN offered the following:
 Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to take immediate steps to arrange for the distribution of fuel oils and coal to welfare recipients during the winter months so that no unnecessary suffering may be caused because of the present fuel emergency.

Passed under suspension of the rule.

CONGRATULATIONS TO MAX SINGER.

Coun. M. H. SULLIVAN and WARD offered the following:

Whereas, In the capacity to which he has been elected as Commander in Chief of the Veterans of Foreign Wars of the United States, Max Singer has brought distinction to the City of Boston and to the Boston Police Department, of which he is a member; therefore, be it

Resolved, That the members of the Boston City Council express their satisfaction at his election as Commander in Chief of so estimable an organization as the Veterans of Foreign Wars, and wish him a successful tenure of office.

The resolution was adopted under suspension of the rule.

ABSENTEE VOTES FOR SOLDIERS.

Coun. M. H. SULLIVAN offered the following:
 Ordered, That the Election Commission be requested, through his Honor the Mayor, to take steps to inform the soldiers and contingents from Boston now located in army camps throughout the United States of the new legislation which makes it possible for them to vote by absentee ballot for the first time in the history of the city and to request the officers of said camps to place every possible facility in the hands of these Boston residents who desire to vote at the coming elections.

Passed under suspension of the rule.

DEATH OF SARAH DELANO ROOSEVELT.

Coun. GOODE and M. H. SULLIVAN offered the following:

Resolved, That the City Council of Boston in meeting assembled hereby expresses its deepest regret at the passing of Sarah Delano Roosevelt, beloved mother of our great President, Franklin Delano Roosevelt.

The resolution was adopted by a unanimous rising vote.

RESURFACING OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 13 as W. P. A. projects: Judson street, Brookford street.

Passed under suspension of the rule.

USE OF MUNICIPAL GOLF COURSES BY SERVICE MEN.

Coun. GOTTLIEB and GOODE offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to waive the fees for the use of the two municipal golf courses in Boston in order that men in the military and naval service of the United States may have free use of same during their time off.

Coun. GOTTLIEB—Mr. President, I think there has been some discussion within the past few months relative to providing the facilities of the George Wright golf course and the Franklin Park golf course for the use of those young men who have been taken into the services of the United States Army and the United States Navy. I feel that the least we can do for these young men is to provide them with free recreational facilities which are within the power of the City of Boston. There are two municipal courses in the city, both accessible to the young men who have time off from the different camps where they are stationed, and I feel, Mr. President, that immediate action should be taken by the Park Commissioner to see to it that green fees are waived for these men. I am sorry to say that there are too many men who leave these camps for week-ends who find themselves in a position of not being able to find recreation for themselves during this period. Of course we all appreciate that it is very difficult to go anywhere and spend money upon an allowance of \$21 a month, and I think, Mr. President, that providing the use of the two golf courses will keep these young men away from Scollay square and other parts of the city when they have time on their hands and nothing to do, and I sincerely hope that this order will pass.

The order was passed under suspension of the rule.

HEARINGS TO CITY HOSPITAL EMPLOYEES.

Coun. HURLEY, KELLY and D. H. SULLIVAN offered the following:

Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to grant a hearing to all permanent and probationary employees prior to their suspension in order that they may not lose their civil service rights.

Coun. HURLEY—Mr. President, the reason for the introduction of this order is a case I had last Friday in appearing before the Hospital Trustees relative to a worker that was on the probationary period of employment in the City of Boston. This woman, who had been working on the list for a number of years, finally was successful in being appointed to a permanent position in the Boston City Hospital. Unfortunately, her mother

was taken ill and she was forced to be absent at different times, and as a result of being absent she was discharged by the Trustees of the City Hospital. There have been occasions at the City Hospital where people who have been employed for seventeen, eighteen, and twenty years have been given suspensions of fifteen to thirty days, without any hearing, and then they are brought back to work with the loss of their pay. That is bad enough, but in this particular case, on probationary work in the City Hospital, there is no hearing, they are absolutely discharged, and they have lost all rights in regard to their standing on the civil service list. In this particular case, this woman was on the list for probably twelve to fifteen years, looking forward every day with hope that she would receive a permanent position with the City of Boston, and after all those years and receiving that position, without a hearing of any kind, no one talked to her, there was just the letter which was sent by the Board of Trustees on that particular day which terminated her services with the City of Boston, and that ended it. It not only ended her employment with the City of Boston but it took away her rights, her standing on the list, after she had been for twelve to fifteen years looking with hope to attaining a permanent position. I don't think that is fair, and I don't think it is just, that any body of men should be able to take such action as that. No cause was shown. That ended it right there. No department head could have you or me or anyone else that was on the list for fifteen or twenty years discharged through some personal feeling, and then on top of that kill us forever in regard to our standing with the Civil Service Commission. I was in touch with Mr. Lupien's office in regard to this particular case. He says, "There is nothing I can do about it; it is the law; there is only one way out, and that is if the Board of Trustees of the hospital will say that the woman was justified and will send us a letter she will be returned to the civil service list and will be eligible later on to be called; until that is done she won't be replaced on the list." One of the trustees up there in particular, I don't think has a bit of warmth in his heart. He is a capable man as a doctor, but as far as understanding human nature he is as cold as that desk, with not a bit of understanding. He prowls around that office, goes to the Harvard Club and has his lunch, and then proceeds to his office to go to bed. He said to me that "I have been around here seventeen or eighteen years, I know the people, the type of people who work here." He doesn't know anything in regard to those people. I have visited in the hospital year after year. There is no employee in any department in the city who is more conscientious, more honest, and more hard working for less money — and they are the lowest salaried group in Boston — than the employees in our institutions and hospitals. I think it is a crime that a man who feels like that can stand up and tell about the type of employees. God knows the city is getting a break for the salaries that they are paying those people in the hospital, for the hours of work and the hard labor they are getting from them. And I think that this order should be passed and those people should have a little protection, which they are not getting today.

The order was passed under suspension of the rule.

ACCEPTANCE OF CEDAR STREET, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Cedar street, Ward 20, as a public highway.

Passed under suspension of the rule.

On motion of Coun. CHASE the Council voted to adjourn at 4.13 p. m., to meet on Monday, September 15, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, September 15, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. WARD presiding.

Absent: Coun. Shattuck.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Five grand jurors for the Suffolk Superior Court, Criminal Session, were drawn, Coun. LINEHAN presiding at the box in the absence of the Mayor, viz.:

Charles Melillo, Ward 1; John H. Loughlin, Ward 6; Patrick A. Moynihan, Ward 13; Abraham D. Wallack, Ward 14; Edward H. Dunstanc, Ward 21.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Coal: Louis Lunin, 28 Bowdoin street, Dorchester, Mass.; Evelin Zwick, 1003 Columbus avenue, Roxbury, Mass.; Charles Schoen, 3 Hammett street, Roxbury, Mass.; Robert White, 118 Bartlett street, Charlestown, Mass.

Weighers of Goods: John F. Flanagan, 193 Florence street, Roslindale, Mass.; Hazel Latham, 300 Washington street, Dorchester, Mass.; Evelin Zwick, 1003 Columbus avenue, Roxbury, Mass.

Severally laid over a week under the law.

CONSTRUCTION OF GRANDVIEW STREET.

The following was received:

City of Boston,

Office of the Mayor, September 13, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 8, 1941, concerning the laying out and construction of Grandview street as a public highway.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 11, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office. From George G. Hyland, Commissioner, Public Works Department.

Subject: Grandview Street.

I return herewith order in City Council that the Commissioner of Public Works lay out and construct Grandview street as a public highway.

This street is a private way and will have to be accepted and laid out by the Board of Street Commissioners before any work can be done therein by the Highway Division of the Public Works Department.

GEORGE G. HYLANN,
Commissioner of Public Works.

Placed on file.

IMPROVEMENTS, TACOMA STREET, WARD 18.

The following was received:

City of Boston,

Office of the Mayor, September 13, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works rela-

tive to your order of September 8, 1941, concerning arrangements for the installation of granolithic sidewalks and edgestones along both sides of Tacoma street, Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 11, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office. From George G. Hyland, Commissioner, Public Works Department.

Subject: Tacoma Street.

I return herewith order in City Council that the Commissioner of Public Works immediately arrange for the installation of granolithic sidewalks and edgestones along both sides of Tacoma street, Ward 18.

A canvass of the abutting owners on this street will be made in order to determine whether or not they are willing to assume their proportionate share of the cost of this work.

GEORGE G. HYLANN,
Commissioner of Public Works.

Placed on file.

PLANTING OF TREES, TACOMA STREET, WARD 18.

The following was received:

City of Boston,

Office of the Mayor, September 13, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of September 8, 1941, concerning the planting of shade trees at the earliest time possible on Tacoma street, Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, September 12, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of September 11, with inclosure, order from the City Council, relative to the planting of shade trees on Tacoma street, Ward 18.

Please be informed an investigation will be made regarding the soil and street conditions, etc., and if it is possible to comply with the request it will be a pleasure.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

RESURFACING OF GLENHILL ROAD, WARD 18.

The following was received:

City of Boston,

Office of the Mayor, September 13, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 8, 1941, concerning the resurfacing with smooth paving Glenhill road, Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 11, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office. From George G. Hyland, Commissioner, Public Works Department.

Subject: Glenhill Road, Ward 18.

I return herewith order in City Council that the Commissioner of Public Works resurface with smooth paving Glenhill road, Ward 18.

This street is a private way and will have to be accepted and laid out by the Board of Street Commissioners before the Highway Division of the Public Works Department can do any work therein.

GEORGE G. HYLANN,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF PHILBRICK
STREET, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of August 18, 1941, concerning the reconstruction of Philbrick street in the Mt. Hope section of Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 11, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Philbrick Street, Ward 18.

I return herewith order in City Council that the Commissioner of Public Works reconstruct Philbrick street in the Mt. Hope section of Ward 18.

This street will be considered for reconstruction by contract this year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF WARD 15 STREETS.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of September 8, 1941, concerning the resurfacing of the following streets in Ward 15 as W. P. A. projects: Blakeville street, Longfellow street, Stonehurst street, Speedwell street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 11, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Blakeville street, Longfellow street, Stonehurst street, Speedwell street.

I return herewith order in City Council that the Commissioner of Public Works resurface the above-named streets in Ward 15, as W. P. A. projects.

This will advise you that these streets will be given consideration for submission for approval as a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF AMERICAN
LEGION HIGHWAY.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 8, 1941, concerning the resurfacing with smooth paving the American Legion Highway, from Walk Hill street to Cummins Highway, Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 12, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council under date of September 8, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface with smooth paving the American Legion Highway, from Walk Hill street to Cummins Highway, Ward 18."

It will be impossible, due to the time of year, to effect the above-referenced improvement during the current year.

Consideration will be given, however, to including the above-mentioned improvement in the department's street reconstruction program for the year 1942.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF WARD 13
STREETS.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 8, 1941, concerning the resurfacing of the following streets in Ward 13 as W. P. A. projects: Judson street, Brookford street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 12, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Judson Street, Brookford Street.

I return herewith order in City Council that the Commissioner of Public Works resurface the above-named streets in Ward 13 as W. P. A. projects.

Judson street will be advertised for contract work during the coming week.

Relative to Brookford street, please be advised that the condition of this street is not such as to warrant immediate reconstruction at this time.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF WARD 18 STREETS.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 18, 1941, concerning the reconstruction of the following streets in Ward 18 and the installation of granolithic sidewalks thereon: Pinedale street, Canterbury street in the Conleyville section.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 12, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Pinedale Street, Canterbury Street in the Conleyville Section.

In reply to the attached Council order that the Commissioner of Public Works reconstruct the above-named streets in Ward 18 and install granolithic sidewalks thereon, please be advised that this work will be given consideration for submission for approval as a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF HOWES STREET,
WARD 13.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 21, 1941, concerning the resurfacing with smooth pavement Howes street, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 8, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on July 21, 1941:

"Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement Howes street, Ward 13."

Every reasonable effort will be made to comply with the provisions of the above-referenced order during the current year, either under the W. P. A. system or under the contract system.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS ON SOUTH FAIRVIEW STREET, WARD 20.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of July 21, 1941, concerning the installation of granolithic sidewalks on South Fairview street, between Robert street and Fallon Field, Ward 20, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 10, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on July 21:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on South Fairview street, between Robert street and Fallon Field, Ward 20, as a W. P. A. project."

Every reasonable effort will be made to have the above-referenced improvement effected during the current year, either as a W. P. A. project or by a contractor.

The number of W. P. A. employees working on street projects in this city has been decreased to such an extent that it is almost impossible to estimate, with any degree of accuracy, the amount of street and sidewalk improvements that can be effected over a particular period of time, and, in view of this, I cannot give definite assurance at this time that the work will be completed during the current year.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PROTECTION OF SCHOOL CHILDREN NEAR GREENLEAF WHITTIER SCHOOL.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Police Department relative to your order of August 25, 1941, concerning the stationing of a policeman at dangerous intersections in the vicinity of the Greenleaf Whittier School for the protection of youngsters going to said school.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Police Department, September 11, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your communication of August 28 inclosing City Council order, dated August 25, reading as follows:

"Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to station policemen at dangerous intersections in the vicinity of the Greenleaf Whittier School for the protection of youngsters going to said school,"

the commanding officer of Division 19, Mattapan district, reports that the John Greenleaf Whittier School is located on Southern avenue, near Millet street. He states that the children going to this school use the crossings at Talbot and Southern avenues, and Norfolk and Epping streets, and that he will continue to have these crossings covered by policemen at the usual times during the coming school year.

Very truly yours,
JOSEPH F. TIMILTY,
Police Commissioner.

Placed on file.

FOOTWALK ACROSS COLUMBUS PARK.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of September 8, 1941, concerning the installation of a concrete foot walk, 15 feet wide, running across Columbus park from the overhead ramp at Old Harbor Village to Carson beach; also to plant appropriate trees and place benches alongside of the concrete walk.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, September 12, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of September 11, with inclosure, order from the City Council, to construct a concrete foot walk crossing Columbus park to Carson beach; also to plant appropriate trees and place benches, etc.

It will be a pleasure to have an investigation made as to the possibilities of complying with this request. Personally, I see no objection to the foot walk, but I certainly would not look with favor on trees and benches in the middle of a playground. At the earliest opportunity I will investigate the conditions relative to complying with the request.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

PLAYGROUND IN LOWER MILLS SECTION.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication relative to your order of September 8, 1941, concerning the possibility of purchasing land in the Lower Mills section of Dorchester to be used as a playground for small children.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, September 12, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of September 11, with inclosure, order from the City Council, regarding the possibility of purchasing land in the Lower Mills section of Dorchester for a playground for small children.

I will be very pleased to conduct an investigation of the conditions in Dorchester Lower Mills. I want to call your attention to the fact we have a large children's playground in Dorehster park, in that section of the city, at the present time.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

ABSENTEE VOTING BY SERVICE MEN.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Board of Election Commissioners relative to your order of September 8, 1941, concerning the informing men in the army of the new legislation which makes it possible for them to vote by absentee ballot at the coming city election.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Board of Election Commissioners,
September 12, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—This is in reply to your memorandum of September 11 with attached City Council order of September 8 in relation to informing men in the army of the new legislation which makes it possible for them to vote by absentee ballot at the coming city election.

We are inclosing copies of letters we are sending this day to the Secretaries of the Navy and War in Washington, D. C., requesting that they cooperate with us in circulating this information among the men in the service.

We trust that this disposition of the matter will meet with your approval.

Very truly yours,
Board of Election Commissioners,
WILLIAM A. MOTLEY, JR., Chairman.

City of Boston,
Board of Election Commissioners,
September 12, 1941.

Hon. Henry L. Stimson,
Secretary of War, Washington, D. C.

My dear Mr. Secretary,—The Board of Election Commissioners respectfully requests your cooperation in disseminating certain information of utmost importance to those in the service who are residents of the City of Boston.

This year, for the first time, absentee voting will apply to the city election. Therefore, any duly registered voter who will be unable to appear in person at the polls on November 4 by reason of being out of the city on that day should immediately apply in writing to the Board of Election Commissioners, 111 City Hall Annex, Boston, Mass., for an absentee ballot. This request should state the voting residence in this city.

Any unregistered person desiring to cast an absentee ballot must first present himself at the office of the Election Commissioners to have his name placed on the Voting List. A special provision of the law permits those in the military or naval service to appear here for registration during regular office hours not less than three days preceding an election. (This year, the last day for registration for those in the service will be November 1.)

We are confident that you will agree with us that men and women in the service of their country should be given every possible opportunity to exercise their democratic right to vote and that you will therefore see that this information is circulated in whatever manner is most effective.

Respectfully yours,
Board of Election Commissioners,
WILLIAM A. MOTLEY, JR., Chairman.

(A similar letter was sent to the Hon. Frank Knox, Secretary of the Navy, Washington, D. C.)
Placed on file.

SALE OF OBSOLETE X-RAY FILMS.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—I am informed by the Health Commissioner that there is an accumulation of over 3,000 pounds of obsolete X-ray films in his department no longer needed for any purpose.

I submit, therefore, an order authorizing the Health Commissioner to dispose of this obsolete

material by advertisement in the *City Record* and I respectfully recommend the approval of the attached order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Health Department, September 8, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—There is an accumulation in this department of approximately 3,052 pounds of obsolete X-ray films.

As these films are no longer required by the Health Department, I am anxious to dispose of them.

I therefore respectfully request that your Honor submit the inclosed order to the City Council for consideration and passage by that Honorable Body.

Respectfully yours,
G. LYNOE GATELY, M. D.,
Health Commissioner.

Ordered, That the Trustees of the Boston City Hospital be, and hereby are, authorized to sell approximately 3,052 pounds of obsolete X-ray films, not required by the Boston Health Department, after inviting bids therefor by advertisement in the *City Record*.

Referred to Executive Committee.

ONE DAY OFF IN SEVEN FOR POLICE OFFICERS.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—In a message to the City Council, dated July 14, 1941, I stated that I would submit to your Honorable Body an order for the acceptance of chapter 122 of the Acts of 1938, the enabling Act which permits the adoption of one day off in seven for members of the Boston Police Department.

In that message I pointed out that to accept the Act in July, during the height of the vacation season, would entail considerable expense and inconvenience which could be averted, in great part, if the plan were put into effect in the early fall; and that for this reason it had been decided to delay actual acceptance of the Act until late September.

I understand that the vacation period is now about concluded and that accordingly the change in schedule may now be made to the best advantage.

As I stated in my earlier message on this subject: "I am thoroughly in agreement with the principle enunciated in the Act, that is, that policemen be granted a day off in each seven working days. There is no justifiable reason, other than marked additional expense, to deny policemen a privilege which is commonly accepted by all as a right. As to the additional expense which may be involved, I am convinced that the Act may be made effective with but slight additional cost to the Police Department and the city."

I am inclosing herewith a draft of order in accordance with the above message and I urge your immediate consideration and action in regard thereto in order that the same may take effect not later than Wednesday, October 1, 1941.

Sincerely yours,
MAURICE J. TOBIN, Mayor.

Ordered, That chapter one hundred and twenty-two of the Acts of 1938, entitled "An Act Providing for One Day Off in Every Seven Days for Police Officers in the City of Boston" be, and is hereby, accepted.

Referred to Executive Committee.

EXCHANGE OF LAND WITH SEARS ROEBUCK & CO.

The following was received:

City of Boston,
Office of the Mayor, September 13, 1941.
To the City Council.

Gentlemen,—The traffic congestion at the junction of Brookline avenue and Park Drive has been a source of serious inconvenience for some

time, and it has also been the source of considerable study on the part of responsible city officials as to the best method and means to eradicate this condition.

The result of the studies of the Traffic Commission indicate that a traffic circle at this point is most necessary if there is to be a free flow of traffic in this section of the city.

In order to construct a circle at this point which may serve the purpose desired, it is necessary that the City of Boston exchange with the Sears Roebuck & Co., certain parcels of land owned by that company and the city on Park Drive and Brookline avenue. The inclosed order, therefore, calls for the exchange of 4,548 square feet of Park Department property for 7,890 square feet of Sears Roebuck & Co. property.

I feel that this exchange of land is extremely beneficial to the city and that prompt action on the part of your Honorable Body will enable the city to begin construction on this most vital improvement. I transmit herewith communication from the Park Commission relative to this matter and an order providing for the exchange of the two parcels of land.

I respectfully recommend the approval of this order by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Park Department, September 9, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,— Inclosed please find four copies of an order which I respectfully request that your Honor transmit to the City Council, if the same meets with your approval.

The order is the means whereby a certain parcel of park property containing 4,548 square feet of land situated on Park Drive and 5,924 square feet of public highway property situated on Brookline avenue may be conveyed to Sears Roebuck & Co. in consideration of said Sears Roebuck & Co. conveying to the City of Boston 7,890 square feet of land situated at the junction of Brookline avenue and Park Drive.

At a meeting of the Board of Park Commissioners held today it was voted that the parcel of land containing 4,548 square feet, lying between the land of Sears Roebuck & Co. and the line of Park Drive is no longer needed for park purposes. This exchange of land between Sears Roebuck & Co. and the City of Boston is necessary in order that we might proceed with the construction of the new traffic circle at Brookline avenue and Park Drive which, I am certain, will help greatly to alleviate the traffic congestion at this section of the city.

Very truly yours,
 WILLIAM P. LONG, Chairman.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 4,548 square feet situated on the northeasterly side of Park Drive in the Back Bay district of the City of Boston. This parcel of land, hereinafter described, was acquired by the City of Boston for park purposes, by purchase in the years 1883, 1887 and 1888. The deeds of conveyance are recorded with Suffolk Deeds, Book 1604, page 117, Book 1618, pages 329, 331, 519, Book 1620, pages 66, 408, 410, Book 1805, page 15, Book 1806, pages 381, 483, Book 1807, pages 39, 42, 396, and Book 1808, page 113; and

Whereas, The line of Park Drive has been relocated in connection with the laying-out and widening of Brookline avenue and the construction of a traffic circle at the intersection of Park Drive and Brookline avenue; and

Whereas, The said parcel of land is no longer needed for park purposes; and

Whereas, The City of Boston is the owner of certain rights in a parcel of land situated on the northwesterly side of Brookline avenue in the Back Bay district of Boston. The rights in this parcel of land were acquired under a resolve and order of the Board of Street Commissioners passed January 26, 1928, and approved by the Mayor of the City of Boston February 2, 1928, to widen and construct a part of Brookline avenue as a highway. The instrument of taking is recorded with Suffolk Deeds, Book 4975, page 421; and

Whereas, The City of Boston by a resolve and order of the Board of Street Commissioners passed July 15, 1941, and approved by the Mayor of the City of Boston, July 22, 1941, discontinued a portion of Brookline avenue, hereinafter described,

containing approximately 5,924 square feet as a public highway and laid out and widened another portion of Brookline avenue containing approximately 7,890 square feet as a public highway; and

Whereas, The said portion of Brookline avenue discontinued as a public highway is no longer needed for public purposes; and

Whereas, Sears Roebuck & Co. is the owner of a certain parcel of land bounded by Brookline avenue and Park Drive adjacent to said parcel of land situated on Park Drive containing approximately 4,548 square feet no longer needed for park purposes and said parcel of land situated on Brookline avenue containing 5,924 square feet no longer needed for public purposes and is desirous of obtaining the said two parcels of land in exchange for the parcel of land containing approximately 7,890 square feet taken for public highway purposes under the resolve and order of the Board of Street Commissioners as aforesaid; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized to sell, without public auction, to Sears Roebuck & Co. all the City of Boston's right, title and interest in and to the said parcel of land situated on Park Drive no longer needed for park purposes and in and to the said parcel of land situated on Brookline avenue no longer needed for public purposes, and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston in consideration of one (1) dollar and the execution and delivery of an instrument satisfactory in form to the Law Department of the City of Boston whereby Sears Roebuck & Co. conveys to the City of Boston a certain parcel of land situated on Brookline avenue containing approximately 7,890 square feet taken for public highway purposes under the resolve and order of the Board of Street Commissioners as aforesaid.

The parcel of park land herein authorized to be sold is bounded and described as follows:

Northeasterly by land now or formerly of Sears Roebuck & Co., 386.40 feet in a curve of 1,719.12 foot radius; southwesterly by the line of Park Drive as relocated, 307.97 feet; northerly by the line of Park Drive as relocated, 90.83 feet in a curve of 87.00 foot radius, containing 4,538 square feet of land, more or less.

The parcel of highway land herein authorized to be sold is bounded and described as follows:

Northwesterly by land now or formerly of Sears Roebuck & Co., 335.61 feet; northeasterly by the present line of Brookline avenue, 20 feet; southeasterly by the line of Brookline avenue as relocated, by two measurements, 216.11 feet and 121.72 feet in a curve of 367.00 foot radius, containing 5,924 square feet of land, more or less.

The said parcels of land hereinbefore bounded and described together with the parcel of land containing 7,890 square feet to be conveyed by Sears Roebuck & Co. to the City of Boston, are shown on a plan marked "City of Boston, Brookline Avenue, Boylston Street, Boston Proper, May 31, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department," and on file in the office of said department, City Hall, Boston, Mass.

Referred to Committee on Public Lands.

SALE OF OLD CONVALESCENT HOME.

The following was received:

City of Boston,
 Office of the Mayor, September 15, 1941.
 To the City Council.

Gentlemen,— I have been informed by the trustees of the Boston City Hospital that the property held by that department and located on Dorchester avenue, adjoining Dorchester Park, in the Lower Mills section, is no longer needed for public purposes. This property contains approximately 373,000 square feet of land, and was the site, some years ago, of the Convalescent Home.

This property is located in a desirable residential section of our city and if sold should, in my opinion, be disposed of with sufficient restrictions to maintain the character of the neighborhood. Therefore, under my instruction, an order has been prepared which provides that this land may be sold with more or less rigid conditions, that is, that only single-family houses be built on said site; that each lot of land contain not less than 5,000 feet, and have with a few exceptions, a frontage of not less than 60 feet. By setting up these

restrictions, the residential character of this neighborhood will be preserved. I am informed that the market for substantial single-family houses in this section of our city is sufficiently brisk to warrant these restrictions.

In view of the restrictions imposed by the attached order of sale, and the consequent difficulty in establishing a disposal price for this tract of land, I deemed it essential to obtain advice from a real estate expert in this respect. Mr. John C. Kiley was delegated by me to make an appraisal of the property. His report, in comprehensive form, is herewith attached. It is his recommendation that this property be sold for ten thousand dollars, or more if obtainable. In this report, I concur. Attached also herewith is a plan now on file in the Street Laying-Out Department which indicates the lay-out of this land and the restrictions which must be complied with by the purchaser. Also attached is a communication and descriptive report of the Hospital Department with respect to the sale of this land.

It is my firm belief that desirable tracts of land of this nature, if owned by the city and no longer needed for public purposes, should be sold, where conditions warrant, with certain restrictions which, though they might reduce somewhat the sale price of the land, will eventually bring greater return to the city and at the same time preserve indefinitely the character of the neighborhood concerned. In this particular case, development of this property in the manner described should bring to our city new valuations amounting to over a quarter of a million dollars.

I therefore recommend to your Honorable Body that the attached order for the sale of this land for a minimum price of \$10,000 be approved.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
City Hospital, May 20, 1941.

Mr. C. A. Reardon,
Secretary, Mayor's Office.

Dear Mr. Reardon,—At a meeting of the Board of Trustees held on May 16th, it was voted to request his Honor the Mayor to dispose of the property known as the old Convalescent Home which is situated at 2150 Dorchester avenue, Dorchester.

I am inclosing herewith a description of this property, valuation of the buildings, land, etc.

Yours sincerely,
JAMES W. MANARY, Superintendent.

Whereas, The City of Boston is the owner in fee of a certain parcel of land containing approximately 373,189 square feet, together with the buildings thereon, situated on the easterly side of Dorchester avenue and adjacent to Dorchester park in the Dorchester district. This parcel of land was acquired by purchase and the deed thereto is dated April 19, 1890, and recorded with Suffolk Deeds, Book 1930, page 548; and

Whereas, This parcel of property was formerly used by the Hospital Department of the City of Boston as a Convalescent Home for Women; and

Whereas, The use of this parcel of property for hospital purposes has been abandoned and the trustees of the City Hospital of the City of Boston have by a vote passed May 16, 1941, authorized the disposal of this parcel of property; and

Whereas, This parcel of property is no longer needed for public purposes; and

Whereas, This parcel of property is ideally situated for a private home site development; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to sell at public auction this parcel of land, hereinafter described, together with the buildings thereon, at a minimum price of ten thousand dollars (\$10,000), and subject to the conditions, restrictions, exception and reservation hereinafter set forth; and it is hereby further

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to execute and deliver to a purchaser at said auction sale a written instrument satisfactory in form to the Law Department of the City of Boston, conveying this parcel of land, together with the buildings thereon, subject to the following conditions, restrictions, exception and reservation:

1. The entire parcel of land shall be used only for a single-family house development.

2. The entire parcel of land shall be subdivided substantially in the manner and in accordance with the subdivision shown on the plan hereinafter referred to.

3. Each lot of land in any subdivision of this parcel of land shall contain not less than 5,000 square feet, and have a frontage on a public street or private way of not less than 60 feet, with the exception of lots numbered 1, 2, 4, 30 and 31 as shown on the plan hereinafter referred to.

4. No buildings other than a single-family dwelling and a garage for private use only, shall be erected on any lot in any subdivision of this parcel of land with the exception of lots numbered 1 and 2 as shown on the plan hereinafter referred to.

5. The City of Boston excepts and reserves to itself the right and easement necessary for the maintenance and construction of surface drainage sewerage works in the location designated therefor on the plan hereinafter referred to.

The parcel of land herein authorized to be sold and conveyed is bounded and described as follows:

Westerly by the easterly line of Dorchester avenue, seven hundred twenty-four and 80-100 (724.80) feet; northerly by lands now or formerly of John J. White, Mary C. Harrington, Patrick Barry *et al.* and Margaret W. Barry, one hundred eighty-nine and 70-100 (189.70) feet; easterly by lands now or formerly of Margaret W. Barry, Peter Kelley *et al.*, Mary C. Murray and John F. Caskins *et al.*, two hundred six and 60-100 (206.60) feet; easterly again, by land of the City of Boston (Dorchester park), by two measurements, two hundred eight and 3-100 (208.03) feet, and six hundred twenty-six (626) feet; southerly by land of the City of Boston (Dorchester park), seven hundred fifty-four and 30-100 (734.30) feet, containing 373,189 square feet of land, more or less.

The said parcel of land, the proposed subdivision thereof and all of the above measurements are shown on a plan marked "City of Boston, Dorchester Avenue, Dorchester, September 11, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department," and on file in the office of said department, City Hall, Boston, Mass.

Referred to Committee on Public Lands.

TRANSFER FOR INSTALLATION OF TRAFFIC SIGNALS.

The following was received:

City of Boston,
Office of the Mayor, September 12, 1941.
To the City Council.

Gentlemen,—There are various intersections in the City of Boston which for some time have shown a high accident record and it has been apparent for an equally long period of time that these intersections should be controlled to some extent by traffic signals.

After various conferences with the officials of the Traffic Department and others, it has been decided to transfer a sufficient sum of money from Sale of City Property to install automatic traffic signals in twenty-four of the most dangerous intersections in the city.

Inclosed herewith is a communication from the Traffic Commission in which these intersections are set out and in which the accident toll is given.

I am especially anxious that your Honorable Body give your approval to the inclosed order so that work on these intersections may proceed just as quickly as possible.

From time to time in the future it is my purpose to transfer money as it becomes available to provide for traffic signals in other intersections of the city which are in need of traffic control devices. For the present, however, traffic signals at the intersections as named in the inclosed communication will give additional protection where most sorely needed.

The inclosed order provides for transfer of \$45,000. Additional resources to the extent of \$9,000 are now available in the funds of the Traffic Department. Both items will be sufficient to meet the cost of the present proposed traffic signals. I respectfully request passage of the inclosed order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 15, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

My dear Mr. Mayor.—The Boston Traffic Commission recommends the installation of automatic traffic signals in the twenty-four dangerous inter-

sections listed on attached sheet.

The selection of this list was governed by three determining factors, namely, accident record, adaptability to control by signals, and equitable distribution throughout the city.

Very truly yours,
WILLIAM P. HICKEY, Commissioner.

List No.	Ward.	INTERSECTION.	Personal Injury Accidents January 1, 1936, to June 30, 1941.	Estimated Cost.
1	3	Broadway and Harrison avenue.....	72	\$2,000
2	12-13	Blue Hill avenue and Quincy street.....	61	2,100
3	9-12	Dudley street and Harrison avenue.....	65	2,200
4	21	Ashby street, Commonwealth avenue and St. Mary's street.....	68	2,800
5	1	Chelsea street and Porter street.....	59	2,200
6	3	* Keany square.....	53	2,300
7	3	* Beverly street and Causeway street.....	33	2,300
8	3	* Thacher street, Traverse street and Washington Street North.....	16	2,300
9	14	American Legion Highway and Walk Hill street....	48	2,700
10	12-14	† Blue Hill avenue and Glenway street.....	42	2,000
11	12-14	† American Legion Highway and Blue Hill avenue....	32	3,000
12	18	Cummins Highway and Hyde Park avenue.....	47	2,300
13	4	Parker street and Ruggles street.....	42	1,900
14	4	* Huntington avenue and West Newton street.....	38	1,500
15	2	Austin street and Rutherford avenue.....	39	2,000
16	4-10	Huntington avenue and Longwood avenue.....	27	2,600
17	11-12	Townsend street and Walnut avenue.....	29	2,200
18	21	Strathmore road and Sutherland road.....	30	2,000
19	13-15	Dorchester avenue and Savin Hill avenue.....	27	2,300
20	17	Gallivan Boulevard and Washington street.....	28	2,300
21	10-19	Jamaicaway and Perkins street.....	23	2,300
22	22	Arlington street and Parsons street.....	27	2,000
23	4-10	Calumet street, Francis street, Huntington avenue and Tremont street (Hanlon square).....	19	2,700
24	16	Adams street and Ashmont street.....	17	2,500
Total estimated cost.....				\$54,500

* Underground for signals already installed under new permanent concrete pavement.

† Underground conduit for signals now being installed during reconstruction of Blue Hill avenue.

Ordered, That the sum of \$45,000 be, and hereby is, appropriated, from Sales of City Property, to be expended, under the direction of the Traffic Commissioner, for the following:
Automatic traffic control signals in various sections of the city..... \$45,000
Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Colonial Wood Heel Company, for refund on personal property tax.

Peter Darrigo *et al.*, for compensation for damage to car by city truck.

Luigi Demeo, for compensation for damage to car by fire engine.

Scott Furrier, Inc., for compensation for damage to property at Winter street, caused by break in water main.

Irene Jordan, for compensation for damage to property at 73 Codman street, caused by lowering of sidewalk.

McCarthy's Express Company, for compensation for damage to car by fire truck.

T. A. Murchie, for compensation for damage to car by paving truck.

National Fireworks, Inc., for compensation for damage to car by city truck.

Kathleen Ryan, for compensation for injuries caused by an alleged defect in Tremont street.

Ellen T. Sullivan, for compensation for injuries caused by an alleged defect at Tremont and Rutland streets.

John B. Velardo, for compensation for injuries caused by an alleged defect at 978 Saratoga street.

Julia Zakas, for compensation for injuries caused by an alleged defect in Boston Common, N. B. C. Market, for refund on awning permit.

Committee on Licenses.

Petition of Franklin Savings Bank for driveway opening at 175 Ipswich street, Ward 5.

CONFIRMATION OF APPOINTMENTS.

Chairman WARD called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor September 8, 1941, of Everett Roston, to be a Constable with authority to serve civil process upon filing of bond.

2. Action on appointments submitted by the Mayor September 8, 1941, of Julius L. Winensky and Charles Payne, to be Weighers of Coal.

The question came on confirmation, Committee, Coun. Goode and Scannell, yeas 13, nays 0, and the appointments were confirmed.

PAYMENT OF AID TO SOLDIERS AND SAILORS.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of September, 1941.

Report accepted; said order passed.

TRAFFIC LIGHTS, ALLSTON AND KELTON STREETS, WARD 21.

Coun. CAREY for Coun. WARD, offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect traffic lights at the corner of Allston and Kelton streets, Ward 21.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Chestnut avenue (both sides), Centre street to Mozart street, Ward 10, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk along Chestnut avenue, in front of Nos. 19 and 21, Ward 10, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

The orders were severally passed under suspension of the rule.

RECESS.

On motion of Coun. HUTCHINSON the Council voted at 2.37 p. m. to take a recess, subject to the call of the Chair. The members reassembled and were called to order by Chairman WARD at 3.27 p. m.

EXECUTIVE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following reports, viz.:

1. Report on message of Mayor and order (referred today) appropriating \$45,000 from Sales of City Property for automatic traffic control signals—that same ought to pass.

The report was accepted, and the question came on the passage of the order.

Coun. COFFEY—Mr. Chairman, in regard to these traffic lights, in my section of the city, which

is East Boston, I notice that there are traffic lights to be installed at the corner of Porter and Chelsea streets. That section is certainly used by traffic, but at the same time it is a section that is policed twenty-four hours a day. Some five years ago I went to Traffic Commissioner William P. Hickey, and I also went to the Registrar of Motor Vehicles, and I told them about the need of traffic lights at the corner of Condor and Meridian streets, and as the result of my asking that traffic lights be installed out there the Traffic Commissioner and the Registrar both saw fit to send men over there from their respective offices to check on those particular corners, and as the result of their checking I was told by both the Traffic Commissioner and Frank Goodwin that it was one of the most dangerous sections in New England, and I thought as a result of the number of accidents that have occurred there from time to time something surely would be done regarding traffic lights in that particular section. Now to my surprise, not being consulted, not being asked by the Traffic Commissioner to come in and sit down with him, he has listened to the other office holders in the town and I am sort of surprised to come in here and find out that we are going to get traffic lights on the corner of Chelsea and Porter streets—one part of this section is a one-way street—and I am told that there have been something like sixty-nine accidents which have occurred there. I asked the gentleman out in the executive chamber who represented the Traffic Commission if he had the figures for the corner of Condor and Meridian streets, but he didn't have them. In my opinion, that is a more dangerous corner, and the lights are needed there more than at the corner of Chelsea and Porter streets, which, as I have previously said, is policed twenty-four hours a day. Personally I think the lights at this intersection are going to slow up the traffic. I think that the police officers do a better job there, with the heavy traffic that we have, and will have again next week when the dog track reopens, and I think if traffic lights were put in at probably four other sections of East Boston they would do more good than these lights which are going in down on the corner of Chelsea and Porter streets. I do hope that the Mayor and the Traffic Commissioner will recognize the fact that there are other sections in East Boston that need the traffic lights more than this location at Porter and Chelsea streets, and I refer particularly to Meridian and Condor streets.

Coun. LYONS—Mr. Chairman, I too will join with Councilor Coffey in reference to these traffic lights. The program which the Traffic Commission set up here this afternoon naturally will help one or two of the councilors. I have pressed for the last four years for the traffic lights in my own section, but in reading the list over none of my sections have been named. Today I am prepared to vote against this. I think it should be given more consideration and thought, so as to protect the hazardous corners throughout the City of Boston and not just certain points. Traffic coming in from outside the city limits is having accidents on Blue Hill avenue, at East Boston and South Boston, where the traffic is heavy, and we have to protect our own sections, such as the district I represent. So today I am going to vote against this, and ask that there be a further study made of this and more careful consideration given to it, because the last time we talked about traffic lights was about a year and a half ago, and the talk was that there was not enough money for it. Now they have a few thousand dollars and they want to have these lights erected. So that I am going to make a motion to have this given a little more thought and time, so that we can consult the Traffic Commissioner and ask him if he can't see it our way and at least give the people of the various sections which we represent a little protection.

Chairman WARD—Does the Chair understand that the councilor makes a motion to lay the order on the table?

Coun. LYONS—Yes.

The question came on the motion to lay the order on the table. The motion was lost. Coun. LYONS doubted the vote and asked for a roll call. The roll was called and the motion lost, yeas 3, nays 15:

Yeas—Coun. Englert, Lyons, D. F. Sullivan—3.

Nays—Coun. Carey, Coffey, Fish, Goode, Gottlieb, Hutchinson, Kelly, Langan, Linehan, Russo, Scannell, M. H. Sullivan, Taylor, Ward, Wickes—15.

The question then came on the passage of the order.

Coun. GOTTLIB—Mr. Chairman, I might also complain about the fact that this recommendation does not include various intersections in my district which have been the subject of many orders in the past with reference to the construction of traffic lights at these intersections. On the other hand, Mr. Chairman, I am mindful of the fact that the Traffic Commission could not construct traffic lights at all the dangerous intersections in the City of Boston without the expenditure of approximately a million dollars, because in a greater or lesser degree we have a traffic problem and a problem of protecting the pedestrians in almost every part and every corner of the City of Boston. There is no doubt in my mind that the councilors from East Boston and West Roxbury are correct in their statements that intersections in their respective districts have been overlooked in the recommendation that was submitted and approved by our Executive Committee. But, Mr. Chairman, we cannot afford to hold up this order which is now before us for a single minute. To do so would mean an additional cost in human life. Let us be thankful that we are receiving what we are receiving at the present time, and let us pass our further orders upon the additional locations that have not been treated in this order. And so, Mr. Chairman, I would say very strongly that we ought to accept what we have at the present time and at least eliminate these intersections so that accidents will be minimized at these locations. I strongly urge that this order be passed immediately.

Coun. DANIEL F. SULLIVAN—Mr. Chairman, how often we hear "We have to rush it through to get it started." I wonder why they do not put these orders in on time so that the various councilors can really study them. I have had an order in several times relative to having traffic lights at Roxbury Crossing. The business men, the Board of Trade of Roxbury Crossing, have gone into the matter and have gone to the Traffic Commissioners relative to having lights installed at Roxbury Crossing. They are not worrying about lights, as you heard the reports, and the various number of accidents in these locations where these lights are going. You can only assume that they are automobile accidents. What about the pedestrians who have to cross the various streets throughout the city where there are no lights? As a councilor I am going to ask that this order be laid on the table a week to find out what additional lights are contemplated, to see if we can't get lights for Roxbury Crossing. As you probably all are acquainted with this particular spot, I will say that I believe there are as many people hurt in this particular section as there are in any other section of the city, and I am going to strike now, Mr. Chairman, and I move reconsideration of the vote to lay on the table.

Chairman WARD—The Chair will put the question in a different form. The councilor moves to assign the order for one week.

The motion was lost. Coun. D. F. SULLIVAN doubted the vote and asked for a roll call. The roll was called and the motion was lost, yeas 6, nays 14:

Yeas—Coun. Englert, Galvin, Hurley, Lyons, Scannell, D. F. Sullivan—6.

Nays—Coun. Carey, Chase, Coffey, Fish, Goode, Gottlieb, Hutchinson, Kelly, Langan, Russo, M. H. Sullivan, Taylor, Ward, Wickes—14.

The question came on the passage of the order.

Coun. HUTCHINSON—Mr. Chairman, I and various other councilors have stood on the floor of this Council Chamber and asked continuously for traffic lights. As a matter of fact, I know we have said that mayor after mayor has not put in appropriations for traffic lights. Now we have this order where practically the entire city is covered to a small degree. We know that in various wards there are other dangerous intersections, as in my own ward, but the Mayor and the Traffic Commissioner have tried to cure that to some extent. Now, I told the Mayor when I first came into office that I thought the most important thing was traffic lights at the corner of Dorchester avenue and Savin Hill avenue, which was partly in my ward and partly in Ward 15. This now has been done, under this order, as well as other traffic lights in the city, and I feel that at this time the whole Council should go along and support the order.

Coun. CAREY—Mr. Chairman, I can well sympathize with some of the councilors who have

not had lights assured them in the list that was given to us by the Mayor today, but if we don't accept what is offered to us we will wind up by nobody getting anything. It is a question, I should say, for us to get this thing going. You cannot put lights throughout the city at one time because we have not money enough, but I certainly think that this is a step in the right direction. The places that have been signified on the communication from the Mayor by the Traffic Commission are, in their opinion, dangerous intersections and places that demand lights. I presume that there are other sections where lights are needed, and I can well sympathize with my neighbor and colleague from Ward 9, well recognizing that Roxbury Crossing section is highly congested and that there is a great necessity for lights there, and I certainly hope that steps will be taken promptly by the Mayor to get more money and by the Traffic Commission in turn to install lights at Roxbury Crossing. But I think that we would look ridiculous here today, when we have a chance to go forward, if we should do anything that might tend to hold it up, and I certainly hope that the councilors will, as a body, agree to let the thing go along. Let us make a start, and I am sure that every man in this body will do his utmost to get behind the councilors in those districts which have not been specified today, and I hope that within the next year we will have them all satisfied.

Coun. KELLY—Mr. Chairman, three years ago there was a similar order introduced into the Council for traffic lights in various sections of the city. At that time I voted against it because Savin Hill avenue and Dorchester avenue was not included in the sections that were to receive traffic lights. I realize now that I should have voted for it, because on account of turning it down three years ago nobody got any additional traffic lights in the City of Boston. I also realize that the Traffic Commission says that lights should be installed at the corner of Columbia road and Quincy street with the available money. But today I am going to vote for this order because I feel as though it is a start in the right direction. When these various intersections receive traffic lights, then we can go on and introduce our orders and see if we can't get traffic lights in the various sections of Boston that need them.

Coun. LINEHAN—Mr. Chairman, I am one councilor who is in a sort of easy situation. About a year ago there were many accidents that occurred down around Old Harbor Village, and I was told at that time by his Honor the Mayor that there was absolutely no money in the city treasury for traffic lights. As a result, his Honor was good enough to devise a plan of what we call an overhead ramp down in the vicinity of Old Harbor Village. It is also unfortunate that many of the people down there think it might not be so good and that it might not be so bad. Personally I think it is a fine thing and that time will show that it is, due to the fact that it is on a straight road, where there is absolutely no intersection, and, as we all know, many mothers help the children, and pedestrians going along the street have been injured when trying to heat the lights. I personally feel sure that this project of his Honor the Mayor, if given enough of a trial in my district, will prove to be a good one, even though many people in the vicinity think that lights are much better. Now, looking over Ward 7, and speaking for the ward, I know there are many spots that are a traffic menace to pedestrians and also to motorists, but unfortunately his Honor the Mayor, as I get it, has only got \$45,000 to be distributed to the different councilor districts, and naturally he is going to distribute it in the most equitable manner, putting it in the places that need it the most. It certainly would be incredible if I got up here and opposed this order today, even though my ward was not getting traffic lights, knowing full well that the time will come perhaps when I, with other councilors here who have not received lights, will probably get the lights in our districts if we keep after the Mayor, and I am sure when the time comes that we can secure the money we will also be able to see that we get lights in our districts. I sincerely hope that we all go along, because ever since I have been a member of the Council I have heard talk about "Well, at least get it started." Here it is started. Let us hope it gets going and keeps going, so that every member of the Council can point to at least one traffic light in his district.

Coun. LYONS—Mr. Chairman, it is O. K. for certain councilors to stand up here and state that this order should be passed today. They have been waiting for years for the passage of some such order. They have got their different situations in their wards. Councilor Linchan said, start it and maybe next year we can do more. He knows and I know, and the Council knows, that with \$45,000 being spent on lights at the present time, it will be another six or seven years before other lights will come in. My section of Roslindale and West Roxbury, as the Traffic Commission has a count which will show, is very heavily traveled on two arteries which lead to Providence and to New York, and I am standing here for a just cause and I don't see why the Council did not go along for another week or so. It has waited for four years now. I can't understand why we should not do that if the councilors are so anxious to protect their own wards with lights. I am going to ask to have this thing wait for another week or two for further consideration. I know that the Commissioner knows every section of Boston and every intersection, but there are these points which should really interest the Traffic Commissioner relative to bad accidents, where deaths have come out.

Coun. TAYLOR—Mr. Chairman, in my opinion some of the councilors are taking a wrong attitude on this situation. The order as presented before us here today is for the transfer of certain moneys for the purpose of erecting signal lights throughout the city. Now, this does not mean that the particular list that is included there is absolutely the final list. I do not think the doors are closed yet as far as the particular locations where they might be installed. In my own ward, for instance, where there is a light to be put up, personally in my opinion, and in the opinion of some of the neighbors who live around that particular district, that is not the most important intersection to protect. But nevertheless, the time is not too late to make a change in the location if, in your opinion and in the opinion of the people who live in the district, it ought to be in a different place. But after all, as I said before, the Traffic Commission of the City of Boston ought to know something more than the average layman or even a city councilor pertaining to the traffic conditions in the city. They have occasion to receive statistics and study the situation; that is their job. I do not think that the Mayor or the Traffic Commission intended to slight anybody. They attempted to distribute the lights throughout the city in the most vital spots. Personally I do not agree with the Traffic Commissioner as to the particular spot in my district. Nevertheless, we do not need to tear down the good where it is being done. As the Mayor has said in his message, this is the beginning, and from time to time there will be the erection of other traffic lights throughout the city. Surely some toes must be stepped on; but for heaven's sake don't tear down the reputation of a man who is willing to do something in the interest of the taxpayers and the people of the City of Boston because you feel that some particular district has been neglected. His Honor does not mean to neglect any particular section of the City of Boston. You have to start somewhere, and you can finish it up as time passes. In my opinion, this is a start in the right direction.

Coun. HURLEY—Mr. Chairman, I voted to lay this over for a week, but I am going to go along and vote in favor of the order. I think it is a good order, something that we have been waiting for. If we have only got one traffic light in our district, there is no need of taking that one away from us, because we are having accidents and children are being hurt. I am willing to go along in the hope that the accidents will be decreased. We will keep what traffic lights we have and we will surely have some more in time at the dangerous intersections in our districts. I hope the order will pass.

Coun. SCANNELL—Mr. Chairman, as far as my district is concerned, the traffic conditions over there, we have plenty of lights in South Boston, and every intersection in my ward is well covered. I shall vote with my colleagues for the passage of this order. Some of my colleagues say that they are getting nothing for their district on this order, but I think the members of this Body should be considerate and take what they can get, with the hope that they may in time get more traffic lights for their districts. I voted for reconsideration, but when the vote comes up I shall vote for this order.

Coun. DANIEL F. SULLIVAN—Mr. Chairman, I am not opposed to the order; I am just looking to get some lights for the Roxbury Crossing section of my district, which is what every councilor is doing, as you have heard from several of them. One of these lights is to go in where I do not deem it necessary; in another case there are lights where they should not be. I am positive that one of the lights is going to tie up traffic. That is on Dudley street. Yet the excuse that they give as to why they can't put lights at Roxbury Crossing is because it is going to tie up traffic a little bit. I believe that the lives of the pedestrians are more important than holding up traffic a little bit at Roxbury Crossing. That is the reason I was standing up and voting against this order, asking for reconsideration of it. I am now going to vote for the order, but I am also going to introduce an order asking for lights at Roxbury Crossing, and I hope that the next list that comes out will have Roxbury Crossing on it.

Coun. LYONS—Mr. Chairman, when the vote is cast here I shall vote in favor of the order to get the money appropriated for traffic lights. But I am also going to introduce an order asking the Traffic Commission to make a survey of my district, and maybe in the future they may give consideration to two or three spots in my district.

Coun. FISH—Mr. Chairman, I am very much pleased to hear the remarks of Councilor Lyons. He feels that the traffic lights might be better located in his district, but at the same time he is going to vote for the order. I hope that will hold true with every councilor here. I believe, as Councilor Taylor well brought out, the Mayor and the Traffic Commissioner will give a hearing, and if they see it is reasonably fair, change the locations, and I hope, knowing the Council as well as I do, that they will never go on record as voting against traffic lights in Boston.

Coun. COFFEY—Mr. Chairman, I still have hope, after listening to some of the councilors talking about orders that have been introduced here for the past three or four years. Of course my only reason for bringing up this matter of the traffic lights to be installed at the corner of Chelsea and Porter streets was the fact that I want something for my town, after being up here for two years and getting nothing. I have listened with amusement to the statement of the councilor from Ward 14. Things did not shape up so well for the councilor from Ward 14 two weeks ago, but they are looking pretty rosy now. The councilor made the statement that a million dollars would have to be spent to take care of the traffic light situation throughout the entire city. I would like to know if the councilor would vote to pass an order, if it was put in here, to spend a million dollars in order to reduce the accidents and to reduce the deaths and maiming and crippling of the children throughout the entire city. The councilor from Ward 12 made the statement that his Honor is doing a good job as far as the traffic situation is concerned. Well, I don't know of any traffic lights being installed in the last four years. I know that none have been installed in my ward. It was five years ago, previous to my holding office either in the Legislature or in the Council here, that I asked William P. Hickey and the Registrar of Motor Vehicles to make a study of a certain section of my town, and they did that and gave me the report, and that one place was more in need of lights than any other section of New England. Well, now, we have heard it said that this list that was sent in here is not a definite list as to the locations of the proposed lights. Well, I say it is traffic lights, and I say that we should have been consulted, because I disagree wholeheartedly with the councilor from Ward 12 when he makes the statement that the Traffic Commissioners know more of what is going on in the wards than the city councilors. I disagree with that. They don't know any more of what is going on in my ward than I do. The only time they ever come over to my ward is when they are going to the horse races or the dog races. So how should they know about everything that is going on in the town? Now, in regard to these spots that are picked out—I don't know where they get their figures, and I don't know how they can come in and say that one spot is more in need of lights than another spot. For instance, they have said there were sixty-nine accidents in which there had been injuries at the corner of Porter and Chelsea streets. He knows that at another point where some proposed lights are going they have only had something like seventeen accidents. What I am getting

at is this: If there are going to be twenty-five spots where traffic lights are going to be installed, that those should all be in one ward if the accident record calls for it. Instead, they play politics and spread it out through the entire twenty-two wards so that each section will get something. I don't think it is fair. For example, in Councilor Lyons's ward, if there are intersections out there—say, for example, ten intersections that have more accidents per number of cars that pass that intersection than there are in my ward in East Boston, then I say to take my lights away from East Boston and give them to Teddy Lyons's ward. If in Ward 12 there are half a dozen intersections where they have been maiming or crippled children, more so even possibly than in my ward, although it might only average one or two serious injuries, then I say to take the lights from my ward and give them to Ward 12. But I don't think it is fair; it is politics and unfair. As I say, I am only voting for it because I have to get something for the ward. Not that I will ask for anything, but something has to be done for the ward, and in consideration of the 25,000 votes that are registered in Ward 1 we are going to get lights at an intersection where we do not need them. This intersection is policed twenty-four hours a day. I know what I am talking about because I pass that corner four times a day. They don't need any lights there, and they will slow up the traffic. I say here now that the Traffic Commissioner did not play the game as it should be played, according to the accidents in each individual section that they picked out to be the section where traffic lights are needed. I say that if the lights are all needed in downtown Boston they should take them away from my ward. But let us be fair and square about it. Condor and Meridian streets is a place where the lights are needed much more than they are at Porter and Chelsea streets. I think the Traffic Commissioner's office just went out and checked up for lights, with the intention of putting one traffic light into each section of Boston so that they could say that they went into the twenty-two wards, so as to make the people think that they are doing something as far as traffic lights are concerned. I happened to see a serious accident last Friday night right outside my door. It was near the corner I am talking about. A little child was injured, had a fractured skull, and is still in a coma at the City Hospital. If there had been traffic lights at that intersection the accident would not have occurred. That is the last street until you hit Condor street. Then you get no intersection until you hit the Chelsea Bridge. So that as soon as they left Falcon street they gave it the gas, and they were going fifty miles an hour going past Condor street, and it is a bad intersection. I say it is not fair and that something is rotten in Denmark, when they have this \$45,000 now, seven weeks before election. We can hold it up, we still have seven weeks to meet in, but if anybody votes against it then his opponent is going to take it up and say, "Why, he was against traffic lights coming into our section," no matter where the section is, and you are going to be turned upon as the result of it. That is why every member here would like to stop it, but they don't dare to, because we have all a fight on, and that is only natural. We don't know what this game is going to be, and we don't know who is going to be in the next Council, no matter how confident we may be. But the fact that the appropriation has been spread out throughout the twenty-two wards instead of really considering which intersections in the city really have the largest number of accidents, is proof that the consideration was political.

Coun. LANGAN—Mr. Chairman, the Traffic Commission, any more than any other commission in the City of Boston or anywhere in America, has never set itself up as an infallible body. But they have attempted to do a fair job in controlling traffic in the City of Boston. We had an officer of that board before us today in executive session and every member of this Body had an opportunity to question him, on the basis that each of these spots was to be picked by the Traffic Commissioner for the installation of traffic lights. Now, there is no question but that the Traffic Commission may be making a mistake in some of these sections, but in my opinion the answer to the mistakes that they have made is not to throw out the entire list. I feel sure the Traffic Commissioner will receive the councilor from East Boston or receive the councilor from any other section of the city and if it can be demonstrated that he has chosen the wrong intersection and that

another intersection in the ward is the proper place for the lights, I am quite certain that the Traffic Commissioner will sit down with the councilor and will change it. There is nothing irrevocable about this list that has been submitted here. It is simply the places that they have chosen. It is not a list that is definitely going to be put in operation. And I suggest to those councilors who have definite grievances and the grievances are based upon what they consider a true knowledge of their wards, if they will go to the Traffic Commissioner and suggest a change in the list as it now exists, as I am going to do about an additional section of my ward that I think should have traffic lights, I believe that the Traffic Commissioner will be reasonable about the matter. I feel that the way of handling this is in a broad-minded way, in a way that gives us an opportunity for the welfare of the city generally, not in a sectional way, but in a way that looks to the best interests of the city as a whole, and I feel sure that the Traffic Commissioner is interested in the welfare of the city. So that I suggest to those councilors who have distinct grievances that they go into consultation with the Traffic Commissioner and suggest to him certain changes, and I feel sure that their suggestions will be given due consideration if they are logical suggestions.

Coun. GOTTLIEB—Mr. Chairman, as usual the councilor from East Boston has interjected politics into this issue; as usual the councilor from East Boston is making his vague and unsupported charges against the administration, when there has never been a question of administration interference in the matter of public safety by the erection of these traffic lights. The councilor from East Boston was present in executive session when Mr. O'Connell for the Traffic Commission said in no uncertain terms that these sites were selected with no thought of ward lines, with only the thought that the sites which had given the most trouble, so far as accidents were concerned, were preferred. I think the best illustration of how fair-minded his Honor the Mayor and the Traffic Commission have been in this instance is the fact that the councilor from East Boston is receiving a set of traffic lights over in his particular district and that he should be the last person in the world to have any complaint, to make about this proposed recommendation. Frankly, I am sick and tired of hearing the same thing about something being rotten in Denmark. I think it is time that when members of the City Council begin to holler about something being rotten that they go about proving it. If the councilor from East Boston is not satisfied with the procedure which was followed in these recommendations, the only logical and fair thing for him to do is to consult with the Traffic Commissioner, get the statistics right from the record that was referred to in this order, and find out whether the location which was omitted in his district had a greater fatality record than other points that were included. It is about time that that was done rather than to get up on his feet and holler that there is something rotten in Denmark. I sincerely hope, Mr. Chairman, that more of the councilors will stop playing with human lives and pass this order. This discussion reminds me of perhaps a shipwreck, a torpedo sinking, when there is a question of whether you can save a few in the rowboat rather than let them drown. I am sure you would not dump everybody out of the rowboat because there was not room for everybody. You would try to help those who are helpless and infirm, the women and the children. There is some analogy here. We can't put traffic lights on every corner, for if we did we would have a \$60 or \$70 tax rate, so that the only course that could be followed was to select the most dangerous streets, and that has been done. I think the administration has been very fair not only to the entire city but they have been fair to my ward, and I want to go on record as saying so. His Honor the Mayor has always been sympathetic to the needs of the people in my district, and we are thoroughly satisfied, and I hope that my district will continue to receive the same fair treatment in the future that it has received in the past.

Coun. GALVIN—Mr. Chairman, I move the previous question.

The roll was called, yeas 21, nays none, and the order was passed.

Yeas—Coun. Carey, Chase, Coffey, Englert, Fish, Galvin, Goode, Gottlieb, Hurley, Hutchinson,

Kelly, Langan, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Taylor, Ward, Wickes—21.

Coun. COFFEY—Mr. Chairman, I move reconsideration. In answer to the remarks of the gentleman from Ward 14, who wants to bring politics into this? Let us bring it out. He had an opponent, a previous officeholder in this Council, before he came up here, and the Mayor's office saw fit to get that man out in order to give him a clear field, and I want to say that as a result of that he is making a speech in favor of his Honor the Mayor today.

Coun. GOTTLIEB—Mr. Chairman, I say that the councilor is out of order.

Chairman WARD—The Chair will ask the councilor from East Boston to confine himself to the subject of reconsideration.

Coun. COFFEY—All I am asking for is to make answer to the remarks made by the councilor from Ward 14, who said that I am always interjecting politics into my speeches. I would have a clear field in my ward except for the fact that there are four stooges, all Irish Catholics, up against me, and it is only natural that I am going to get up here and have my say. Now I am going to do as the gentleman from Ward 14 suggests that I do; I am going to prove some of the statements that I have made. I will prove some of those statements this afternoon by the introduction of an order in a little while here which will embarrass the councilor from Ward 14 and will let him get up and answer it. And what I want to say, in regard to the traffic situation is that the gentleman has said he is not getting what he wants, but he is satisfied because his predecessor in office, his previous opponent, is now out of the field, and as a result of his being out of the field—

Coun. GOTTLIEB—Mr. Chairman—

Chairman WARD—For what purpose does the gentleman rise?

Coun. GOTTLIEB—To raise the question of privilege, and to say that the gentleman is out of order.

Chairman WARD—The Chair is compelled to ask the councilor from Ward 1 to confine himself to the motion for reconsideration.

Coun. COFFEY—In regard to the traffic lights, he says he is not satisfied, but if we went along and put traffic lights in every section of the city where they are needed we would probably have to spend a million dollars. He is the same gentleman who got up here and said that if we were in a rowboat we would save the maimed and the crippled, although we would probably not be able to tell until we got them out of the water whether they were maimed and crippled. But we are going to save them and let the able-bodied men and women look out for themselves. Now, if we are going to be able, as he says, to save the maimed and the crippled, why does the gentleman say we would have to spend a million dollars if we really wanted to put traffic lights throughout the entire City of Boston in the spots where they might prevent fatal accidents? Still he wants to go along and say that if we did spend a million dollars the tax rate would go up to \$60 or \$70 a thousand. Perhaps the gentleman is not capable of figuring out what the tax rate would be on a million dollars. It doesn't make any difference whatsoever. If the Mayor saw fit to install a million dollars' worth of traffic lights seven weeks before election and put them out in every section of the city that wants them whether they need them or not, he would do it. I say that would be a political move to make at this time. I don't think that he should hold back. Why, a million dollars is nothing! They gave a million dollars tax abatement to the Statler Hotel, and a \$500,000 tax abatement to the Parker House. And I am not talking about the Copley-Plaza or the Ritz-Carlton.

Coun. TAYLOR—Mr. Chairman, I rise to a point of order.

Chairman WARD—The Chair will have to rule the gentleman out of order.

Coun. TAYLOR—I would like to state that the Mayor did not give the abatements, that the Board of Tax Appeals did it.

Coun. COFFEY—I have the facts here. If he wants to continue to be the Mayor's stooge, it is all right with me.

Chairman WARD—The Chair will rule that the councilor from Ward 12 is out of order. The Chair will also request that the councilor from East Boston confine himself to the motion.

Coun. COFFEY—Coming back to the traffic situation, the gentleman from Ward 12—as long as he has injected himself into the situation—says that the Traffic Commissioner should know more than the councilors. Well, of course, we know that the Traffic Commissioner knows, the same as every other department head knows, what his orders are. It is just like going to the Traffic Commissioner and saying, "Have you got a temporary appointment for a fellow for ten days; he has a sick wife." They have to find out where the fellow is on the list before they will give him ten days' work. While I am at it I want to close by making this statement: That no matter what Councilor Coffey gets up here and says, there are always a dozen or so ready to fight for the Mayor's bills. And why? Maybe in the very near future I will be out to the councilors' wards with a nice sound wagon and I will tell the people of the wards at that time just how they voted for the Mayor's bills, regardless of what the order was.

The question came on motion for reconsideration. The motion was lost.

2. Report on message of Mayor and order (referred today) accepting chapter 122 of Acts of 1938 providing one day off in seven for police officers—that same ought to pass.

Report accepted; said order passed.

REPORT OF FINANCE COMMISSION RE LIBRARY ROOF.

The following was received:

The Finance Commission of the City of Boston,
24 School Street, Boston, Mass.

September 11, 1941.

To the Executive Committee,
Boston City Council.

Gentlemen,—Your committee has asked the Finance Commission for an expression of opinion upon an order for an appropriation of \$20,000 for repairs to the roof of the Public Library Building in Copley square, which order is now before you upon recommendation of the Mayor.

It is the understanding of the commission that the Mayor's purpose in now providing funds only for repairs does not necessarily mean that he is unwilling to approve the request made repeatedly by the Library Trustees for an appropriation which would permit the construction of an entirely new roof. The commission is informed that adequate funds for the larger project are not available at the present time.

The commission has made an investigation of this matter in the course of which representatives have inspected the roof on many occasions. This inspection disclosed that whether or not provision is ultimately made for a new roof, substantial repairs must be started immediately, if water damage to the building and to its contents is to be kept at a minimum during the coming winter. The flashing on the roof in various places is in a very bad condition and repair of it, to a large extent, will be of a permanent nature and independent of tile replacement, and will not become a waste if, later, it is decided to install a new roof.

Since the order which is now before you does not involve the question as to whether or not a new roof is necessary but is simply an order to provide for work which must be done immediately to prevent damage until the larger question is decided, the Finance Commission recommends the adoption of the order.

Respectfully submitted,

CHARLES M. STOREY, Chairman,

DAVID LASKER,

JAMES H. FLANAGAN,

ELIAS F. SHAMON,

RICHARD E. JOHNSTON,

The Finance Commission.

Referred to Executive Committee.

TRAFFIC LIGHTS AT ROXBURY CROSSING.

Coun. D. F. SULLIVAN offered the following:
Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect traffic lights in Roxbury Crossing at the junction of Tremont street and Columbus avenue.

Passed under suspension of the rule.

PAY OF COURT HOUSE SCRUBWOMEN.

Coun. HURLEY, for Coun. WARD, offered the following.

Ordered, That his Honor the Mayor be requested to consider the advisability of increasing the pay of scrubwomen at the Court House.

Coun. HURLEY—Mr. Chairman, at different times during the past two years I have talked about the inequality of pay in regard to city employes or county employes who are really city employes. They are getting their money from the City of Boston. One branch of the City of Boston gives one rate of pay, another branch gives less. The work is identical. If a woman is employed scrubbing floors in the Court House she gets more than the woman who is scrubbing floors in City Hall or the City Hospital. For the life of me I can't see why this inequality exists in the City of Boston. The same thing exists in our hospitals. We have two branches of our hospitals, the Sanitorium at Mattapan and the Boston City Hospital. The employees at the Boston City Hospital are better paid than at the Boston Sanitorium. The employees at the hospital at Long Island do not get the same rate of pay as at either of the above mentioned institutions. I think that this order introduced by Councilor Ward is a good order and that every member of this Council should vote for it. I hope that the order will pass and that these women will get the equal pay that they are entitled to.

The order was passed under suspension of the rule.

PROTECTION OF SCHOOL CHILDREN AT INTERSECTIONS.

Coun. SCANNELL, for Coun. WARD, offered the following:

Ordered, That the police Commissioner be requested, through his Honor the Mayor, to station police officers at all intersecting streets near schools when children are going to and coming from school.

Coun. DANIEL F. SULLIVAN—Mr. Chairman, the councilor from Ward 21 showed good judgment in introducing such an order at this time, at the opening of the schools throughout the city. I think the police officers should take the children back and forth from the schools at the various recess hours. Especially in my district there are still a number of corners which are not protected by police officers, which ought to be. I had an order which I was going to introduce this afternoon similar to this, but the councilor from Ward 21 beat me to it. I hope that this order will pass.

Coun. GALVIN—Mr. Chairman, I noticed by an editorial in one of the morning papers that there were some remarks relative to the buildings that were empty a week ago, which are now filled with children, and I believe with the councilor from Ward 6 that the time right now is especially important with the small children. I know there are a number of them who are jumping out of these schools at twelve o'clock and at three-thirty, and I think that they should be provided with sufficient protection in crossing the streets, particularly in the older sections of the city where there is a lot of defense activity going on and the various places are working three shifts a day, and in midafternoon, at three-thirty, these various automobiles are coming out of the different places that are doing the defense work, and it becomes necessary to have police officers there. I know over at Charlestown, near the Navy Yard, that one of the schools has changed the hours in order to protect the children. They have had them come back at one o'clock instead of one-thirty, and their school day ends at three instead of three-thirty. At the present time over in Charlestown, one shift lets out at three-thirty and there are approximately six thousand automobiles that fill up the streets of Charlestown. I also believe that the School Committee throughout the City of Boston, in these various places, should cooperate like the Sisters' School is doing over in Charlestown in changing around so that the children will be out at three instead of three-thirty, so that they will be safely away when that hazard exists.

Coun. HURLEY—Mr. Chairman, I agreed with Councilor Dan Sullivan and Councilor Galvin that this is a very good order. I can see it in my own district. At the corners and crossings in front of the various schools that in the past have not been patrolled there have been plenty of acci-

dents. Talking about traffic lights, I think that a police officer can do more in the way of protecting the people at some crossings than a dozen traffic lights can do throughout the city. I think it is an excellent thing to have the police officers on duty during the coming and going of the children to school, and that it will save many an accident in the City of Boston, and may be save a fatal one.

The order was passed under suspension of the rule.

"STOP" SIGNS AT HILLSIDE AND CALUMET STREETS.

Coun. CAREY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install "Stop" signs at the intersection of Hillside and Calumet streets, Ward 10.

Passed under suspension of the rule.

5-CENT FARE, BRIGHAM CIRCLE TO PARK SQUARE.

Coun. CAREY and CHASE offered the following:

Ordered, That the Trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a bus line, with a 5-cent fare, to run from Brigham Circle to Park square, along Huntington avenue.

Passed under suspension of the rule.

TRAFFIC LIGHTS, DORCHESTER AND EIGHTH STREETS.

Coun. LINEHAN offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install traffic lights at the intersection of Dorchester and Eighth streets, Ward 7.

Passed under suspension of the rule.

MARINE ROAD, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Marine road, Ward 7, and install granite sidewalks thereon, as a W. P. A. project.

Passed under suspension of the rule.

NAMING OF SQUARE FOR LIEUTENANT JUDSON G. MARTELL.

Coun. RUSSO offered the following:

Ordered, That the junction of Dorchester avenue and Summer street be, and hereby is, named Lieutenant Judson G. Martell square, in honor of said Martell who was killed in action while serving with the American Expeditionary Forces in the first World War.

Passed under suspension of the rule.

UNNECESSARY BLOWING OF AUTO HORNS.

Coun. COFFEY offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to enforce the City Ordinance with reference to unnecessary blowing of auto horns particularly in connection with weddings, etc.

Passed under suspension of the rule.

REQUESTED DISMISSAL OF MISS CARLSON.

Coun. COFFEY offered the following:

Ordered, That the Board of Trustees of the Boston City Hospital be requested, through his Honor the Mayor, to immediately discharge Miss Carlson, nurse in the East Boston Relief Station, for the good of the service.

Coun. COFFEY—Mr. Chairman, in regard to this order, I will say that it is brought about by a young boy, seven years of age, being hit by an automobile, a very serious injury, last Friday evening at six p. m. The driver of the automobile immediately jumped out and took the boy into his car and took him down to the Relief Station. The nurse refused to open the door for them until the cop who happened to be present there kept kicking on the door, finally forcing it open. After they got the child in they were told that there was no doctor there, that the doctor had gone, and that the nurse was alone there, and that the place had been closed since six o'clock, this being a quarter past six in the evening. The officer forced the nurse to undress the boy and put him on the operating table, ordering the ambulance to come from the City Hospital. After about fifteen minutes wait the father of the child appeared, found that there was no doctor, and insisted he was going to take the child to the Frost Hospital in Chelsea where it could get some immediate treatment. The nurse, who had had the boy wrapped in blankets, immediately grabbed the blankets and rolled the boy off the operating table. The boy was caught before he hit the floor by the driver of the automobile, and the officer in the excitement grabbed the nurse and told her that if he was the father of the child he would punch her head off. The nurse told him to shut up, that she would order them all out of the hospital, boy and all. As the result of this she had to wait some forty-five minutes. During that time somebody put in a call to the *Boston Post* and the *Post* sent a reporter over there, and the reporter arrived before the child was transferred to the City Hospital. As the result of that treatment the child's condition is such that he is still in a coma. Here is what the *Boston Post* had to say about it, and I read it so that we can have it in mind in voting on this order: "Claim Injured Boy Neglected; Couldn't get Ambulance at East Boston Station. Many East Boston residents protested the early closing and lack of adequate facilities at the East Boston Relief Station last night as a seven-year old boy who had been struck down and seriously injured by an automobile lay awaiting the return of the station's ambulance from another trip before he could be sent to the City Hospital. The boy, Robert Connelly of 471 Meridian street, East Boston, was injured near his home, having been struck by an automobile . . . I do not see any real need or necessity for putting the gentleman's name and address in here. Let me say that he was very kind, and when the child dropped from the operating table he was caught by this man, and he got down on his knees and said a prayer to God that this child would live as he felt he was responsible for the accident. The gentleman "after the accident rushed the boy to the Relief Station. The station closes at six o'clock each night and the accident occurred about a quarter past six. A nurse was at the station and preparing to go home. She admitted the boy, but as the station closes at night it was impossible to keep the child there. After a crowd had gathered outside the station a prowl car with Patrolmen James J. Cronin and John J. O'Brien arrived and shortly thereafter the station ambulance returned from a previous trip to the City Hospital and the child was taken there. At City Hospital it was stated the child had suffered a brain concussion and abrasions." Only recently an Italian woman in the town was seriously burned by a gas explosion in her kitchen. She was rushed to this same Relief Hospital by a cruising car and taken in and placed on the table. After being there for some forty-five minutes the orderly came to this woman and said, "I am sorry, madam, but there is nothing we can do for you; the doctor has been drafted and has not been replaced." Now, that woman had to get up and go out and take a taxi-cab, paying her own expense, and go to the City Hospital. Now, for the love of God, if we are going to have a hospital over there to take care of the seventy thousand people, do one thing or the other, close it entirely and then we will save time by taking our injured directly to the City Hospital and save the time of going to the Relief Station and wasting a half-hour or three quarters of an hour of valuable time, or have the Relief Station open on a twenty-four-hour basis. The Lord knows I have been asking long enough to have this put on a twenty-four-hour basis. I think on this order that the trustees should take some action toward removing that nurse—I don't say to fire her; I don't want to have anybody

fired, but get her out of there and put her in some place where she will be working under the direction of a doctor who will see that she does her duty at all times. After all, she is a city employee and she has got to do her duty. If there was a spark of human kindness in her I would not say anything about her, but the way she grabbed the child and handled the child almost caused the child to fall on its head after being brought in with a brain concussion. So that I think that some action should be taken and that this nurse should be removed and someone else should be put in there who will give more attention to the maimed and injured children.

The order was referred to the Committee on Hospitals.

Coun. COFFEY offered the following:

Ordered, That the Corporation Counsel be requested to give a ruling as to lawyers who are members of the City Council representing oil companies seeking permits for gas stations and oil tanks in the City of Boston.

Coun. COFFEY spoke on the above order.

Coun. GALVIN moved that the order be referred to the Committee on Rules. The motion was lost. Coun. TAYLOR doubted the vote and asked for a roll call. The roll was called and the order was referred to the Committee on Rules, yeas 10, nays 9, viz.:

Yeas—Coun. Carey, Coffey, Englert, Fish, Galvin, Goode, Lyons, Russo, Scannell, D. F. Sullivan—10.

Nays—Coun. Chase, Gottlieb, Hurley, Hutchinson, Kelly, Langan, M. H. Sullivan, Ward, Wickes—9.

Coun. TAYLOR moved for reconsideration. Reconsideration was granted, and the question then came on the passage of the order.

Coun. GOTTLIEB, LINEHAN and GALVIN spoke on the order.

Coun. FISH moved that all remarks pertaining to this order be stricken from the record.

Coun. COFFEY and GOTTLIEB spoke.

Coun. GOTTLIEB asked if a motion to refer to the Executive Committee would be in order, and the Chair ruled that such a motion would be in order. Coun. GOTTLIEB moved to refer to the Executive Committee.

Coun. TAYLOR moved the previous question.

Coun. GOTTLIEB and COFFEY spoke.

Coun. GOTTLIEB—Mr. Chairman, may I ask whether the Committee on Rules will return with a report on this question to the full body of the Council?

Chairman WARD—The matter is not before Rules. The vote to refer the matter to the Committee on Rules has been reconsidered, and the question now is reference to the Executive Committee.

Coun. GOTTLIEB withdrew his motion for reference to the Executive Committee.

Coun. HUTCHINSON moved that the order be referred to the Committee on Rules. The order was so referred.

Chairman WARD—Does Councillor Fish press his motion to strike from the record?

Coun. FISH—I will withdraw it.

Chairman WARD—Councillor Fish withdraws his motion.

Later in the session Coun. GALVIN said:

Mr. Chairman, I move that the remarks of Councillor Gottlieb and others relative to Councillor Coffey's order be stricken from the record.

The motion was carried, and the remarks were ordered stricken from the records.

INCREASED ALLOWANCES TO DEPENDENTS.

Coun. HURLEY offered the following:

Ordered, That his Honor the Mayor confer with the Overseers of the Public Welfare immediately with a view to increasing allowances for the Welfare, Aid to Dependent Children and Old Age Assistance cases in proportion to the rise in costs of food, clothing and rent due to world economic conditions.

Coun. HURLEY—Mr. Chairman, in introducing this order I am doing it after having different meetings with people, recipients of welfare aid, dependent children, and old age assistance. Probably in my district more than in other parts of Boston, as a result of the demolition of old houses and the creation of new houses under the Federal housing, and because of the law of supply and demand, there has been an increase in the cost of

rents. You can imagine the hardship on the people, the plain welfare employees, married couples getting \$6.60 per week, merely enough to exist on, having to also take from that \$6.60 the increase in rents. I don't see how these people are getting by under the past ratings they were having, now with the increased cost of food, of clothing, of fuel, and of rent. It will be a bad state of affairs in Boston this winter. I think the Mayor should call a meeting of the Board of Trustees of Public Welfare and have them go over this thing very carefully, having in mind the conditions and the rates they are being allowed at the present time, and also the increase in the cost of living. I think it affects everyone in Boston, but I think that it affects my district more than anyone else. We have had the demolition of houses in two large areas in Ward 8. I know the different landlords have taken advantage of the demand for apartments and have increased the rents very, very much. They are not to blame. The cost and the upkeep of house maintenance and labor has increased. They are entitled to more money to keep their property up. But I think that the Board of Public Welfare should consider this matter right away before the cold weather sets in and give these people enough money so that they can be housed in suitable homes for the coming winter. I hope this order will pass.

The order was passed under suspension of the rule.

SIDEWALK ON ST. BRENDAN ROAD.

Coun. FISH offered the following:
 Ordered, That the Commissioner of Public Works make a sidewalk along St. Brendan road (both sides), Gallivan Boulevard to Milton street, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

RECONSTRUCTION OF HYDE PARK AVENUE.

Coun. GOODE offered the following:
 Ordered, That the Public Works Commissioner be requested, through his honor the Mayor, to reconstruct Hyde Park avenue, from Metropolitan avenue to Cleary square.

Passed under suspension of the rule.

BUS SERVICE, ASHMONT STATION, MATTAPAN SQUARE.

Coun. WICKES offered the following:
 Ordered, That the Board of Trustees of the Boston Elevated be requested, through his Honor the Mayor, to continue and give better bus service

from Ashmont station to Mattapan square during rush hours and until 11.30 p. m., without exceeding the 5-cent fare now prevailing between the said stations.

Passed under suspension of the rule.

SIDEWALKS ON KITTREDGE STREET, WARD 18.

Coun. GOODE offered the following:
 Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to construct sidewalks on Kittredge street, from Wellmere road to Cornell street, Ward 18.

Passed under suspension of the rule.

SURVEY OF HAZARDOUS INTERSECTIONS, ROSLINDALE.

Coun. LYONS offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the Roslindale section of Boston for the purpose of determining hazardous intersections where the installation of traffic lights would be deemed advisable.

Passed under suspension of the rule.

PAINTING OF CROSSWALKS NEAR SCHOOLS.

Coun. LANGAN offered the following:
 Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint white lines on the crosswalks in the immediate vicinity of all schools to insure more safe passage of children across streets.

Passed under suspension of the rule.

SURVEY OF DANGEROUS INTERSECTIONS, JAMAICA PLAIN-ROSLINDALE.

Coun. LANGAN offered the following:
 Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the Jamaica Plain-Roslindale section of Boston for the purpose of determining dangerous intersections for the installation of traffic lights paying particular attention to the following-named sections: Forest Hills section; Boylston street and South Huntington avenue; the Circle at Centre street and Arborway; Prince street and the Arborway.

Passed under suspension of the rule.

Adjourned, on motion of Coun. CAREY, at 5.10 p. m., to meet on Monday, September 22, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, September 22, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. WARD in the chair. Absent, Coun. Gottlieb and Taylor.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.: Willard F. O'Brien of 5 Orchard street, Ward 19, to be constable, with term ending April 30, 1942, without power to serve civil process and to serve without bond, *vice* Lawrence McDougal, resigned. William J. Burns of 54 Wilmington avenue, Ward 17, to be constable, with term ending April 30, 1942, without power to serve civil process and to serve without bond, *vice* Leonard Pike, deceased. Severally laid over a week under the law.

LOSS OF MOTOR LICENSES BY WELFARE RECIPIENTS.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of August 25, 1941, concerning the discontinuing of the unfair practice of taking away from male recipients of welfare their license to drive motor vehicles in the Commonwealth of Massachusetts.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Welfare Department,
September 16, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention of Mr. William T. Doyle.
Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated August 25, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be directed, through his Honor the Mayor, to discontinue the unfair practice of taking away from male recipients of welfare their license to drive motor vehicles in the Commonwealth of Massachusetts."

May I state that there is no rule in this department to take away from recipients of welfare their licenses to drive motor vehicles in the Commonwealth of Massachusetts.

Sincerely yours,
WILLIAM G. O'HARE,
Secretary.

Placed on file.

DISTRIBUTION OF FUEL TO WELFARE RECIPIENTS.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of September 8, 1941, concerning the taking of immediate steps to arrange for the distribution of fuel oils and coal to welfare recipients during the winter months.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Welfare Department,
September 16, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention of Mr. William T. Doyle.

Dear Sir,—This department has received your communication with inclosed copy of an order from the City Council, dated September 8, 1941, reading as follows:

"Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to take immediate steps to arrange for the distribution of fuel oils and coal to welfare recipients during the winter months so that no unnecessary suffering may be caused because of the present fuel emergency."

May I state that every precaution has been taken through the cooperation of your Honor with this department and the Supply Department to secure sufficient fuel, both coal and oil, for distribution as soon as the cold weather comes in.

Sincerely yours,
WILLIAM G. O'HARE,
Secretary.

Placed on file.

SERVICE ON JAMAICA-DUDLEY STREET SURFACE LINE.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of September 8, 1941, concerning the investigation of the service on the Jamaica-Dudley street surface line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
September 18, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Since the receipt of your letter of September 11, with accompanying order of the City Council, the fall time table has been placed in effect on the Jamaica Plain-Dudley street line.

Recent counts show that the service is adequate to meet present riding requirements, but the riding will be carefully watched and additional service will be provided if required.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

DEMOLITION OF BUILDING AT 23 CHICKATAWBUT STREET.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Building Department relative to your order of August 25, 1941, concerning the taking of immediate steps to condemn as unsafe and notify the owner to proceed with the demolition of the building at 23 Chickatawhut street, Ward 16.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Building Department, September 11, 1941.
Hon. Maurice J. Tobin,

Mayor of Boston.

Subject: 23 Chickatawhut street, Ward 16.

Dear Sir,—Concerning your communication of August 28, 1941, subject—City Council order of August 25, 1941,—ordering that "the Building Commissioner be requested to take immediate steps to condemn as unsafe and notify the owner to proceed with the demolition of the building at 23 Chickatawhut street, Ward 16," please be informed that this department has had a legal notice of violation of law served by constable upon the owner of the property referred to, namely, the Home Owners Loan Corporation, and will make every effort possible to have said organization raze the building, as I am reluctant to spend public

funds for razing a building owned by a financially stable organization. However, this department is taking estimates for the razing of the building so that a contract could be negotiated if the owners fail to act within a reasonable time.

Respectfully yours,

JAMES H. MOONEY,
Building Commissioner.

Placed on file.

TRANSFER WITHIN DEPARTMENTAL APPROPRIATIONS.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen.—I am forwarding requests for transfers within departmental appropriations in the following departments and recommend adoption of the accompanying orders by your Honorable Body.

Long Island Hospital, Probate Court.
Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of chapter 261 of the Acts of 1893, the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Long Island Hospital, Institutions Department:

From the appropriation for A, Personal Service, \$1,300, to the appropriation for C, Equipment, \$1,300.

Ordered, That under authority of chapter 261 of the Acts of 1893, the City Auditor be, and hereby is, authorized to make the following transfer in the appropriations for Probate Court:

From the appropriation for D, Supplies, \$10.25, to the appropriation for B, Contractual Service, \$10.25.

Referred to Executive Committee.

SALE OF EARTH MATERIAL, COBBLE-STONES, ETC.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I am in receipt of a communication from the Commissioner of Public Works in which he requests authority to sell approximately 7,000 cubic yards of earth material, cobblestones, granite blocks, old artificial stone, and old flagging. This material is no longer required for any purpose by the Public Works Department and is made available because of the proposed reconstruction of Farragut road in South Boston.

The Commissioner of Public Works has already advertised the sale of this material and the highest bid therefor was \$2,170. I inclose herewith an order authorizing the Commissioner of Public Works to sell the above described material to the highest bidder and respectfully recommend its adoption to your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 18, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Although Farragut road, South Boston, was laid out as a public highway in 1909, from the Reserve channel to East Sixth street, only that section located between East First street and East Sixth street has been constructed. I feel that it would be advantageous to the city and the owners of the abutting properties to construct that section that extends from the Reserve channel to East First street. This proposed street construction work would make an ideal winter project for the W. P. A. forces, as it is an isolated location and the proposed construction work would not inconvenience any residents.

On street construction work the city generally has to pay from 30 to 40 cents per cubic yard for

the removal of earth material. At the present time, however, there is a great need for a large volume of earth filling at the Army Base and South Boston Navy Yard, and, in view of this, a contract was advertised by the department in the *City Record*, which provided for the purchase from the city of all earth material, in the approximate amount of 7,000 cubic yards, removed from the latter-referenced section of Farragut road; it being the intention of the department to sell the excess material prior to the start of the proposed street construction project by the W. P. A. forces. As a result of the above-referenced public advertisement, bids were opened in this department on September 9, 1941, and the highest bidder was the J. F. White Contracting Company of 900 East First street, South Boston, who agreed to remove the material and pay the city 31 cents per cubic yard, or a total of \$2,170 for an estimated 7,000 yards of excess material. The material referred to includes all cobblestones, granite blocks, old artificial stone, and old flagging that is dumped in the location at the present time.

In order to award this contract it will be necessary to receive the approval of the City Council. I respectfully recommend, therefore, that the inclosed order be introduced in the Council authorizing, in substance, the Commissioner of Public Works to sell approximately 7,000 cubic yards of material to the above-referenced highest bidder, in the total amount of approximately \$2,170.

Respectfully yours,

GEORGE G. HYLAND,
Commissioner of Public Works.

Ordered, That the Commissioner of Public Works be, and is, hereby authorized to sell to the highest bidder, in accordance with bids received after publicly advertising, which bids were opened on September 9, 1941, approximately 7,000 cubic yards of earth material, cobblestones, granite blocks, old artificial stone, and old flagging, that is located in that section of Farragut road that extends from the Reserve channel to East First street, for 31 cents per cubic yard, as the material is not required by the Public Works Department.

Referred to Executive Committee.

TRANSFER OF \$5,000 FORECLOSED REAL ESTATE DIVISION.

The following was received:

City of Boston,
Office of the Mayor, September 22, 1941.
To the City Council.

Gentlemen,—I am advised by the Custodian of Foreclosed Real Estate that, in order to provide for the requirements of the Foreclosed Real Estate Division during the remainder of the current year, it is essential to transfer the sum of \$5,000 from the rentals received from the property under his jurisdiction as provided by statute.

This division has under its care all the property foreclosed by the city and the efficient handling of the property has substantially increased the rentals over last year. For the entire year 1940 rentals to the amount of \$36,888.79 were received. Up to August 31, this year rentals to the amount of \$35,106.38 have been collected and it is estimated that at the end of the year the total rentals will amount to about \$50,000. This increase in rentals has, of necessity, expanded the activities of the division and correspondingly increased its operating expenditures. These operating expenditures during 1940 amounted to \$25,179.40. To date this year it has expended \$22,600 and it is estimated the above mentioned sum of \$5,000 will be sufficient to meet its operating expenditures for the remainder of the year.

I submit herewith an order providing for such a contingency and recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, an additional sum of \$5,000 be, and the same hereby is, appropriated from the income of the Foreclosed Real Estate Division, exclusive of proceeds from the sale of foreclosed property, for the following purpose:

Foreclosed Real Estate Division, Special Appropriation, \$5,000.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Rebecca Aronson *et al.*, for compensation for damage to car and injuries caused by city car.

George F. Beeman, for compensation for damage to car caused by pail thrown from City Hall roof.

Charles Burtman, for compensation for damage to property at 93 and 95 Heath street, caused by water not being shut off.

Bessie M. Curley, for compensation for injuries caused by an alleged defect in Dudley street.

Tillie Diamond, for compensation for damage to water boiler at 509 Washington street, Brighton, caused by water being shut off.

Garden City Trust, for compensation for damage to property at 577-583 Washington street, Brighton, caused by defective water main service.

Patrick A. Gargan, to be reimbursed for accident which occurred while in performance of duty as employee of Suffolk County.

Home Owners' Loan Corporation, for compensation for damage to property at 2397 and 2399 Centre street, West Roxbury, during sidewalk construction.

William F. Linehan, to be reimbursed as result of accident which occurred while in performance of duty.

Margaret G. McMahon, for compensation for damage to property at 28 Worthington street, caused by city truck.

William F. Mitchell, for compensation for damage to car by ladder truck No. 17.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petitions for driveway openings, viz.:

Petition of Hunt-Spiller Manufacturing Corporation at 383 Dorchester avenue (referred August 4).

Petition of United States Government, Franklin M. Hull, at A street (referred September 8)—recommending that licenses be granted on usual conditions.

Report accepted, said licenses granted on usual conditions.

2. Report on petition of Boston Elevated Railway Company for license to operate motor vehicles between junction of Huntington avenue and Massachusetts avenue and junction of Boylston street and Charles street—that same ought to pass.

The report was accepted and the question came on the granting of the license.

Coun. CAREY—Mr. Chairman, for some time the Elevated has been trying to get a 5-cent line from the corner of Massachusetts avenue and Huntington avenue down to Park square. Shortly after I entered this Council I succeeded in obtaining for the people of my district something that they had waited for for many years, namely, a 5-cent line from Brigham Circle to the entrance of the subway at Arlington street. I can't for the life of me understand why the Elevated will not recognize that in the Ward 10 section of the city there are thousands of people who daily must come in town, the largest number of whom pay a 10-cent fare. The people of my district are certainly entitled to a 5-cent line from Brigham Circle to the Park square section, and the attitude of the Elevated in refusing to put that line into effect is daily sending hundreds of shoppers from my district over to Waltham and over to Brookline, where they can buy more attractively, get better facilities, and have more enjoyment of their shopping. The trustees of the Elevated Railway for the most part are Boston men, and I charge here and now that they are doing nothing to help the City of Boston from the standpoint of helping the business men and the merchants who must pay taxes here in this city. I very much regret to see that the committee has approved the granting of this license. I do not think it is fair to me, I do not think it is fair to the people of my district, I do not think it is fair to most of the people in Ward 4. There are, as I said a moment ago, thousands of people who could be benefited by this line in my district. There are thousands, maybe, in Ward 4, who live beyond Massachusetts avenue, in the section between Massachusetts avenue and Brigham Circle, who are being denied this 5-cent privilege. The only excuse that the

Elevated gives is that such a line would compete with their subway. That is the line from Brigham Circle to Park square. Well, if that is true, the 5-cent line from Massachusetts avenue to Park square certainly is going to compete with the subway. There is a subway station at Symphony Hall, and another one at Mechanics Buildings, so that the people from Massachusetts avenue in town have ample opportunity to get into the street cars. I certainly feel that that attitude of the Elevated officials, the trustees, is most unfair to the people of my district. I am going to vote against the granting of this permit. I hope that the Council will hold it up until such time as we have an opportunity to bring the members of the Board of Trustees of the Elevated down here in a body. It doesn't do much good to have Mr. Dana come down here alone. He cannot speak for the five members of that Board. I am therefore going to ask, not that they be unfair to the people in the section from Massachusetts avenue to Park square, but I think that justice is due the people from Massachusetts avenue up to Brigham Circle,—those living in Wards 4 and 10. I hope that the Council will lay this matter on the table until such time as we have an opportunity to bring all of the trustees before the Council and see if we cannot get that line that formerly was in effect, the 5-cent line from Brigham Circle into Park square.

The question came on Coun. Carey's motion that the matter be laid on the table.

Coun. CHASE—Mr. Chairman, the councilor from Ward 10 and I have for many months been urging the Boston Elevated Trustees to install a bus line from Brigham Circle to the Park square area. The records will show that on five or six different occasions we have secured passage of City Council orders urging the trustees, through his Honor the Mayor, to do this, and were prompted, Mr. Chairman, to make this request in behalf of the public in our districts, in behalf of the merchants who are losing thousands of dollars, and in behalf of the property owners and taxpayers who are suffering or were suffering in that area because of lack of a bus line. Now, Mr. Chairman, the Boston Elevated Company has installed a bus line from Park square to Massachusetts avenue. This particular short line serves a goodly portion of my district. The people in that particular area are using this bus line, and while I sympathize with the councilor from Ward 10, and while I feel that the Elevated trustees are shirking their public duties in not providing adequate transportation to the public in general along Huntington avenue, I frankly feel that we have no alternative but to grant the permit for this short bus line, for in the event we do grant it thousands and thousands of people will be benefited by it. It serves a business area, it tends to assist the merchants in the particular area that it serves, it is providing service to thousands of people who are solely within the confines of my ward. However, Mr. Chairman, I reiterate that I more than sympathize with the councilor from Ward 10. As a matter of fact, I intend to line up with him on the trustees of the Elevated because I contend that they are shirking their public duty in not providing adequate transportation to the public of Wards 4 and 10. Now, sir, if this bus line was extended from Massachusetts avenue to Brigham Circle, it would benefit me much more than it would the councilor from Ward 10, but as I have already said, if we do not grant this bus line for a short haul thousands of people will be affected by it, and I do not care to place myself in the position of denying to the public in my area any transportation facilities. However, I intend to do something about securing an extension of this bus line. I think the Elevated trustees, and I think that Mr. Dana—the \$50,000 a year man who is being paid through these small fees from the carfares that the public is paying—should recognize the dire need for adequate transportation facilities on Huntington avenue. I say, Mr. Chairman, and I say publicly, that if Mr. Dana feels or if the trustees feel that this proposed line from Brigham Circle to Park square could only be operated at a deficit, then they should make up the deficit out of his \$50,000 a year salary and out of the trustees' \$5,000 a year salaries. I say that the thousands of people in my area and in Roxbury are entitled to adequate transportation facilities, and with that in mind, sir, I intend, with the councilor from Ward 10, to continue to work to have this line extended. But I do not believe that we should deny the public the line already provided, and I trust that the Council will pass the order.

Coun. FISH—Mr. Chairman, as chairman of that license committee I say now, and I think you can bear me out, that there is a difference of opinion between the two councilors affected, and since the councilor from Ward 10 has recommended that this be laid on the table I will say for the committee that it will not hurt its feelings in any way if the Council should, rather than laying on the table, refer the matter back to the committee. As Councilor Chase from Ward 4 states, the Elevated is unfair, it has always been unfair, and I think according to the present setup, with the strong Republican financial backing they have, they always will treat the citizens of Boston in an unfair manner, and if by holding it up it will force the Elevated to extend the service to the people of Ward 10, then I myself would be inclined to think that it would be better to have it referred back to the committee and have the trustees heard.

Coun. CAREY—Mr. Chairman, I just want to add further that once the Elevated is given a permit to run a 5-cent line from Massachusetts avenue to Park square my possibility of getting an extension of that line is going to be very remote, and I only want to repeat that I have in mind the thousands of voters and citizens of Ward 4 who live in the section from Massachusetts avenue to the end of the ward, as well as the thousands of people in my district. I am perfectly willing to have this go back into committee with the suggestion that the committee call in the officials of the Elevated and see if we cannot have this thing done properly. I make that as a motion, Mr. Chairman.

Coun. CHASE—Mr. Chairman, I believe that the Council as a whole should realize that there is the possibility that the Elevated trustees may realize the particular predicament that Councilor Carey and I are in. We would not actually like to see the Council deny the granting of this particular permit so that the Elevated could turn around to the public in my district and say, "We provided a line for you but your councilors turned it down." Now, Mr. Chairman, there is no question about it, that particular short haul line provides some service to the people in my district, namely, to all the public who reside on Huntington avenue from Massachusetts avenue to Park square, and on the side streets running off of Huntington avenue in that area. That service is providing them with transportation facilities. If we deny this license and take away those transportation facilities, I believe that we will be doing a wrong thing. Frankly I am of the opinion that the proper way to go about this matter is to grant the present license and to fight for an extension of that bus line. And I say, Mr. Chairman, that I am just as vitally concerned in an extension of this bus line as the councilor from Ward 10 is, and I intend to do everything within my power to have this line extended, but I would not like to see the Council as a whole be put in a position for the Elevated trustees to say, "We offered a bus line for the people on Huntington avenue but the Boston City Council is against it and they are to blame for turning it down." I don't think—

Coun. FISH—Mr. Chairman—

Chairman WARD—Will the gentleman yield?

Coun. CHASE—I shall be glad to.

Coun. FISH—May I ask the councilor from Ward 4 under what permit they are operating now, and what date it expires?

Coun. CHASE—As I understand it, they have secured a permit from the Department of Public Utilities for a sixty-day trial.

Coun. FISH—On what date will that expire?

Coun. CHASE—Sixty days from the date that the bus service was inaugurated, which was about a week ago.

Coun. FISH—A week ago? That would give them sixty days from that date?

Coun. CHASE—But I am not certain of that, however.

Chairman WARD—Coun. Chase has the floor.

Coun. CHASE—Now, Mr. Chairman, I am just as much concerned about a bus line from Brigham Circle to Park square as the councilor from Ward 10, and I intend, Mr. Chairman, to see that the line is extended to those limits. But I do not think that we should do anything now to interrupt a service which is being rendered to a substantial portion of the public in my district. I think that is the wrong way to go about it. And so, Mr. Chairman, I hope that the members of the Council will recognize this peculiar condition and grant the license.

Coun. FISH—Mr. Chairman, the reason I asked that question was to find out how long they

could operate without Council action. I find out now that they can possibly operate another ten or eleven weeks, and in that event I see no real serious harm coming to the councilor from Ward 4 if this should be referred back to the committee, if by doing so it should extend a helping hand to one of our colleagues, Councilor Carey.

The question came on motion of Councilor Carey that the order be referred back to the committee on licenses. The order was so referred.

Coun. FISH then asked unanimous consent to make a statement. There being no objection, Coun. FISH said:

I just want to make this one statement,—that I will hold a meeting of the committee on licenses on Thursday at 2 o'clock.

REPORT OF COMMITTEE ON COUNTY ACCOUNTS.

Coun. WICKES, for the Committee on County Accounts, submitted the following:

Report on message of Mayor and order (referred from Executive Committee, August 18) for amendment of county classification plan by establishing classification of managing custodian of Suffolk County Court House—that same ought to pass.

The report was accepted. On request of Coun. M. H. SULLIVAN the order was referred to the Executive Committee.

REPORT OF COMMITTEE ON PUBLIC LANDS.

Coun. RUSSO, for the Committee on Public Lands, submitted the following:

1. Report on message of Mayor and order (referred September 15) for exchange of land between city and Sears, Roebuck Company for traffic circle at Brookline avenue and Park Drive—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0, viz.:

Yeas—Coun. Carey, Chase, Coffey, Englert, Fish, Galvin, Goode, Hurley, Hutchinson, Kelly, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Ward, Wickes—18. Nays—0.

SIDEWALK ON TACOMA STREET.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Tacoma street (both sides), Wood avenue to Bradlee street, Ward 18, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

IMPROVEMENT OF CONDITIONS IN WEST STREET SECTION, HYDE PARK.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works he requested, through his Honor the Mayor, to make a survey of the district in the vicinity of Myopia road and the George Wright Golf Course in the West street section of Hyde Park, and to formulate plans for piping or deviating the course of the brook running through surrounding properties, which detracts from the value of said properties and constitutes a menace to the health and safety of the residents of this neighborhood.

Passed under suspension of the rule.

Coun. M. H. SULLIVAN in the chair.

ELEVATED BUS SERVICE FOR SACRED HEART CHURCH, ROSLINDALE.

Coun. GOODE offered the following:

Ordered, That the Trustees of the Boston Elevated be requested, through his Honor the Mayor, to confer with the pastor of the Sacred Heart

Church in Roslindale, relative to the taking over by the Boston Elevated the Sunday morning bus service now in operation under the personal jurisdiction of the pastor and to continue the same service and schedule now in operation under this private control.

Passed under suspension of the rule.

SIDEWALK, FREMONT STREET.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct a sidewalk along that part of Fremont street, Mattapan, from Babson street to the property line of the St. Angela's Church.

Passed under suspension of the rule.

SULLIVAN SQUARE AND BARRY PLAY-
GROUNDS.

Coun. GALVIN offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to place the Sullivan Square Playground and the Barry Playground in suitable condition for the activities of the football season.

Passed under suspension of the rule.

REOPENING OF TYLER STREET LIBRARY.

Coun. RUSSO offered the following:

Ordered, That the trustees of the Boston Public Libraries be requested, through his Honor the Mayor, to reopen the branch library on Tyler street, and Red Cross Branch, Ward 3.

The question came on the suspension of the rule and the passage of the order.

Coun. RUSSO—Mr. Chairman, for some time the people in my district, in that particular section, have been deprived of the use of the branch library on Tyler street. I don't believe that that is true wisdom, the closing of the Tyler street branch library. We down in the South End section of the City of Boston are confronted with Americans of all racial groups, and I believe that those individuals should have the same privileges that are enjoyed in other sections of the City of Boston. I ask the trustees of the Public Library for the immediate reopening of this branch in the name of good judgment, in the name of education and knowledge, and I do hope that his Honor the Mayor will see to it that it is reopened. I do not believe that the trustees can say to the Council that they closed that particular library branch due to the fact that they are trying to save money for the City of Boston. I know that the budget of the library has been increased in the last few years. Therefore, I hope that the trustees will take action and immediately reopen the branch library on Tyler street, Ward 3.

Coun. DANIEL F. SULLIVAN—Mr. Chairman, if agreed to by the gentleman from Ward 3, I would like to amend that order by also including the words "and Roxbury Crossing."

Chairman WARD—Do you agree?

Coun. RUSSO—I do.

The order as amended was passed under suspension of the rule.

AFTERNOON REGISTRATION OF
VOTERS.

Coun. CAREY offered the following:

Ordered, That the Election Commission be requested, through his Honor the Mayor, to consider the advisability of arranging for the registration of voters during the afternoon hours, as well as in the evening, during the period from October 1 to October 15, in the various wards of the city.

The question came on the suspension of the rule and the passage of the order.

Coun. CAREY—Mr. Chairman, I don't believe it is too late for the Election Commissioners to make such an arrangement. In past periods of registration I have found that it is very inconvenient for most people to register between six and eight o'clock in the evening, and, as we know, the hours being from six to ten, deprives those

voters who would like to register of two hours that they cannot possibly call at the various ward registration booths. I think there are many people who might be more inclined to take a more active interest in civic affairs if we could provide better registration opportunities for them, and I hope the Election Commissioners will find it possible to permit registration between October 1 and October 15 in the afternoon as well as during the evening.

The order was passed under suspension of the rule.

ENTRANCE AGE FOR SCHOOL CHILDREN.

Coun. CAREY offered the following:

Ordered, That the School Committee be requested, through his Honor the Mayor, to consider the advisability of changing their rules in order to allow children who become four and one half years of age on or before October 15 to enter the kindergarten class, and those who become five and one half years of age on or before October 15 to enter the first grade.

The question came on the suspension of the rule and the passage of the order.

Coun. CAREY—Mr. Chairman, I do not like to interfere with the conduct of the affairs of the School Committee, but during the last two weeks I have had cases called to my attention of children who were, for instance, four and a half years of age on September 17 and five and a half years of age on September 19, or possibly five and one-half years of age on September 29. Under the present rules of the School Committee those children must wait one solid year before they are allowed to enter a school. Years ago I think most of us began our schooling at the age of five, and we did not have to be five on or before the day the school opened, as a matter of fact. Therefore, I do not think there will be much harm if a little leeway is allowed to the school children so as to permit those who become four and a half before October 15, and those who become five and a half before October 1, to enter the kindergarten and the first grade respectively.

Coun. GALVIN—Mr. Chairman, I want to go along with Councillor Carey on that order. I see by the newspapers that our schools have dropped down extremely low in attendance for the past two or three years. I find in my own district that some of the schools have the rooms only half filled. I believe that the School Committee should allow these children to go in at a younger age and then only get a few teachers to take care of them. I am heartily in accord with Councillor Carey on that particular order, and I believe it is the duty of the School Committee to enforce the order and bring about a higher attendance in our schools.

The order was passed under suspension of the rule.

IMPROVEMENT OF STREET LIGHTING.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works be requested by his Honor the Mayor to conduct a survey in Ward 10 and throughout the entire city with a view to improving the lighting facilities on the various streets where electric lighting is used.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to confer with officials of the Boston Consolidated Gas Company relative to the possibility of improving the efficiency of gas lighting on the streets throughout Ward 10 and the entire city.

The question came on the suspension of the rule and the passage of the two orders.

Coun. CAREY—Mr. Chairman, speaking on both the last two orders, I have here before me an editorial appearing in the Boston Post yesterday that I think is deserving of the attention of the city officials, the Boston Consolidated Gas Company, and the Edison Light. This editorial brings out the fact that at a convention held in Swampscott recently it was stated that five thousand lives a year are lost because of poor street lighting. I think it is a very fine matter to bring to the attention of the municipal authorities. I notice in my district many streets where we have gas lighting provided, and while I don't know what content there is to those lamps, they might as well take them off the streets entirely in some cases. It seems to me that the Gas Company ought to have

some method of furnishing more efficient lighting. We cannot change all of the gas lamps into electric lights throughout the city, but we should have some cooperation with the Gas Company officials as far as the gas lamps go. Now, there are definitely many streets, not only in my district but throughout the other wards of the city, where there are not ample lighting facilities. Better lighting not only will save lives but it will prevent the work of pickpockets and those who might assault women in the evening hours. It is a matter that certainly deserves most careful consideration by the Mayor, from whom I am sure it will get it, from the officials of the Public Works Department, the lighting companies and the Council. And I hope that some definite action will be taken by them in this matter.

The orders were passed under suspension of the rule.

"STOP" SIGNS AT MOZART AND LAMARTINE STREETS.

Coun. CAREY offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect stop signs at the intersection of Mozart and Lamartine streets, Ward 10.

The question came on the suspension of the rule and the passage of the order.

Coun. CAREY—Mr. Chairman, just a word on that order. I asked some time ago that those stop signs be erected at that intersection. It is a very dangerous intersection, especially for the last couple of years, since Lamartine street was reconstructed. There are blind corners on all four intersections there. I cannot understand the delay in installing various stop signs requested by me and other members of the Council. A stop sign certainly doesn't cost much. I hope that the day will soon come when the Traffic Commission will recognize these orders for stop signs. I have several of them in my district, and I know that the other councilors have them in their districts as well. I therefore hope that attention will be given to this order and that this stop sign will be erected within the very near future.

The order was passed under suspension of the rule.

CONFIRMATION OF APPOINTMENTS.

Chairman M. H. SULLIVAN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointment submitted by the Mayor September 15, 1941, of Louis Lunin, Evelin Zwick, Charles Schoen and Robert White, to be Weighers of Coal; and John F. Flanagan, Hazel Latham and Evelin Zwick, to be Weighers of Goods.

The question came on confirmation. Committee, Coun. Carey and Hutchinson. The appointments were confirmed, yeas 16, nays 0.

OPHIR STREET, WARD 11.

Coun. ENGLERT offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface and construct sidewalks upon Ophir street, Ward 11.

Passed under suspension of the rule.

SURVEY OF INCREASED VALUATIONS, WARD 16.

Coun. FISH offered the following:

Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to have a survey made of the increases which were made in the assessed valuations in Ward 16 during the past year, with a view to reducing same to their former assessment.

The question came on the suspension of the rule and the passage of the order.

Coun. FISH—Mr. Chairman, I don't think that I can be labeled unfair on matters before this Council, and I do not propose to go too deeply into the abuses of the local assessors. I do not think anybody in the City of Boston today, except the two local assessors in my district, feels that the

time has yet come where homes that have been constructed fully a half-century should now, this year, carry an increased valuation of 25 per cent. That is one item that I have against these assessors. Another, which, if it was not so serious with the property owner would really be laughable, is where an assessed valuation of \$7,000 was placed on a vacant house lot. This particular house lot is flanked by homes constructed on each side and in the rear, and in no case do they carry an assessment of over \$6,000, and yet they assessed a vacant lot for \$7,000. I am publicly calling upon the Board of Assessors to remove those two local assessors—not to discharge them but to relieve them of their present duties and place them in a far less responsible position, where they cannot make an annual raid on the home owners of Dorchester. You may say that they have an opportunity to file for an abatement. They do. But how many of them hear from the Board of Assessors when they do take action upon that request for abatement and it is denied? How many of them hear of it? Very seldom have I heard of a case. Yet they have the right to go beyond the Board within sixty days by bringing an appeal to the Board of Appeals. How are they to know whether they can bring it before the Board of Appeals when they have not been notified by the assessors that their request for an abatement has been denied? How many women with a family of thirteen children, who are denied an abatement, have the opportunity to go before the Board of Appeals when they have never been notified that the local board has denied their request? As I have said, I am not going too strongly into this today, but I do propose to act upon every abatement that is being filed. I understand that if we had an assessing department that knew values and placed proper values there would be no need of the hundreds and thousands of mistakes they make, which is proved by the number of abatements being filed annually.

The order was passed under suspension of the rule.

BONUS TO CITY EMPLOYEES IN NATIONAL SERVICE.

Coun. HURLEY offered the following:

Ordered, That the municipal government of the City of Boston pay a bonus of \$100 to each of its employees now in the military and naval service of the United States upon their discharge from active duty and return to civilian life, and be it further

Ordered, That there be no delay in making of such payment and that said bonus be paid immediately upon presentation of certificate of discharge to director of the city department in which the worker is regularly employed.

Passed under suspension of the rule.

SIDEWALKS, BROOK AVENUE, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on Brook avenue, Ward 13, in connection with the resurfacing work that is now going on there.

Passed under suspension of the rule.

SIDEWALKS, SARGENT STREET, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on Sargent street, Ward 13, as a W. P. A. project.

Passed under suspension of the rule.

RESURFACING OF KANE STREET.

Coun. KELLY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Kane street, Ward 15, as a W. P. A. project.

Passed under suspension of the rule.

RELOCATION OF FIRE ALARM BOX 3343.

Coun. WICKES offered the following:

Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to consider the advisability of relocating fire alarm box No. 3343, at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with red lights or globes in Ward 17.

Passed under suspension of the rule.

FENCE AT REAR OF 28 RICHMOND STREET, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to have a fence erected at the rear of 28 Richmond street, Ward 17, so that the private property at said address may be separated and effectively protected from those using the adjacent city property.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Alteresco avenue in front of No. 49, Ward 17, said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk along Gallivan Boulevard in front of Nos. 125, 127 and 129, Ward 17, said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Severally passed under suspension of the rule.

Coun. LINEHAN in the chair.

BUS LINE, FRANCIS STREET-PARK SQUARE.

Coun. CHASE offered the following:

Resolved, Whereas the Boston Elevated Railway Trustees contend that a bus line from Francis street to Park square can only be operated at a deficit, and

Whereas, The Boston Elevated is not in a position to know whether or not such a line would be operated at a deficit because they have never tried to test such a bus line, and

Whereas, There is a great public demand for better transportation facilities along Huntington avenue, therefore, be it

Resolved, That the Boston City Council, in recognition of this public need, goes on record as requesting the Boston Elevated Trustees, through his Honor the Mayor, to provide this essential bus line even at the cost of making up any possible deficit by lowering the high salaries of some of the top-heavy and super-paid deficit-minded Boston Elevated executives.

The question came on the suspension of the rule and the adoption of the resolution.

Coun. CHASE—Mr. Chairman, I know from past experience in this Body that many councilors, in crying for better transportation facilities in their districts, and in contacting the Elevated trustees in behalf of the public for better transportation facilities, have been answered in most cases by the Elevated trustees that to provide such a necessary service would only add to the deficit. Now, Mr. Chairman, the Boston Elevated Railway Company is a quasi-public institution, it is a creature of the state today, and the state has taken this company over and directed how it shall be operated, because they recognized that it was providing a monopolistic service to the public. And, Mr. Chairman, the state even went so far as to provide that in the event the Elevated Railway Company was to operate at a deficit, the taxpayers of Boston would be called upon, and other metropolitan cities and

towns would be called upon to make up their proportionate share of the deficit. Now, Mr. Chairman, this law was made under the guise that the Elevated Company was operating in behalf of the public, that it had a public monopoly, that no other institution in the city or in metropolitan Boston could compete with it, and that in view of the fact that it was a public or a quasi-public company the taxpayers of Boston would have to stand any deficit. Now, the Elevated trustees constantly claim that they cannot provide the essential and necessary transportation facilities, not only in my district but in other districts of Boston, because of this great deficit. Well now, Mr. Chairman, if the public—and it is the public which is paying for this deficit—is crying for better transportation facilities, then why do not the Elevated Railway trustees recognize that fact? Why don't they give the people who are paying for the cost of this transportation facility the necessary and full and adequate service that they are justly entitled to? If they are constantly crying about the deficit, why don't they take other means to cut down this deficit besides trying to do away with necessary lines that the working people and the public in general have to have? Have they done anything about their super-salaried executives? Why, there is one man in the company getting \$50,000 a year. For what? Where does he get his money? From the little man who drops a ten-cent piece in the coin box, or the little man who drops a five-cent piece in the coin box. Has he done anything about doing anything equitable about his big salary? No, no. He takes it out of the little man by denying him all proper service that they should give him. And I say, Mr. Chairman, that the sooner the Elevated trustees recognize the fact that it is the public that is paying for the deficit and it is the public that is demanding adequate transportation facilities, the quicker it will be that the public sentiment throughout the City of Boston will be better disposed toward the Elevated trustees. I trust that the Council will pass this resolution.

The resolution was adopted under suspension of the rule.

EXTENSION OF DAYLIGHT SAVING.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to prepare legislation to be presented to and acted upon by this session of the Legislature whereby the benefits of daylight saving will be extended.

Passed under suspension of the rule.

MONTHLY BONUS TO MEN IN NATIONAL SERVICE.

Coun. HURLEY and M. H. SULLIVAN offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to prepare legislation to be presented to the Legislature whereby selectees, National guardsmen and others in the military and naval service will be given a bonus of \$10 per month by the Commonwealth of Massachusetts.

The question came on the suspension of the rule and the passage of the order.

Coun. MAURICE H. SULLIVAN—Mr. Chairman, I was rather astonished during the past few weeks to read in a metropolitan daily that came from the conservative State of Vermont, that the conservative Republican Legislature there has recently passed legislation to the effect that \$10 per month shall be paid by the state to the various selectees and other men in the military service or naval service of the nation. That is in the State of Vermont. And I read further that the Governor of that state, noted for his conservative background, has stated that when the legislation gets to his desk he will definitely affix his signature to it. Now, the Commonwealth of Massachusetts has been far more progressive and far more liberal in its social legislation than possibly any other state of the New England district, and certainly I feel that when the coldly conservative State of Vermont has enacted legislation to the effect that \$10 per month shall be paid to the selectees and other military men from the State of Vermont by the State of Vermont, certainly the Commonwealth of Massachusetts might well follow the example which has been so well set and that the Common-

wealth of Massachusetts might well enact legislation to be presented to the Governor whereby \$10 per month will be paid to the men of Massachusetts who are now earning their \$21 per month in the military service. I say this without criticism of many of the draft boards throughout the state, which have been most liberal in their interpretation of the Selective Service Act, but say that many of the boards throughout the state have been too strict in their interpretation of the law, and I know in many instances, from various sections of this city, men are now serving under the Selective Service Act who never should have been called, that as far as the financial status of their families was concerned and as far as the need of their service at home was concerned, those men could probably do more for local and for national defense by helping their own families than they will ever do by serving eighteen months or two and a half years in a military camp. And I feel that in many instances \$10 a month, if paid to these men by the Commonwealth of Massachusetts, might alleviate the distress under which certain of the families of the selectees in Boston are laboring, and I think that where this legislation was first broached and first passed by the Legislature of Vermont and is now awaiting the signature of the Governor of Vermont, it might well be passed in the Commonwealth of Massachusetts.

The order was passed under suspension of the rule.

RECESS.

On motion of Coun. M. H. SULLIVAN the Council voted, at 3.45 p. m., to take a recess, subject to the call of the Chair. The members reassembled at 4.15 p. m., and were called to order by President GALVIN.

EXECUTIVE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

Report on message of Mayor and order (referred today) for transfers within departmental appropriations—that same ought to pass.

Report on message of Mayor and order (referred today) transferring \$5,000 from income of Foreclosed Real Estate Division to Special Appropriation, Foreclosed Real Estate Division—that same ought to pass.

The reports were accepted and the question came on the passage of the orders.

The orders were passed, yeas 16, nays 0, viz.:

Yeas—Coun. Carey, Chase, Englert, Fish, Galvin, Goode, Hurley, Hutchinson, Kelly, Langan, Russo, Scannell, Shattuck, D. F. Sullivan, M. H. Sullivan, Wickes—16.

Nays—0.

SIDEWALK ON WACHUSETT STREET.

Coun. LANGAN offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Wachusett street, from River street 590 feet easterly, Ward 19, in front of the estates bordering thereon, said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

ARC LIGHT AT ROBERTS STREET AND BELGRADE AVENUE.

Coun. LYONS offered the following:

Ordered, That the Public Works Commissioner be requested through his Honor the Mayor, to install an arc light at the junction of Roberts street and Belgrade avenue, Ward 20, for the convenience and safety of the Weld street bus patrons.

Passed under suspension of the rule.

SHELTER AT BELGRADE AVENUE AND ROBERTS STREET.

Coun. LYONS offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to construct a shelter at the corner of Belgrade avenue and Roberts street, Ward 20.

Passed under suspension of the rule.

Adjourned at 4.20 p. m., on motion of Coun. RUSSO, to meet on Monday, September 29, 1911, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, September 29, 1941.

Regular meeting of the City Council in Council Chamber, City Hall, at two p. m., Coun. WARD presiding, and all the members present.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz :

Weighers of Goods: C. B. Currie, 509 Rutherford avenue, Charlestown, Mass; John F. Miley, 15 Huckins street, Roxbury, Mass.

Laid over a week under the law.

TRANSFER OF LAND TO PARK DEPARTMENT.

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I am in receipt of the inclosed communication from the Custodian of Foreclosed Real Estate in which he recommends the transfer of two parcels of land, one at 245 Sumner street and the other on Orleans street, both in East Boston to the Park Department. Both of these parcels of land will be developed by the Park Department and used for playground purposes.

I am very much in favor of the transfer of parcels of land of this character which come into the hands of the city through tax foreclosures and which can be developed suitably for recreation purposes. I therefore recommend the passage of the inclosed order for the transfer of these parcels of land to the care, custody, control and management of the Park Department.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Foreclosed Real Estate Division,
September 26, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston,

Dear Mr. Mayor,—I am presenting for your approval and that of the City Council, three copies of an order for the transfer from the Foreclosed Real Estate Division to the Park Department of two parcels of vacant land, owned by the City of Boston by virtue of foreclosure, to be used for playground purposes.

This property is located at 245 Sumner street, East Boston; Orleans street, East Boston, N.Ws.

Yours respectfully,

DANIEL M. DRISCOLL,
Custodian of Foreclosed Real Estate.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated March 26, 1940, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5668, page 120, on about sixteen thousand (16,000) square feet of land on the southwesterly side of Sumner street, numbered two hundred forty-five (245) in the numbering of said Sumner street, making the westerly corner of Orleans street in the East Boston District; and

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated March 26, 1940, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5668, page 119, on about ten hundred sixty-eight (1,068) square feet of land on the northwesterly side of Orleans street adjoining the parcel of land hereinbefore described in the East Boston District; and

Whereas, The said parcels of land hereinbefore described are now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division; and

Whereas, The said parcels of land are to be improved for playground purposes and play spaces; now, therefore, it is hereby

Ordered, That the said parcels of land, hereinbefore described be, and the same are, hereby transferred from the care, custody, control and management of the Custodian, Foreclosed Real Estate Division, to the care, custody, control and management of the Park Department to be used for playground purposes.

Referred to Executive Committee.

RELOCATING FIRE ALARM BOX NO. 3343.

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Fire Department relative to your order of September 22, 1941, concerning the advisability of relocating fire alarm box No. 3343, at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with red lights or globes in Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Fire Department, September 26, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—Receipt is acknowledged of the following City Council order:

Ordered, That the Fire Commissioner be requested, through his Honor the Mayor, to consider the advisability of relocating fire alarm box No. 3343, at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with red lights or globes in Ward 17.

In City Council September 22, 1941. Passed.

Attest:

J. B. HYNES,
Acting City Clerk."

An investigation is being conducted concerning this fire alarm box and I will forward a report to your Honor in the near future concerning the matter.

Very truly yours,
WM. ARTHUR REILLY,
Fire Commissioner.

Placed on file.

TRAFFIC LIGHTS, DORCHESTER STREET AND EIGHTH STREET, WARD 7.

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the installation of traffic lights at the intersection of Dorchester and Eighth streets, Ward 7.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 24, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have received Council order dated September 15, 1941, which reads as follows:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install traffic lights at the intersection of Dorchester and Eighth streets, Ward 7.

At the present time there is a traffic signal at the intersection of Dorchester street and Old Colony avenue, within two short blocks of Eighth street.

It is the opinion of the traffic engineers that the signalization of Dorchester street, East Eighth street and West Eighth street, because of its light accident record, is unnecessary.

Respectfully yours,

WILLIAM P. HICKEY, Commissioner.
Placed on file.

**SURVEY OF HAZARDOUS INTERSECTIONS,
ROSLINDALE.**

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the making of a survey of the Roslindale section of Boston for the purpose of determining hazardous intersections where the installation of traffic lights would be deemed advisable.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 24, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated September 15, 1941, which reads as follows: Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the Roslindale section of Boston for the purpose of determining hazardous intersections where the installation of traffic lights would be deemed advisable.

We consider any intersection where four or more accidents, involving personal injuries, have occurred in one year to be a hazardous intersection. Below are listed the four non-signalized intersections in Ward 20 where four or more accidents have occurred since January 1, 1936:

* Belgrade avenue and West Roxbury Parkway, 1936, 2; 1937, 2; 1938, 3; 1939, 2; 1940, 6; 1941, 3; total, 18.

Beech, Walworth and Washington streets, 1936, 1; 1937, 1; 1938, 1; 1939, 1; 1940, 5; 1941, 3; total, 12.

Centre, Church and South streets, 1926, none; 1937, 1; 1938, 2; 1939, 5; 1940, 2; 1941, 1; total, 11.

Averton street and Roslindale avenue, 1936, 3; 1937, none; 1938, 5; 1939, none; 1940, none; 1941, none; total, 8.

* Under control of Metropolitan District Commission.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

**WHITE LINES ON CROSSWALKS NEAR
SCHOOLS.**

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council:

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the painting of white lines on the crosswalks in the immediate vicinity of all schools to insure more safe passage of children across streets.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 23, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated September 15, 1941, which reads as follows: Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint white lines on the crosswalks in the immediate vicinity of all schools to insure more safe passage of children across streets.

This commission, in the past year and a half has increased the roadway markings over 250 per cent. We have endeavored to paint crosswalks in the vicinity of all schools and churches.

If Councilor Langan has any particular location that he desires painted, which we have not already done, we would gladly oblige him.

Very truly yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

TRAFFIC LIGHTS, ROXBURY CROSSING.

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the erecting of traffic lights in Roxbury Crossing at the junction of Tremont street and Columbus avenue.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 23, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston:

Dear Sir,—This is in reply to Council order dated September 15, 1941, which reads as follows: Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect traffic lights in Roxbury Crossing at the junction of Tremont street and Columbus avenue.

The matter of signalizing Roxbury Crossing has come to our attention on various occasions and it is the opinion of our engineers that because of the complicated traffic turns, street car and bus movements, and the large area, it would be impossible to signalize this intersection effectively.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

**"STOP" SIGNS, HILLSIDE AND
CALUMET STREETS, WARD 10.**

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the installation of "stop" signs at the intersection of Hillside and Calumet streets, Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 23, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated September 15, 1941, which reads as follows: Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install "stop" signs at the intersection of Hillside and Calumet streets, Ward 10.

Our accident record shows that there have been only three accidents at this intersection since 1936. Two of them were rear-end collisions and the third was automobile versus automobile, making a right turn.

It is the opinion of the engineers of this commission that the accident record at this intersection does not warrant the expenditure involved by the erection of "stop" signs.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

**TRAFFIC LIGHTS, ALLSTON AND
KELTON STREETS, WARD 21.**

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the erecting of traffic lights at the corner of Allston and Kelton streets, Ward 21.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 23, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have received Council order dated September 15, 1941, which reads as follows:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect traffic lights at the corner of Allston and Kelton streets, Ward 21.

Because of the limited amount of money available for the installation of traffic signals, it is the opinion of the engineers of this commission that the signalization of this intersection should be deferred until other more hazardous locations have been taken care of.

Respectfully yours,
 WILLIAM P. HICKEY, Commissioner.
 Placed on file.

TRAFFIC SITUATION, NEW OLD COLONY DEFENSE PROJECT.

The following was received:

City of Boston,
 Office of the Mayor, September 29, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the commissioner of the Boston Traffic Commission relative to your order of September 8, 1941, concerning the making of a study of the traffic situation in the new Old Colony Defense Project, South Boston, with a view to making appropriate traffic rules and installing proper signs.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Traffic Commission, September 24, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,—This is in reply to Council order dated September 8, 1941, which reads as follows:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a study of the traffic situation in the new Old Colony Defense Project, South Boston, with a view to making appropriate traffic rules and installing proper signs.

As the result of a conference of the Defense Housing Project officials and myself, the following rules were made effective on September 11, 1941, for a trial period of sixty days: Parking was prohibited in both sides of Mercer street from Columbia road to East Eighth street. Mercer street was made one way from East Ninth street to East Eighth street, and from Reverend Richard A. Burke street to Columbia road.

It is the belief of those persons present at the conference that these rules will prove helpful and lessen the accident hazard at the Housing Project.

Respectfully yours,
 WILLIAM P. HICKEY, Commissioner.
 Placed on file.

TRAFFIC LIGHT SURVEY, JAMAICA PLAIN-ROSLINDALE.

The following was received:

City of Boston,
 Office of the Mayor, September 29, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the commissioner of the Boston Traffic Commission relative to your order of September 15, 1941, concerning the making of a survey of the Jamaica Plain-Roslindale section of Boston for the purpose of determining dangerous intersections for the installation of traffic lights, paying particular attention to the following-named sections: Forest Hills section; Boylston street and South Huntington avenue; the circle at Centre street and Arborway; Prince street and the Arborway.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Traffic Commission, September 24, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,—I have received Council order dated September 15, 1941, which reads as follows:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make a survey of the Jamaica Plain-Roslindale section of Boston for the purpose of determining dangerous intersections for the installation of traffic lights, paying particular attention to the following named sections:

Forest Hills section; Boylston street and South Huntington avenue; the circle at Centre street and Arborway; Prince street and the Arborway.

This commission maintains a continuous survey for determining dangerous intersections in every section of the city.

The Forest Hills section — the matter of signalizing Arborway and Washington street — has been discussed on many occasions, and it is the opinion of the engineers of this commission that only a major traffic change, such as an overpass or a traffic circle, would be effective at this intersection.

Boylston street and South Huntington avenue: Posts have been erected with flashing yellow indications on them to slow down the traffic at this intersection.

Regarding the circle at Centre street and Arborway and at Prince street and the Arborway, it might be possible at these circles at some future time when money is available to install push button actuated pedestrian signals.

Respectfully yours,
 WILLIAM P. HICKEY, Commissioner.
 Placed on file.

BUS FROM BRIGHAM CIRCLE TO PARK SQUARE.

The following was received:

City of Boston,
 Office of the Mayor, September 29, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of September 15, 1941, concerning the establishing a bus line with a five-cent fare, to run from Brigham Circle to Park square, along Huntington avenue.

Respectfully,
 MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
 September 23, 1941.

Mr. William T. Doyle,
 Chief Clerk, Mayor's Office.

Dear Sir,—In response to your letter of September 19 with order of the City Council requesting establishment of a bus line with a five-cent fare to run from Brigham Circle to Park square via Huntington avenue, I would refer you to my letter of August 28 in which I advised you that the matter had been considered by the trustees and they do not feel that the request can be granted because it would be inconsistent with the five-cent fare arrangements that pertain all through the system. We are, of course, now operating bus service on Huntington avenue between Massachusetts avenue and Park square for a five-cent fare.

Very truly yours,
 EDWARD DANA,
 President and General Manager.

Placed on file.

CONDITIONING PLAYGROUNDS FOR FOOTBALL.

The following was received:

City of Boston,
 Office of the Mayor, September 29, 1941.
 To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Park Department relative to your order of September 22, 1941, concerning the placing the Sullivan Square Playground and the Barry Playground in suitable condition for the activities of the football season.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Park Department, September 27, 1941.
 William T. Doyle,
 Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of September 25, with inclosure order from the City Council, to place the Sullivan Square and the Barry Playgrounds in suitable condition for football. Please be assured both playgrounds will be in condition for football on Sunday, September 28, 1941.

Very truly yours,
 WILLIAM P. LONG, Chairman.
 Placed on file.

TRANSFERS WITHIN DEPARTMENTAL
APPROPRIATIONS.

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—In accordance with the attached recommendation of the City Auditor I submit an order providing for transfers in departmental budget appropriations and respectfully recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Auditing Department, September 29, 1941.
To Hon. Maurice J. Tobin, Mayor,
From Charles J. Fox, City Auditor, Auditing Department.

Subject: Departmental Transfers.

Under the provisions of chapter 604 of the Acts of 1941 which became effective on the second day of the current month certain modifications have been made in long existing procedure relative to transfers. Subsequent to this effective date several requests for transfers in accordance with the old procedure were received in this office. In order that action on these requests may conform with the procedure established by chapter 604, I recommend that the attached order be submitted to the City Council.

Respectfully,
CHARLES J. FOX, City Auditor.

Ordered, That under the provisions of section three of chapter four hundred and eighty-six of the acts of nineteen hundred and nine as amended by section one of chapter six hundred and four of the acts of nineteen hundred and forty-one, the City Auditor be, and hereby is, authorized to make the following transfers:

From the appropriation for Long Island Hospital, A, Personal Service, \$2,500, to the appropriation for steamer "Stephen J. O'Meara," D, Supplies, \$2,500.

From the appropriation for Paving Service, E, Materials, \$12,100, to the appropriation for Ferry Service, B, Contractual Services, \$8,000; Sanitary Services, B, Contractual Services, \$1,000; C, Equipment, \$3,100.

From the appropriation for Sanitary Service, E, Materials, \$650, to the appropriation for Bridge Service, B, Contractual Services, \$400; C, Equipment, \$250.

From the appropriation for Sewer Service, A, Personal Service, \$10,000, to the appropriation for Sanitary Service, A, Personal Service, \$10,000.

From the appropriation for Reserve Fund, \$3,600, to the appropriation for Mayor, Office Expenses, G, Incidentals, \$2,000; Registry Department, D, Supplies, \$1,600.

Referred to Executive Committee.

TRANSFER OF LAND ON MATTHEW
STREET

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Commissioner of Public Works in which he requests that a certain parcel of land located on Matthew street, Dorchester, be transferred from the Custodian of Foreclosed Real Estate to the Public Works Department. At the present time this parcel of land is in use by the Public Works Department as a local district yard, and it is the purpose of the Public Works Commissioner to continue said use provided the land is transferred to his department.

I therefore recommend that the enclosed order transferring this land be given the approval of your Honorable Body and that the said land be transferred to the care, custody, control and management of the Public Works Department of the City of Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 26, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—At the present time the department is using as a local district yard, prop-

erty located on Matthew street, Dorchester, that is under the jurisdiction of the Custodian of Foreclosed Real Estate.

The custodian has agreed to transfer the property to the jurisdiction of this department for the above-referenced purpose, as he has no use for the land at the present time, nor does he anticipate being able to dispose of it at any time in the future to private parties.

I therefore respectfully recommend that you forward the enclosed order, that was prepared by the Law Department, to the City Council, for approval by that body, authorizing the transfer of the land from the jurisdiction of the Custodian of Foreclosed Real Estate to the Public Works Department.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated August 14, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5545, page 200, on about twenty-four thousand five hundred thirty-nine (24,539) square feet of land on the north westerly side of Matthew street, adjoining an estate now or formerly of Standard Oil Company of New York, Inc., being lots 9 and 10, John H. Burroughs plan, dated April 7, 1924, recorded with Suffolk Deeds, Book 4568, page 106; and

Whereas, The Commissioner of the Public Works Department of the City of Boston is desirous of using the said premises as a district yard of the said department.

Now, therefore, it is hereby

Ordered, That the Custodian of Foreclosed Real Estate of the City of Boston be, and he hereby is, authorized, with the approval of the Mayor of Boston, to transfer the care, custody, control and management of the hereinbefore described premises to the Commissioner of the Public Works Department of the City of Boston.

Referred to Executive Committee.

AMENDMENT OF "COMPENSATION AND
CLASSIFICATION PLANS."

The following was received:

City of Boston,
Office of the Mayor, September 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith for consideration by your Honorable Body the attached proposal by the Budget Commissioner to amend the "Compensation and Classification Plans for the Officers and Employees of Suffolk County."

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Budget Department, September 29, 1941.
To the Mayor and City Council.

Honorable dear Sirs,—Rule 7, "Amendment of the Compensation Plan" of the "Compensation and Classification Plans for the Officers and Employees of Suffolk County," provides that: "Whenever in his judgment the compensation for any class or group of classes, as provided in the compensation plan, is in need of revision, the Budget Commissioner shall report such fact, in writing, to the City Council, together with his reasons therefor and with revised schedules of compensation for such class or classes and also for any related class, the compensation for which would be thrown out of due relation by the adoption of such revised schedules. Any proposed amendment shall become effective upon approval by the City Council, subject to the provisions of the City Charter."

On the basis of a recommendation received from the Superintendent of Public Buildings, with which I feel your Honor and the Council will heartily concur, and in accordance with the provisions of this rule, it is recommended that the "Range of Compensation" in the classification "Cleaner, Janitress, etc.," be amended to read, "Weekly \$20."

Respectfully,
FRANCIS X. LANG,
Budget Commissioner.

Ordered, That the Range of Compensation as now set forth under the classification "Cleaner, Janitress, Etc." in the "Compensation and Classification Plans for the Officers and Employees of Suffolk County" be, and the same hereby is, amended by striking out the words and figures "Weekly \$18" and substituting therefor "Weekly \$20."

Referred to Committee on County Accounts.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

James D. Collins, for compensation for damage to car by police car.

Charles Koury and Sadie Lahage, for compensation for damage to car and injuries caused by city truck.

Charles J. McCoy, to be reimbursed for accident which occurred while in performance of duty.

Mary and Emmet P. Meehan, for compensation for damage to property at 40 Cedar Grove street, during sidewalk construction.

Andrew Murphy, to be reimbursed for accident which occurred while in performance of duty.

Ruth Parlow, for refund on permit.

Arthur Sullivan, to be reimbursed for accident which occurred while in performance of duty.

Josephine F. Winterson, for compensation for injuries caused by an alleged defect in St. Brendan road.

Charles and Alexander Wolk, for compensation for injuries caused by an alleged defect at 49 Georgia street.

Alice Wright, to be reimbursed for torn stockings in Room 56, City Hall.

MINORS' LICENSES.

Petitions for minors' licenses were received from sixteen newsboys and one bootblack. Petitions approved and licenses granted under the usual conditions.

APPROVAL OF CONSTABLE'S BOND.

The constable's bond of Charles F. Sefton, having been duly approved by the City Treasurer, was received and approved.

APPOINTMENT OF LEO D. SULLIVAN.

Notice was received of the appointment by the Mayor of Leo D. Sullivan, 52 Chauncy street, to be trustee of Statistics Department for term ending April 30, 1943.

Placed on file.

CALL FOR CITY ELECTION.

Coun. WARD offered the following:

Ordered, That meetings of the citizens of this city qualified to vote for city officers be held at the several polling places designated for the purpose by the Board of Election Commissioners, on Tuesday, the fourth day of November, 1941, to give in their votes for Mayor, for two members of the School Committee for a term of four years, and for one member of the City Council in each ward.

The polls at said meetings shall be opened at eight o'clock a. m. and closed at eight o'clock p. m.

Ordered, That the City Clerk be directed to give notice of said meetings by publishing the same as required by law.

Passed under suspension of the rule.

SIDEWALK ON SUTHERLAND ROAD.

Coun. WARD offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Sutherland road in front of No. 111, Ward 21, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial

stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

SIDEWALKS, WRENTHAM STREET, WARD 16.

Coun. FISH offered the following:

Ordered, That the Public Works Commissioner, through his Honor the Mayor, be instructed to replace the present granolithic sidewalks on Wrentham street, Ward 16.

Passed under suspension of the rule.

"SLOW" SIGNS AT CLAYTON AND PARK STREETS, WARD 16.

Coun. FISH offered the following:

Ordered, That the Traffic Commission, through his Honor the Mayor, be instructed to install "slow" signs at the corner of Clayton and Park streets, Ward 16.

Passed under suspension of the rule.

USE OF LAND ON THORNTON STREET AS PLAY AREA.

Coun. ENGLERT offered the following:

Ordered, That his Honor the Mayor be requested to confer with the trustees of the George Robert White Fund and the Custodian of Foreclosed Real Estate for the purpose of utilizing a certain parcel of land on 134 Thornton street as an additional play area for small children.

Passed under suspension of the rule.

ACCEPTANCE OF ZAMORA COURT WARD 10.

Coun. CAREY offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Zamora court, Ward 10, as a public way under the W. P. A. plan of construction.

Passed under suspension of the rule.

"STOP" SIGNS AT HILLSIDE AND CALUMET STREETS.

Coun. CAREY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install "stop" signs at the intersection of Hillside and Calumet streets, in Ward 10.

The question came on the suspension of the rule and the passage of the order.

Coun. CAREY—Mr. Chairman, I introduced that identical order on September 15. I am sorry to note in a communication received from the Mayor's office today, to which is attached a letter from the Traffic Commissioner, that he comments as follows: "Our accident record shows that there have been only three accidents at this intersection since 1936. Two of them were rear end collisions, and the third was automobile versus automobile, making a right turn." To continue the quotation: "It is the opinion of the engineers of this commission that the accident record at this intersection does not warrant the expenditure involved by the erection of 'stop' signs." As I stated at the time I introduced my order on September 15, I certainly cannot understand the attitude of the Traffic Commissioner's office in refusing to spend the small amount—and I do not feel that it is anything but a small amount—necessary to erect a "stop" sign or two at a dangerous intersection, where no doubt the erection of that sign may prevent serious injury and possible death. Now, I realize—and I have good friends there in the Traffic Department—that they are sincere when they make a report of this kind. But I do not think we should be governed entirely by a report of an engineer who will take a record of the accidents over a period of time, or who will make an inspection of the intersection in question, perhaps

for a few minutes at a time, and form his conclusion based on what he has seen there. I have been prompted to introduce these orders because of the demands of the people in that section, the fathers and mothers of hundreds of children who daily go to the Mission School. I have been at that intersection time and time again myself, and I know that it certainly is dangerous, and the only reason there have not been many serious accidents and perhaps fatal injuries is because the good God was good to those children. I think it is about time that the Traffic Department took these requests more seriously. A "stop" sign cannot cost a great deal of money. I hope that the members of this Body will start a campaign—because I am not the only one here who is asking for these signs—which will bring more cooperative action on the part of the Traffic Department, in order that we may spend a few dollars to save lives. Let me say again that the fact that there has not been anybody killed at this intersection does not say that it is not dangerous. I certainly hope that as a result of this order today we will soon see some "stop" signs erected at that intersection.

The order was passed under suspension of the rule.

TRANSFERS ON JAMAICA-DUDLEY STREET LINE.

Coun. CAREY offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to re-establish the practice of issuing transfers to patrons of the Jamaica-Dudley street line who desire to change at Centre street and South Huntington avenue to the Subway-Huntington avenue line.

The question came on the suspension of the rule and the passage of the order.

Coun. CAREY—Mr. Chairman, just a few words on that order. Very recently the Elevated officials have discontinued the practice of issuing transfers on the Jamaica Plain-Dudley line. That line happens to be a five-cent line, but we all know that every five-cent line carries with it a transfer privilege for those who want to pay 10 cents. It is my understanding that the reason the Elevated officials have cut out the transfer privilege on that line is because certain people who were issued transfers gave them to other people who eventually did use them. I do not think that that is a common sense attitude to take on the part of the officials. Because there might be one or two here and there who might abuse the privilege by giving that transfer to somebody else should not deny other hundreds of people who are using the line of the right to make that transfer. By refusing to issue transfers to people on the Jamaica Plain-Dudley line it necessitates a long walk to the intersection of Boylston street, South Huntington avenue and Centre street, and I don't think it is fair to force them to do that in order to be able to take the Subway-Huntington avenue car in town.

The order was passed under suspension of the rule.

TRAFFIC SIGNALS, HUNTINGTON AND SOUTH HUNTINGTON AVENUES.

Coun. CAREY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals at the junction of Huntington and South Huntington avenues, in Ward 10.

Passed under suspension of the rule.

APPEAL TO APPELLATE TAX BOARD FROM COMMISSIONER'S RULINGS.

Coun. TAYLOR offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to take the necessary steps to induce the Committee on Rules of the Legislature to place before the Legislature a bill now pending which bill if enacted into law will give the cities and towns and the taxpayers the right to appeal to the Appellate Tax Board when aggrieved by any ruling which the Commissioner of Corporations makes in listing manufacturing concerns.

The question came on the question of the suspension of the rule and the passage of the order.

Coun. TAYLOR—Mr. Chairman, under our present law there is a distinction in the assessment of manufacturing concerns as to their equipment and the personal estate of various concerns or persons. Now, it is the sole duty of the Commissioner of Corporations to determine whether or not a concern is to be listed as a manufacturing concern. If the Commissioner of Corporations makes such determination, then the City of Boston will receive nothing in taxes from that particular concern; if the Commissioner of Corporations determines that the particular concern is not a manufacturing concern, then we receive the regular tax rate of \$39 and some odd cents as a tax on personal property. The ruling of the Commissioner of Corporations is final in determining this tax. Now, it is unfair to any city or town to allow this condition to exist, and consequently a bill was filed in the Legislature for the purpose of giving any city or town or person aggrieved by any ruling of the Commissioner of Corporations an opportunity to appeal to the Appellate Tax Board, but somehow or other that bill got into committee and then was referred to the next session of the Legislature. This, of course, is going to handicap the City of Boston in the collection of many hundreds of thousands of dollars of taxes where in my opinion the Commissioner of Corporations has listed a concern as a manufacturing concern when in reality it is not a manufacturing concern. It is only fair that the cities or towns be given the opportunity to appeal to somebody in connection with this matter. If our Corporation Counsel will take it upon himself to go before the Rules Committee for the purpose of bringing the bill back before the Legislature before it adjourns, in the hope that some favorable action may take place so that not only the City of Boston but other cities and towns, and even concerns which are listed wrongly by the Commissioner of Corporations, may have some opportunity to correct a wrong, I think it will be a good thing.

The order was passed under suspension of the rule.

PAYMENT OF TAXES PENDING APPLICATION FOR ABATEMENT.

Coun. TAYLOR offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draw up and file a bill for the purpose of repealing the existing law which compels applicants for abatement on a tax in excess of \$1,000 to pay said tax at the time of filing of application.

The question came on the suspension of the rule and the passage of the order.

Coun. TAYLOR—Mr. Chairman, under the present ruling in filing an application for tax abatement it is necessary, where the tax is over \$1,000, for the applicant to pay more than fifty per cent of his tax upon filing and then the balance before the case is heard. While on the face that might seem to be good law for the purpose of getting revenue into the treasury of the city, nevertheless it has its drawbacks, because in the event the Appellate Tax Board grants an abatement, which may run into large sums of money, the city then, two, three, or four years later, must pay four per cent interest on the money, when as a matter of fact the interest that the City of Boston has to pay to borrow money is a fraction of one per cent, and consequently the City of Boston will probably lose many hundreds of thousands of dollars on interest, which money they could borrow at a much cheaper rate. I think that this law upon the books will tend to deplete our treasury rather than to help it in years to come, so that I ask that the Corporation Counsel do something for the purpose of helping the City of Boston in this respect.

Coun. LINEHAN—Mr. Chairman, I don't know that I got the subject matter of the order straight, but it seems to me that the order is not in any instance whatsoever benefiting the small home owner. It seems to me that the law is now that if you have a tax under \$1,000 you do not have to pay half the taxes. That, I think, helps the small home owner. But the person who has a large tax, in order to go before the Appellate Tax Board—if I get it right, subject to correction by the gentleman who filed the order—he has to pay half the taxes. It seems to me that is fair, and it gets the money into the treasury of the City of

Boston without waiting for a decision to come out from the Appellate Tax Board. I personally hope that the law stays on the books as it is.

The order was referred to the Executive Committee.

USE OF KENDALL STREET LAND FOR PLAY AREA.

Coun. D. F. SULLIVAN offered the following: Ordered, That his Honor the Mayor be requested to consider utilizing the vacant land at 54-58 Kendall street, Ward 9, which has been taken over by the Real Estate Division of the city for a play area under the George Robert White Fund.

Passed under suspension of the rule.

NURSERY SCHOOL FOR LENOX STREET HOUSING PROJECT.

Coun. D. F. SULLIVAN offered the following: Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to consider the advisability of establishing a nursery school in the Lenox Street Housing Project by utilizing W. P. A. and N. Y. A. assistance.

Passed under suspension of the rule.

REPAVING OF LENOX STREET, WARD 9.

Coun. D. F. SULLIVAN offered the following: Ordered, That the Public Works Commissioner, through his Honor the Mayor, be requested to repave Lenox street, Ward 9.

Passed under suspension of the rule.

RAISING OF W. P. A. WAGE SCALE.

Coun. GOTTLIB offered the following: Whereas, The cost of National Defense has been responsible for an increase in the price of necessary food commodities and generally raised the costs of living, and

Whereas, Many citizens of Boston cannot be absorbed in National Defense industries and are compelled to seek W. P. A. assistance, therefore, be it

Resolved, That the Boston City Council at a meeting assembled memorialize Congress to raise the prevailing W. P. A. wage scale in order that W. P. A. workers may receive sufficient money to cope with increased costs of living.

Passed under suspension of the rule.

ACCEPTANCE OF WALLACE COURT, WARD 2.

Coun. GALVIN offered the following: Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, Wallace court, Ward 2.

Passed under suspension of the rule.

ACCEPTANCE OF LEXINGTON AVENUE.

Coun. GALVIN offered the following: Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, Lexington avenue, Ward 2.

Passed under suspension of the rule.

CELEBRATION OF OPENING OF HUNTINGTON AVENUE UNDERPASS.

Coun. CHASE offered the following: Ordered, That the Director of Public Celebrations be requested, through his Honor the Mayor, to make proper arrangements for an adequate celebration on the opening of the Huntington Avenue Underpass in Ward 4.

Passed under suspension of the rule.

PEDESTRIAN LIGHTS, BROOKLINE AVENUE-DEACONESS ROAD.

Coun. CHASE offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install traffic lights for pedestrians on Brookline avenue at the corner of Deaconess road and to take every other possible means to make this particular section a safety zone.

The question came on the suspension of the rule and the passage of the order.

Coun. CHASE—Mr. Chairman, on Brookline avenue, at the corner of Deaconess road, there is a very dangerous intersection, caused by the tremendous flow of motor traffic on Brookline avenue. At that particular section, Mr. Chairman, we have the Massachusetts Home for Aged Women, and there is also the Deaconess Hospital there. Thousands of people daily find it necessary to cross the streets, and I know from experience that the conditions up there are far from being safe. I trust that the Traffic Commissioner, when receiving notice of these conditions from the Council, will do everything within his power to remove the conditions existing in that particular section.

The order was passed under suspension of the rule.

ERECTION OF GOAL POSTS.

Coun. RUSSO offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to erect goal posts on the football field at the Esplanade Playground, the North End Park, and the Randolph Street Playground.

Passed under suspension of the rule.

SIDEWALKS, HOOPER STREET, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to construct sidewalks along both sides of Hooper street, Ward 17.

Passed under suspension of the rule.

SIDEWALK, 37 MATHER STREET, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested through his Honor the Mayor, to arrange for the construction of a sidewalk in front of 37 Mather street, Ward 17.

Passed under suspension of the rule.

KENBERMA ROAD, ONE WAY.

Coun. WICKES offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make Kenberma road one way from Washington street to Whitfield street, Ward 17.

Passed under suspension of the rule.

CLEANING OF SEWERS, ALPHA ROAD, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to clean the sewers on Alpha road, Ward 17.

Passed under suspension of the rule.

MATRON AT ROBERTS PLAYGROUND FIELD HOUSE.

Coun. WICKES offered the following:

Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange for the attendance of a matron at the Field House of the Roberts Playground, during the football and skating seasons.

Passed under suspension of the rule.

STREET CLEANING, WARD 17.

Coun. WICKES offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to institute a street cleaning program in Ward 17.
 Passed under suspension of the rule.

SHOWERS AT ROBERTS PLAYGROUND FIELD HOUSE.

Coun. WICKES offered the following:
 Ordered, That the Park Commissioner be requested, through his Honor the Mayor, to arrange to have the Field House on the Roberts Playground kept open so that players may take showers after the games.
 Passed under suspension of the rule.

SURVEY OF MANUFACTURING CONCERNS, TOKIO STREET.

Coun. GOODE offered the following:
 Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to make a survey of manufacturing concerns on Tokio street in the Mattapan section of Ward 18, for the purpose of eliminating the present health menace caused by these concerns using a certain process in the manufacture of materials which causes a vile stench, noxious odor, fumes and smoke, and constitutes unpleasant living conditions and a detriment to the health of the residents of this community.
 Passed under suspension of the rule.

SURVEY OF PROPERTY HELD BY DEFUNCT FEDERAL NATIONAL BANK.

Coun. GOODE offered the following:
 Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to make a survey of all property held by the defunct Federal National Bank of Boston, with a view of determining the true worth of said real estate holdings.

Coun. GOODE—Mr. Chairman, the Federal receiver for this bank has announced that the buildings owned by the bank must be sold on or before October 7, 1941. Present assessed values on the parcels of real estate in the banks named are supposed to total around \$650,000 and the tax income to the City of Boston is \$25,741. To attract purchasers for the buildings, it is essential that the assessment be in line with reduced value on property in the financial district. I believe that this action will not only be of benefit to former depositors in this bank, but will be of benefit to the city, which needs all the assessment tax revenue possible. I do not believe that a proper valuation has ever been set on this property, so I hope this action will be immediately taken.

The order was passed under suspension of the rule.

EXTENSION OF TIME FOR FILING TAX ABATEMENT APPLICATIONS.

Coun. GOODE offered the following:
 Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to extend the time allowed for filing applications for tax abatements to November 30, to allow ample time for property owners in Ward 18 and other sections of Boston, to file applications for abatement and receive proper consideration.

Passed under suspension of the rule.

SOLARIUMS IN HOUSING PROJECTS.

Coun. GOODE offered the following:
 Ordered, That the Boston Housing Authority be requested, through his Honor the Mayor, to consider the advisability of constructing at all housing projects a solarium for the benefit of mothers and children resident in these low-cost housing apartments.

Passed under suspension of the rule.

ACCEPTANCE OF BRADLEE STREET.

Coun. GOODE offered the following:
 Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, Bradlee street, Ward 18.
 Passed under suspension of the rule.

ACCEPTANCE OF GLEN HILL ROAD.

Coun. GOODE offered the following:
 Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, Glen Hill road, Ward 18.
 Passed under suspension of the rule.

WATERING OF SAVIN HILL PLAYGROUND.

Coun. HUTCHINSON offered the following:
 Ordered, That the Park Commission be requested, through his Honor the Mayor, to water the Savin Hill Playground at least twice a week to prevent the dust from blowing into the homes of adjacent residents.
 Passed under suspension of the rule.

RECESS.

On motion of Coun. TAYLOR the Council voted at 2.52 p. m. to take a recess subject to the call of the Chair. The members reassembled and were called to order by Chairman WARD at 3.30 p. m.

EXECUTIVE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following reports:

1. Report on message of Mayor and order (referred today) transferring from Custodian of Foreclosed Real Estate to Park Department two parcels of land in East Boston for playground purposes—that same ought to pass.

Report accepted; said order passed.

2. Report on message of Mayor and order (referred today) transferring from Custodian of Foreclosed Real Estate to Public Works Department land on Matthew street, Dorchester—that same ought to pass.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred September 22) for sale of old material by Public Works Department—that same ought to pass.

Report accepted; said order passed.

4. Report on message of Mayor and order (referred today) for transfers within departmental appropriations—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

REPORT OF COMMITTEE ON COUNTY ACCOUNTS.

Coun. WICKES, for the Committee on County Accounts, submitted the following:

1. Report on message of Mayor and order (referred today) for amendment of "Compensation and Classifications Plans for Officers and Employees of Suffolk County"—that same ought to pass.

The report was accepted and the question came on the passage of the order.

Coun. WICKES—Mr. Chairman, as chairman of the Committee on County Accounts, I want to say that our committee, after giving this matter rather careful consideration and realizing what hard work these ladies perform morning, noon and night, hope that this order will pass giving these ladies a \$2 increase in their salaries.

The order was passed.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petitions for driveway openings, viz.: The Texas Company (referred May 26) at Greenbrier and Claybourne streets; General

Motors Truck & Coach (referred August 18), at Arthur street, Ward 22; Boston Edison Company (referred September 8), at 173 Alford street, Ward 2; Franklin Savings Bank (referred September 15), at 175 Ipswich street, Ward 5; recommending that licenses be granted under usual conditions.

Report accepted; licenses granted under usual conditions.

2. Report on petition of H. C. B. Realty Company (referred August 18), for driveway opening at Kenberma road, Ward 17—that same ought not to pass.

Report accepted; petitioner given leave to withdraw.

TRAFFIC SIGNALS IN FRONT OF HOLY NAME CHURCH.

Coun. LYONS offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals, with push buttons, on Centre street, Ward 20, in front of the Holy Name Church.

Passed under suspension of the rule.

ACCEPTANCE OF OAK AVENUE, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Oak Avenue, Ward 20, as a public way under the W. P. A. plan of construction.

Passed under suspension of the rule.

CONFIRMATION OF APPOINTMENTS.

Chairman WARD called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor September 22, 1941, of William J. Burns, to be a Constable, without power to serve civil process.

2. Action on appointment submitted by the Mayor September 22, 1941, of Willard F. O'Brien, to be a Constable, without power to serve civil process.

The question came on confirmation. Committee, Coun. Coffey and M. H. Sullivan. The appointments were confirmed, yeas 10, nays 5.

ABATEMENT OF EXCISE TAXES ON AUTOS OWNED BY MEN IN SERVICE.

Coun. LYONS offered the following:

Ordered, That the Board of Assessors be requested, through his Honor the Mayor, to abate excise taxes on automobiles owned by men who have been called to serve in the military or naval forces of the United States.

The question came on the suspension of the rule and the passage of the order.

Coun. LYONS—Mr. Chairman, I think that this order has great merit. I have been requested the last week by twelve to fifteen men who have been drafted within the last year, who have their own automobiles down at Camp Edwards and up at Fort Devens, to see if something could not be done about this matter. They have been confronted with the excise tax bills relative to their cars. I think the city should abate these excise taxes for those men who are giving their time to the United States Government. I think that the city should give them due consideration before their plates are taken away by the Police Department within the next two weeks. The cars are their only means of transportation back and forth to their homes. I think that the city should give them every consideration possible.

Coun. M. H. SULLIVAN—Mr. Chairman, I think that the order introduced by the councilor from Ward 20 is commendable. I was speaking with a chap from one of the local army centers the other day and he informed me of the fact that the morale in the army camps locally is to a certain extent bad, because the men in the army camps get off at four in the afternoon, and unless they have their own cars they are unable to go to places where they can find worthwhile amusement. An automobile adds greatly to the morale of the army camps. In addition to that, \$21 a month is not a great deal. A lot of them would have to pay more than a month's pay if they were to pay their excise taxes on cars purchased last year and this year. I also think that this should be done because other means of transportation are not adequate to transport the numbers of men desiring transportation, and these fellows are transporting them around, and hack and forth from the camps to their homes at the times of furloughs and week-ends, and taking them to worthwhile recreation. I think that the City of Boston should, at the first available opportunity, if the law allows it, abate the excise taxes on cars of those men who are in the United States Army Service.

Coun. CHASE—I believe that the order introduced by the councilor from Ward 20 is a very meritorious one, and I am in full accord with it. I too can appreciate the situation of these young men who left very good positions, were taken away from their families, and are now in the service. They are having a difficult struggle to get along on \$21 a month. Frankly, I feel that the very least the city can do for them is to abate these excise taxes on their automobiles, and I hope that the Council will pass the order.

The order was passed under suspension of the rule.

EXTENSION OF FOOD STAMP PLAN.

Coun. SCANNELL offered the following:

Ordered, That his Honor the Mayor be requested to confer with the proper Federal agency with a view to allowing widows, without dependent children, who receive aid from the Soldiers' Relief Department, to participate in the Food Stamp plan.

Passed under suspension of the rule.

Adjourned, on motion of Coun. GALVIN, at 3.45 p. m., to meet on Monday, October 6, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, October 6, 1941.

Regular meeting of the City Council in Council Chamber, City Hall, at two p. m., Coun. SHAT-TUCK presiding in the absence of President Galvin. Absent, Coun. Fish and Galvin.

JURORS DRAWN.

Jurors were drawn under the law, Coun. LINE-HAN presiding at the box in the absence of the Mayor, as follows:

Twenty traverse jurors for the Superior Civil Court, October Sitting, to appear October 7, 1941.

Thirty traverse jurors for the Superior Criminal Court, to appear October 7, 1941.

One hundred and nineteen traverse jurors for the Civil Session of the Superior Court, October Sitting, to appear November 3, 1941.

One hundred traverse jurors for the Superior Criminal Session, to appear November 3, 1941.

Twenty traverse jurors, Superior Civil Court, to appear October 7, 1941;

Frank Palladino, Ward 1; George F. Burke, Ward 2; Harold Kelley, Ward 2; Charles Gentile, Ward 3; Fred H. Williams, Ward 3; Ralph L. Jewell, Ward 5; Nathan R. Hutchins, Ward 7; John F. Ryan, Ward 10; Otto Hollinger, Ward 11; Clarence T. O'Neil, Ward 11; James H. Phalen, Ward 11; Albert I. Salaway, Ward 13; Harry Sandofsky, Ward 14; William H. Sullivan, Ward 16; Albert T. Cotter, Ward 17; Frank E. McLeod, Jr., Ward 17; Joseph H. Doherty, Ward 18; Robert McGregor, Ward 21; Thomas F. Hayes, Ward 22; Brewster A. Thorburn, Ward 22.

Thirty traverse jurors, Superior Criminal Court, to appear October 7, 1941:

Christopher D. Sullivan, Ward 1; Bernard F. O'Neil, Ward 2; Walter P. Wilson, Jr., Ward 2; Lloyd M. Parker, Ward 3; David J. Flannery, Ward 4; Clarence E. Johnson, Ward 4; Thomas McMurray, Ward 4; Arthur T. Sutherland, Ward 4; Alfred J. Brown, Ward 8; John F. Newton, Ward 9; Michael D. Coakley, Ward 10; Joseph D. Falvy, Ward 10; George C. Haskell, Ward 11; Alexander D. McLellan, Ward 11; Charles H. Eames, Ward 12; Wilson W. Johnson, Ward 12; Francis L. Murphy, Jr., Ward 13; William H. Sweeney, Jr., Ward 13; Christopher Friedrich, Ward 16; James A. Hampston, Jr., Ward 16; John F. Hanson, Ward 17; George F. Horsefield, Ward 18; Thomas J. Roche, Ward 18; Henry Volk, Ward 18; Neil J. Conway, Ward 20; Henry H. Pryde, Ward 19; Roland A. Scollins, Ward 20; Joseph I. Supple, Ward 20; John J. Hennessy, Ward 21; Edwin L. Newman, Ward 21.

One hundred traverse jurors, Superior Criminal Court, to appear November 3, 1941:

Paul V. Arnone, Ward 1; Felix Berry, Ward 1; Thomas R. Butler, Ward 1; Victor Cataldo, Ward 1; Arthur Fiorillo, Ward 1; Chester A. Keyes, Ward 1; Michael J. Lawson, Ward 1; Anthony F. Massaro, Ward 1; Frank W. Pearson, Ward 1; James P. Trainor, Ward 1; Joseph E. Bassett, Ward 2; William Fowler, Jr., Ward 2; Thomas J. Quigley, Jr., Ward 2; Patrick J. Savage, Ward 2; Cornelius J. Turner, Ward 2; Charles Becousky, Ward 3; Salvatore Cassaro, Ward 3; William S. Clarke, Ward 3; Arthur X. Galante, Ward 3; Thomas Lenahan, Ward 3; Walter Thorne, Ward 3; James Vertuccio, Ward 3; Arthur R. York, Ward 3; George W. Bragdon, Ward 4; Henry W. Dahlbeck, Ward 4; Charles Goddard, Ward 4; Willard H. Bradbury, Ward 5; Kenneth S. Donnett, Ward 5; Donald Forbes, Ward 5; Paul D. Wade, Ward 5; Mirhail A. Kiley, Ward 6; Charles R. Daley, Ward 7; Jeremiah G. Hayes, Ward 7; Leo F. Kelly, Ward 7; Thomas Walsh, Ward 7; Harold N. Bursiel, Ward 8; James Kelly, Ward 8; Robert E. Norton, Ward 8; Thomas S. Aynie, Ward 9; James H. Deat, Ward 9; James F. McCarthy, Ward 9; John J. Kelly, Ward 10; Thomas F. Maloney, Ward 10; Solomon Lewis, Ward 11;

Henry C. Rettman, Ward 11; Worth D. Coombs, Ward 12; Nathan L. Goldberg, Ward 12; Peter Sullivan, Ward 12; James L. Halloran, Ward 13; Joseph A. Macchi, Ward 13; Thomas J. McKenna, Ward 13; Richard J. Quirk, Ward 13; Arthur T. Balkam, Ward 14; Isaac Berger, Ward 14; Louis Domelin, Ward 14; Max Gilgoff, Ward 14; Hyman Gillette, Ward 14; Abraham Josephson, Ward 14; Harold J. Oranburg, Ward 14; Philip Wernick, Ward 14; George F. Brown, Ward 15; Philip H. Dailey, Ward 15; Peter F. Walsh, Ward 15; Frank D. Caton, Ward 16; William J. Coughlin, Ward 16; Albert L. Dinsmore, Ward 16; Arthur Edward Harrington, Ward 16; John H. Johnson, Ward 16; Lewis MacKenzie, Ward 16; George Roberts, Ward 16; Francis L. Rooney, Ward 16; William E. Sullivan, Ward 16; Harold M. Chapman, Ward 17; William F. Devine, Ward 17; Donald T. MacDonald, Ward 17; James B. Russell, Ward 17; William A. Hardy, Ward 18; August Kollmeyer, Ward 18; Bernard S. O'Brien, Ward 18; John H. Upham, Ward 18; John Griffin, Ward 19; William G. Marple, Ward 19; Cornelius F. O'Neill, Jr., Ward 19; Frederick A. Reilly, Ward 19; William B. Shea, Ward 19; Edward A. Anderson, Ward 20; William Martin Cameron, Ward 20; Clarence J. Chisholm, Ward 20; Paul H. Hines, Ward 20; James A. McLaughlin, Ward 20; Raymond T. Sullivan, Ward 20; Theodore P. Whittemore, Ward 20; Robert J. McDermott, Ward 21; Charles E. Nihan, Ward 21; Louis Sharaf, Ward 21; C. Frederick Tenney, Ward 21; Harry H. Gauthier, Ward 22; Charles A. Jeffrey, Jr., Ward 22; Edward J. Mulvaney, Ward 22; Frederick W. Thornell, Ward 22.

One hundred and nineteen traverse jurors, Superior Civil Court, October Sitting, to appear November 3, 1941:

Harry A. Aronson, Ward 1; William G. DeSimone, Ward 1; Joseph Gambino, Ward 1; Edward McCormick, Ward 1; Gardner N. Nelson, Ward 1; James Ottiano, Ward 1; David M. Cleary, Ward 2; Robert J. Flaherty, Ward 2; Daniel J. McInnis, Ward 2; Winthrop H. Pickering, Ward 2; John Biancuzzo, Ward 3; Daniel J. Breslin, Ward 3; John A. Flaherty, Ward 3; Antonio LoRusso, Ward 3; Benjamin Panansky, Ward 3; Joseph Peloso, Ward 3; Owen Thomas, Ward 3; Charles H. Bruce, Ward 4; Thomas Clifford, Ward 4; Homer N. Gagnon, Ward 4; Martin J. McGrail, Ward 4; Daniel L. Norton, Ward 4; Sidney F. Ball, Ward 5; William C. Burrage, Ward 5; Everett E. Doten, Ward 5; William Hunter, Ward 5; Laurence E. Miller, Ward 5; John C. Williams, Ward 5; Stephen E. Costello, Ward 6; William J. Curtin, Ward 6; Joseph E. McLaughlin, Jr., Ward 6; John E. Sullivan, Ward 6; Joseph E. Wade, Ward 6; James J. Walsh, Ward 6; Edward J. Curran, Ward 7; George L. Hardy, Ward 7; John L. Kelly, Ward 7; John J. Murphy, Ward 7; William F. Nadeau, Ward 7; Daniel W. Sweeney, Ward 7; Cornelius W. Burke, Ward 8; Frederick Crookan, Jr., Ward 8; Jeremiah Harrigan, Ward 8; Francis R. Jones, Ward 8; George B. Morley, Ward 8; Henry Cohen, Ward 9; Joseph Stapleton, Ward 9; Charles Fury, Ward 10; Emil E. Sargent, Ward 10; James M. Curley, Ward 11; Michael F. Duggan, Ward 11; Joseph R. Jackas, Ward 11; Michael J. Sinicola, Ward 11; James A. Fitzsimmons, Ward 12; Paul Hodus, Ward 12; John L. Mazzio, Ward 12; William B. Sandman, Ward 12; Charles W. Davis, Ward 13; Richard J. Grant, Ward 13; John J. Lynch, Ward 13; James F. Murphy, Ward 13; Robert V. O'Connor, Ward 13; Anton W. Anderson, Ward 14; Samuel Brofman, Ward 14; Henry Davis, Ward 14; Nyer Dobro, Ward 14; Daniel Fogel, Ward 14; Samuel Goldman, Ward 14; Oliver B. Hernandez, Ward 14; Abraham Jacobs, Ward 14; Rubin Kachinsky, Ward 14; Maurice Kramer, Ward 14; Samuel J. Mansou, Ward 14; Samuel Port, Ward 14; Aron Simons, Ward 14; William T. MacMerville, Ward 15; John F. Walton, Ward 15; Joseph M. Barry, Ward 16; Gerald J. Carroll, Ward 16; Henry S. DeStefano, Ward 16; James A. Finigan, Ward 16; Frank E. McLeod, Ward 16; James A. Murphy, Ward 16; Edward W. Sheehan, Ward 16; John W. Carlson, Ward 17; Francis J. Costello, Jr., Ward 17; Walter S. Dolan, Ward 17; William H. Fraser, Ward 17; Arthur I. George, Ward 17; W. James Landon, Ward 17; Oscar L. Phelan, Ward 17; James L. DelConte, Ward 18; Leonard A. Doucette, Ward 18; Walter A. Gustafson, Ward 18; James A. Shea, Ward 18; Benjamin Simon, Ward 18; George W. McEwen, Ward 19; Charles F. Peterson, Ward 19; John H. Schmedes, Ward 19; John J. Connell, Ward 20; John F. Galvin, Ward

20; Edward A. Fayreau, Ward 20; Andrew G. Hardy, Ward 20; Edward F. King, Ward 20; Francis H. McDonough, Ward 20; John A. Melinn, Ward 20; Albert Abelson, Ward 21; Hyman Bayard, Ward 21; Eli E. Berger, Ward 21; Jacob H. Broad, Ward 21; Frank R. King, Ward 21; John Laffey, Ward 21; Thomas C. Laupee, Ward 21; Guy H. Northrup, Ward 21; William F. O'Neil, Ward 21; Louis M. Weiner, Ward 21; Morley C. Wright, Ward 21; James H. Burke, Ward 22; Samuel A. Leitch, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:
Weighers of Coal: William L. Harlow, 920 Metropolitan avenue, Hyde Park; Charles Sacks, 16 Spencer street, Dorchester; Charles H. Wilder, 597 Metropolitan avenue, Hyde Park.

Weighers of Goods: William L. Harlow, 920 Metropolitan avenue, Hyde Park; Robert A. Bruce, 43 Lexington avenue, Hyde Park; Walter Henderson, 78 West street, Hyde Park.

Constable for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon the filing of necessary bond: Thomas J. Louder, 56 Bragdon street, Ward 11. Severally laid over a week under the law.

AFTERNOON REGISTRATION OF VOTERS.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Board of Election Commissioners relative to your order of September 22, 1941, concerning the advisability of arranging for the registration of voters during the afternoon hours, as well as in the evening.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Board of Election Commissioners,
September 30, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—This is in reply to your communication of September 25 with attached City Council order which was dated September 22.

May we explain that some years ago (but since women have had the franchise) we experimented with afternoon registration but found the response very poor. We were put to considerable expense by this trial, and we felt that the returns did not justify the money spent.

We always endeavor to cooperate with the councilors when possible, but we feel that in this particular case our experience does not seem to indicate any possible gain to the city or the people from trying this experiment again.

Very truly yours,
BOARD OF ELECTION COMMISSIONERS,
WILLIAM A. MOTLEY, JR.,
Chairman.

Placed on file.

GRANOLITHIC SIDEWALKS, BROOK AVENUE, WARD 13.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the installation of granolithic sidewalks on Brook avenue, Ward 13.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 30, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Brook Avenue, Ward 13.

I return herewith order in City Council that the Commissioner of Public Works install granolithic

sidewalks on Brook avenue, Ward 13, in connection with the resurfacing work that is now going on there.

Please be advised that the W. P. A. officials have been requested to allow the installation of artificial stone sidewalks on this street in place of hituminous concrete sidewalks as originally called for.

GEORGE G. HYLANN,
Commissioner of Public Works.

Placed on file.

SHELTER, BELGRADE AVENUE AND ROBERT STREET.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of September 22, 1941, concerning the construction of a shelter at the corner of Belgrade avenue and Robert street, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
September 29, 1941.

Mr. William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—In reply to your letter of September 25, with order of the City Council requesting the construction of a shelter at the corner of Belgrade avenue and Robert street, I would say that the matter of providing shelters at stopping places and transfer points on the system has been given careful consideration by the trustees, but in view of the expense involved and frequency of service operated, they do not feel that shelters can be justified. Their maintenance would, of course, add considerably to the deficit.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

REMOVAL OF UNUSED CAR TRACKS, CODMAN SQUARE.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of August 18, 1941, concerning the removing of the unused car tracks from Norfolk street at Codman square, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
September 20, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Norfolk Street.

I return herewith order in City Council that the Commissioner of Public Works cooperate with the officials of the Boston Elevated in removing the unused car tracks from Norfolk street, at Codman square, Ward 17, and this will advise you that this matter will be given consideration for submission for approval as a W. P. A. project.

GEORGE G. HYLANN,
Commissioner of Public Works.

Placed on file.

BONUS TO CITY EMPLOYEES IN SERVICE.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Corporation Counsel relative to your order of September 22, 1941, concerning the Municipal Government of the City of Boston

paying a bonus of \$100 to each of its employees now in the military and naval service of the United States.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, September 29, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir.—I am replying to your request of September 25 for consideration of and report upon the following order of the City Council, passed on September 22, 1941:

"Ordered, That the Municipal Government of the City of Boston pay a bonus of \$100 to each of its employees now in the military and naval service of the United States upon their discharge from active duty and return to civilian life; and be it further

"Ordered, That there be no delay in making of such payment and that said bonus be paid immediately upon presentation of certificate of discharge to director of the city department in which the worker is regularly employed."

In my opinion such an order, if adopted by the City Council and approved by the Mayor, would be without legal validity. The City Government does not have the power under the charter to act in regard to the subject-matter under consideration. Payment under such an order could be successfully restrained by a ten-taxpayers' petition, brought under the provisions of G. L. (Ter. Ed.), c. 40, s. 53, on the ground that the expenditure would be illegal.

The power of the city to make expenditures is restricted to the public purposes sanctioned by law. *Ducey v. Webster*, 237 Mass. 497.

At the present time there is no statute in the Commonwealth permitting a city to provide for bounties to its employees in the military and naval service upon their discharge from active duty.

On November 4, 1940, I rendered an opinion to his Honor the Mayor on a related subject. In that opinion I referred to a memorandum which the Law Department had prepared at the request of the National Institute of Municipal Law Officers regarding the power of Massachusetts cities to provide for continuation of compensation to city employees who are serving in the armed forces of the United States, and inclosed with my opinion a copy of that memorandum. The conclusion of the memorandum was that special legislation by the General Court was essential to enable a municipality to use public money for the payment of compensation to public employees serving with the armed forces of the United States.

Much of the reasoning set forth in that memorandum also applies to the payment by a municipality of a bounty to a discharged soldier.

The raising and support of soldiers for the defense of the government is not a municipal duty unless expressly made so by act of the Legislature. *Stetson v. Kempton*, 13 Mass. 272; *Freeland v. Hastings*, 10 All. 570; *Lowell v. Oliver*, 8 All. 273; *Agawam v. Hampden*, 130 Mass. 528, 534. The Massachusetts Legislature so far to date has not passed any enabling statute. Accordingly, the City of Boston is powerless to act.

In commenting on an earlier attempt by a municipality to make payments to soldiers, Chief Justice Parker pointed out:

"To give additional wages, in order to encourage such as may be drafted, may evince the sense of danger, and the patriotism of a town, but it does not fall within any duty imposed by law; and it is not certain that it would produce any valuable end. *For instead of a uniform and equal payment of all those, who in other respects are on a footing of equality, it would probably cause jealousies and dissensions, which might be highly injurious to the public service.*" (Underscoring mine.)

Stetson v. Kempton, 13 Mass. 272, 280. In view of the fact that the orders here under consideration refer only to Boston municipal employees who have been discharged from military and naval service and not to all Boston citizens, the remarks of the Chief Justice seem pertinent.

At the present time there is pending before the General Court a bill, which may become law within a very short time, designed to meet certain contingencies arising in connection with the service of public officers and employees in the military or naval forces of the United States during the present national emergency. This bill (House No. 2829) has been passed by the House and Senate and is now in the House of Representa-

tives, waiting for action to be taken upon the emergency preamble which would permit the bill to become law immediately upon its signing by the Governor.

The pending bill provides, in substance, as follows:

Section 1. The resignation of any person on or after January 1, 1940, from an office or position in the commonwealth or any city, for the purposes of serving in the army or navy, shall be treated as a leave of absence.

Section 2. Any person referred to in Section 1, who holds a civil service position, may be reinstated upon application within one year of his discharge.

Section 3. Any person permanently appointed to a civil service position who enters the Army or Navy, before commencing to serve in that position shall be permanently employed at the end of his military or naval service, subject to a probationary period of six months.

Section 4. Any person whose name is on an eligible list of the civil service at the time of his commencing military or naval service, shall be continued on or restored to such list after his discharge, for a period equal to the remainder of his eligibility at the time he commenced his training.

Section 5. This section confers upon the director of civil service the broad power to protect the civil service rights of all persons not specifically mentioned in the act.

Section 6. Any person referred to in section 1, not subject to civil service, may be reinstated if he so requests within one year after the termination of his military or naval service.

Section 7. This section relates to problems which arise where a state department head becomes a member of the military or naval forces.

Sections 8 and 9. These sections cover the subject matter of rights of a member in a contributory retirement system during his period of military or naval training.

Section 10. This section covers the case where a "mayor of a city is unable to perform the duties of his office by reason of said military or naval service."

Section 11. Refers to an elective city officer.

Section 12. This section refers to a "selectman or any other elective town officer" who are unable to perform the duties of their office by reason of military or naval service.

Section 13. This section defines the term "elective officer."

Section 14. This section relates to the case where a medical examiner or associate medical examiner becomes a member of the military or naval forces.

Sections 15, 16, 17, 18, 19, 20, 21, 22 and 23. These sections refer to circumstances which may arise in the cases of private citizens upon their discharge from the military or naval forces and do not especially affect public employees.

It is possible that other sections may be added to this bill before its final adoption. Unless the Legislature, in this bill or some other enactment, expressly provides that a city may "pay a bonus of \$100 to each of its employees now in the military or naval service of the United States upon their discharge from active duty and return to civilian life," the City Council, irrespective of the patriotism motivating the passage of its order of September 22, 1941, has not the power to adopt such an order.

Very truly yours,
ROBERT CUTLER,
Corporation Counsel.

Placed on file.

GYMNASIUM, SOUTH BOSTON MUNICIPAL BUILDING.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—For some years there has been a recognized necessity for gymnasium facilities in the South Boston section of our city. After several conferences with the City Councilors from this section, and other interested parties, a plan has been devised to provide these facilities.

The present program calls for the erection of a gymnasium building connecting with the present Municipal Building in South Boston. The new building will be approximately one hundred feet

long by sixty-five feet wide, and will be of sufficient size and sufficiently equipped to meet the requirements for gymnasium purposes.

Preliminary plans have been made and work can be started on this improvement shortly after money is available. The attached order which calls for the transfer of \$50,000 from sales of city property for South Boston Gymnasium will cover the cost of land and buildings. I am exceedingly anxious that this project be started as soon as possible, and I therefore respectfully request prompt passage of the accompanying order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Building Department, October 6, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—I respectfully request that funds in the amount of \$50,000 be made available through a special appropriation to be used for the erection of a new gymnasium in South Boston.

With the added activity at the Army Base, the new Navy Yard Annex and other industrial plants stepping up production for defense work, it can readily be seen that this undertaking is a necessity for this section of the city.

Preliminary plans have already been made and a site selected. I feel that the work can be started in a very short time after this money is made available.

Respectfully yours,
LEO F. POWER,
Superintendent of Public Buildings.

Ordered, That the sum of \$50,000 be, and hereby is, appropriated from the sales of city property, to be expended under the direction of the Superintendent of Public Buildings, for the following:

Gymnasium, South Boston, establishment of..... \$50,000

Referred to Executive Committee.

BUS LINE, FRANCIS STREET TO PARK SQUARE.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of September 22, 1941, concerning a bus line from Francis street to Park square.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway.
September 29, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary.

Dear Sir,—In reply to your letter of September 25, with resolve of the City Council relative to a bus line from Francis street to Park square, I would say that as the result of an agreement with the Boston City Council Jitney Committee and a temporary permit from the Department of Public Utilities, motor bus service will be operated between Francis street (Brigham Circle) and Park square, via Huntington avenue, as an experiment for sixty days beginning October 4.

Appreciating your interest in the matter, I am, Very truly yours,

EDWARD DANA,
President and General Manager.
Placed on file.

RECONSTRUCTION OF HYDE PARK AVENUE.

The following was received:

City of Boston,
Office of the Mayor, October 6, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 15, 1941, concerning the reconstruction of Hyde Park avenue, from Metropolitan avenue to Cleary square.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.
Subject: Hyde Park avenue.

I return herewith order in City Council that the Commissioner of Public Works reconstruct Hyde Park avenue, from Metropolitan avenue to Cleary square, and this will advise you that this work will be given consideration for submission for approval as a W. P. A. Project during the coming year.

Placed on file.
GEORGE G. HYLAND,
Commissioner of Public Works.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Economy Grocery Stores Corporation, for compensation for damage to property at 154 Cambridge street, caused by defective catch-basin.

Mary E. Fitzgerald, for collapse of water boiler at 492 Washington street, caused by negligence of city employees.

Edmund J. Godvin, to be reimbursed for execution issued against him.

Edmund L. Godvin, to be reimbursed for execution issued against him.

Patrick A. Hughes, for compensation for damage to car by fire truck.

Jeremiah S. McCarthy, for compensation for damage to car by city truck.

Patrick J. O'Keefe, for compensation for damage to property at 4 Pleasant street, caused by falling tree.

Gabriel F. Piemonte, for compensation for damage to property at 356-371 Hanover street and Fleet street, caused by backing up of sewage.

Shiben Recha, for refund on open-air parking space permit.

Stephen J. Riley, to be reimbursed as result of accident which occurred while in performance of duty.

Alexander R. Tolland, to be reimbursed as result of accident which occurred while in performance of duty.

Albert J. Tonry, for compensation for damage to car by city employees.

Grace L. Walsh and Charles Getty, for compensation for damage to car and injuries caused by city truck.

Executive.

Petition of Theresa M. Farrell, to be paid an annuity on account of death of her husband, John H. Farrell, late member Fire Department.

Committee on Licenses.

Petitions for driveway openings, viz.:
Boston Elevated Railway Company, at 448-476 River street, Dorchester, Ward 20.

Lincoln Service Stations, Inc., Dover and Hingham streets.

John W. Harron, at 348 Shawmut avenue and Pelham street, Ward 9.

ADMINISTRATIVE COMMITTEE, PROBATE COURTS.

Notice was received from the Clerk of the Supreme Judicial Court of reassignment of the Hon. Mayhew R. Hitch to the Administrative Committee of the Probate Courts, and his redesignation as chairman of such committee.

Placed on file.

ROPING OFF STREETS, COLUMBUS DAY PARADE.

Coun. SHATTUCK, for Coun. Galvin, offered the following:

Ordered, That the City Messenger be requested to have the necessary roping done on the streets requested by the Police Department in connection with the Columbus Day parade, October 12, 1941, to be held in East Boston, the expense attending same to be charged to the City Council appropriation for that purpose.

Passed under suspension of the rule.

EXTENSION OF FIVE-CENT FARE PRIVILEGE.

Coun. CAREY offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to extend the five-cent fare privilege on the Jamaica-Dudley Street line from Roxbury Crossing to the entrance of the Dudley Street Terminal, and return.

Coun. CAREY—Mr. President, at the present time there is a five-cent fare privilege on the Jamaica-Dudley street line, of which people going from the car barn to Roxbury Crossing can avail themselves. But that privilege extends only from the car barn to Roxbury Crossing, and beyond that, going through Roxbury street and Dudley street to the vicinity of the Dudley Street Terminal entrance, passengers are obliged to pay ten cents. I believe that five-cent fare privilege should be extended by the Elevated from Roxbury Crossing to the vicinity of the Dudley Street Terminal, and I cannot understand why the Elevated should not permit those people to ride the two or three extra blocks further along that line. At the present time, many people naturally leave the car at Roxbury Crossing to avoid the extra fare, and frequently walk the remaining distance in order to avail themselves of the shopping facilities in the neighborhood of the Terminal. There would certainly be no hardship to the Elevated in carrying the people the short extra distance of two or three blocks, and a public service would be rendered by granting such an extension. I sincerely trust, therefore, that the trustees of the Elevated will extend the five-cent fare privilege on the Jamaica-Dudley street line from Roxbury Crossing to the entrance of the Dudley Street Terminal, and return.

The order was passed under suspension of the rule.

USE OF TRAILER CARS DURING RUSH HOURS.

Coun. CAREY offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to use trailer cars on the Subway—South Huntington avenue line, especially during the rush hours.

Passed under suspension of the rule.

DEATH OF JUDGE BRANDEIS.

Coun. GOTTLIEB, TAYLOR, GOODE, WARD, HUTCHINSON AND WICKES offered the following:

Resolved, That the Boston City Council, at a meeting assembled, expresses its deep regret and sorrow at the death of Judge Louis Dembitz Brandeis, whose service on the Supreme Court of the United States was outstanding in its contribution to the law of this country.

Coun. GOTTLIEB—Mr. President, a critical analysis of the life of Louis Brandeis would be a fit text-book for the school children of this country. His qualities of humaneness, his cherished regard for the rights and freedom of the people and his shining example of fine Americanism will always have an afterglow in the hearts of Americans of every race and creed. A wise counselor and a just judge who profoundly influenced the history of his time, it was Louis Brandeis who predicted many years ago the eventual collapse and bankruptcy of the N. Y., N. H. & H. R. R. and the Old Colony Railroad unless these companies amended their economic ways and served the people. His wide experience and his extraordinary ability will for long have effect on the business and political life of this country. In speaking of this great American of the Jewish faith, the late President Wilson said: "He is a friend of all just men and a lover of the right, and he knows more than how to talk about the right—he knows how to set it forth in the face of its enemies." I hope that some fitting monument to his memory will soon be named here in Boston.

Coun. GOODE—Mr. President, the death of Mr. Justice Brandeis, who was formerly a member of the Boston Bar and a brilliant trial lawyer in this Commonwealth, is a tremendous loss to the world. Much has been said of his brilliant legal intellect which he used unselfishly as the champion of liberty and justice. This servant of the com-

mon people, who devoted his life to protect our God-given liberty and security will leave a monument to remind American men and women of his work in their behalf. In these trying times when liberty and justice are suppressed in many parts of the world, we could ill-afford to lose him. Brandeis gave much of his life fighting for the underprivileged and for the correction of social injustice. He was a pioneer for many of the reforms in our judicial structure which have become the established laws of today. The curse of dictatorship and the doctrines of conquest for force were always a challenge to his innate sense of justice. We shall always be proud to remember that Massachusetts and Boston has given to America the doctrines and the law of Louis D. Brandeis and Oliver Wendell Holmes, two great Americans.

The resolution was passed by a unanimous rising vote.

TRAFFIC SIGNALS, WARD 15.

Coun. KELLY offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to install automatic traffic signals at the intersection of Columbia road and Quincy street, Ward 15.

Passed under suspension of the rule.

FLAT RATE OF CAR INSURANCE.

Coun. M. H. SULLIVAN offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draw up and introduce legislation to bring about a flat rate of automobile insurance for the Commonwealth of Massachusetts.

Passed under suspension of the rule.

AUTOMOBILE INSURANCE RATES FOR BOSTON CAR OWNERS.

Coun. M. H. SULLIVAN offered the following:

Resolved, That the membership of the Boston City Council in meeting assembled voice strong disapproval of the failure of the Insurance Commissioner of Massachusetts to afford a warranted reduction in the rates for automobile insurance for 1942 to owners of cars registered in Boston.

Coun. M. H. SULLIVAN—Mr. President, I certainly feel that we of this Council should voice our strong condemnation, on behalf of the people of Boston, of the failure of State Insurance Commissioner Harrington to give a warranted reduction in the rate for automobile insurance for 1942 in this city. This failure is in line with other action that has been taken on Beacon Hill for years where the rights of the citizens of Boston are concerned. There has been little consideration shown by State administrations for Boston's interests. While I believe, during the past year or two the City of Boston has had somewhat better treatment on Beacon Hill, in the matter of automobile insurance, as well as in some other matters, there has been little consideration shown to the automobile owners of this city. Their rights have been completely disregarded. While the insurance rate has been supposed to be founded on the number of deaths in respective communities, as a matter of fact, the deaths in Boston for the last few years have been reduced through the good work of the police and other agencies although there has been no recognition of that fact in the rates. It is also a fact that many of such deaths have been caused by drivers who have come in from outside communities, another fact which should have been but which has not been recognized in the rates issued. Therefore, while the people of Boston had every reason to believe that there would be a reduction in the 1942 rates for cars registered in this city, car owners are now completely overwhelmed by the fact that they continue to receive unfair treatment. I find that the opinion of the people of Boston, as voiced generally, is that the Insurance Commissioner at the present time is not playing fair with them. And so, for 1942, we have no reduction in the auto insurance rates of this city, regardless of the fact that the Police Department has done unusually fine work, in which we may all take pride, in reducing the number of fatal accidents in Boston during the present year, a greater reduction

than there has been for some years. But despite the good work that the Police Department has done in this city in reducing such accidents, we now find that the tax on automobiles is not less than in preceding years. In other words, that commendable work is absolutely ignored. Such treatment, Mr. President, is absolutely unfair. In the past we have been given to understand that the rate charged was based on the number of accidents in different communities. The number of accidents in this city has now been reduced, but there is no recognition of that fact by the Insurance Commissioner of the state, nor is there recognition of the fact that many of these accidents in our city are caused by drivers who came in from communities outside of Boston,—Rowley, Florida, and other towns of the state,—who have these accidents while using the streets of Boston, accidents for which the citizens of Boston have to pay. It is absolutely unfair to this city. As I say, we have had these automobiles coming into our city from all over the state, in greater numbers than ever, and in spite of that fact, due to the work of our Police Department, we have had fewer accidents than before. Still, that situation is not recognized by our state Commissioner, who seemingly has failed to take into consideration the fact there that has been a reduction of the fatal accidents in this city, because he still charges the car owners in this city for 1942, \$50.73, the same amount that was charged last year. That is absolutely unfair to the car owners of the City of Boston. I think something should be done by the Commonwealth of Massachusetts to rectify this situation. In spite of the fact that we have had fewer accidents the past two years, the car owners of this city continue to be charged the same rate, an unfairly discriminatory rate as far as Boston is concerned. Certainly, action should be immediately taken which will recognize the simple justice due to owners of cars registered in Boston.

Chairman SHATTUCK—The resolution will be referred to the Executive Committee.

PRIORITY RIGHTS FOR MUNICIPAL CONSTRUCTION.

Coun. M. H. SULLIVAN offered the following: Resolved, That the Boston City Council in meeting assembled respectfully urges that the members of the Massachusetts Delegation in Congress exert every possible influence to provide priority rights on all necessary construction work by municipalities; and be it further

Resolved, That the members of the Massachusetts Delegation in Congress make every effort to obtain priority rights for steel to be used in the Municipal Building in Brighton.

Coun. M. H. SULLIVAN—Mr. President, for nearly half a century the people of Brighton have been endeavoring to obtain a municipal building, and recently their efforts were apparently successful. During several administrations their efforts failed, but recently, in the administration of Maurice J. Tobin, their efforts have apparently been crowned with success. With the help of Mayor Tobin, we were finally granted a municipal building, for which the 37,000 voters of the district have been sincerely thankful. The building is now under process of construction, but the work has recently been held up through the operation of priorities. Certainly, if it is not completed on time, it will not be due to any lack of effort upon the part of Mayor Tobin or on the part of the members of the City Council from that district for the past three years. If there is an undue delay, it will simply be because of the operation of Federal priorities, involving the question of the necessity of the building. There is, of course, no real question of its necessity and desirability, but I am afraid that the work that has already been expended on its construction will be wasted unless the steel is obtained before the winter weather is upon us. I am, therefore, asking every member of the Massachusetts Delegation in Congress to exert every possible influence to provide priority rights for the steel to be used in the municipal building in Brighton, as well as property rights on all necessary construction work by municipalities. I think every effort should be made to see that Brighton and other municipalities shall obtain materials necessary for construction in important municipal work. I notice that the American League of Women Voters a few days

ago asked for a cut of expenditures that were not essential. Of course, in a certain technical sense the construction of a municipal building may not be considered absolutely essential, but when we think of the vast number of young men called to the service, and unable to be placed in active service for one reason or another, it certainly does seem that such men might be engaged in some useful work and that a municipal building might help to that end. I think, therefore, in the public interest, the members of the Massachusetts Delegation in Congress should exert every possible influence to provide priority rights on necessary construction work by municipalities, and that, in that connection, every effort should be made to obtain priority rights for steel used in the municipal building in Brighton. I think that represents a necessary activity at this time.

Coun. GOODE—Mr. President, when we consider the great lack of employment that is being occasioned at the present time through priorities, I think we must all realize the menace that is arising and that will continue to arise from this type of private unemployment. Of course, the effort of such unemployment can only be to throw greater burdens on our relief work. I believe, therefore, that the Massachusetts Delegation in Congress should be requested to take immediate action towards preventing such unemployment. Private industry should certainly receive proper consideration in times like these, when fathers of families are threatened with layoffs. I believe it is extremely important, therefore, that action should be taken to prevent, as far as possible, such unemployment.

The resolutions were passed under suspension of the rule.

REFERENDUM ON FLAT AUTOMOBILE RATES.

Coun. TAYLOR offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to initiate legislation or take whatever steps are necessary to place upon the ballot a referendum allowing the voters of the Commonwealth to vote on the question of "Flat Rate Automobile Insurance."

Coun. TAYLOR—Mr. President, I feel that the councilor from Brighton (Coun. M. H. Sullivan) has well stated the effect of action on Beacon Hill favoring the small towns of Massachusetts as against the City of Boston in the matter of automobile insurance. From time immemorial it appears that the legislators from the small towns of this Commonwealth have always placed unwarranted burdens on the shoulders of the taxpayers of the City of Boston. Those legislators have the votes, and it does not seem that anything has ever restrained them from action along that line. We have suffered so much at the hands of these members of the Legislature coming from outside towns that we have been gradually becoming used to it, although realizing that it is gradually destroying the City of Boston. They have never at any time come to the aid of Boston. The Commonwealth of Massachusetts has not even helped the city out on its unjust welfare burden. Those coming from small outside towns have never considered in any way the welfare of the people of this city. They have even thrust upon us the share of the county expenses that should be borne by Chelsea, Revere and Winthrop, which places do not have to pay one cent toward the county expenditure. They have placed upon our shoulders for years burdens which they themselves should share. Then, among other burdens, we have for years been bearing an undue proportion of the automobile insurance expense. Year in and year out, despite the decrease in our fatal accidents, they have imposed upon us the same unfair automobile insurance. The outside car owners pay very small insurance compared with what the car owners in Boston have to pay. I say that something should certainly be done. A flat rate automobile insurance law should be placed upon the statute books, and a proper way to arrive at such a solution of the question is to place upon the ballot a referendum allowing the voters of the Commonwealth to vote on the question of flat rate automobile insurance. I believe we will then have the cooperation of some of the other cities and towns who believe that they also are paying a higher rate than they should. But until something is done, the people of Boston must suffer. Therefore, I ask that the Mayor request the Corporation Counsel to initiate legislation or

take whatever steps are necessary to place upon the ballot a referendum allowing the voters of the Commonwealth to vote on the question of flat rate automobile insurance. We will at least be doing something constructive if we can have placed on the ballot at the next election such a referendum, allowing the people of the Commonwealth an opportunity to express themselves upon this matter.

The order was referred to the Executive Committee.

REPORTS OF COMMITTEE ON SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted reports recommending the passage of orders for payment of aid to soldiers and sailors and their families in the City of Boston for the months of September and October.

Reports accepted; said orders severally passed.

RECONSTRUCTION OF N STREET, WARD 6.

Coun. SCANNELL offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct N street, Ward 6, with a concrete pavement and to install granolithic sidewalks thereon.

Passed under suspension of the rule.

ADDITIONAL PIERS FOR SOUTH BOSTON WATERFRONT.

Coun. SCANNELL offered the following:

Ordered, That his Honor the Mayor contact the Governor and the Port Authorities in an effort to have additional piers constructed on the South Boston waterfront.

Coun. SCANNELL—Mr. President, about two months ago I presented an order here in the Council with reference to the government taking the piers in South Boston for national defense. As a result of the action being taken over there, there is to be a very severe unemployment situation. Men working on the waterfront, at the docks, longshoremen, have been unemployed for the past few weeks, and if something is not done, there will be indefinite unemployment. Certainly, some action should be taken to relieve the unemployment situation on the waterfront. As I understand it, today there is but one boat coming in over there, supplying work for about fifteen, and there is no relief in sight for the longshoremen's union unless the Governor, the Mayor and the Port Authorities make an effort to have additional piers constructed on the South Boston waterfront. If something is not done very soon, the waterfront employment situation will be at a very low ebb. Certainly, a determined effort should be made to continue the waterfront facilities either at the existing or at additional piers. The Federal Government has taken over two thirds of the facilities of the Commonwealth Pier and other docking facilities, and unless some relief is given the unemployment situation, as well as the threat to the waterfront business of Boston, will be very serious. It is a threatening situation, and unless something is done, there will be a tremendous addition to our welfare burden. I trust that a strong effort will be made by the Mayor, the Governor and the Port Authorities to have additional piers constructed on the South Boston waterfront.

The order was passed under suspension of the rule.

BUS LINE FROM ROSLINDALE SQUARE TO CLEARY SQUARE.

Coun. GOODE and LANGAN offered the following:

Ordered, That the Board of Trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to make a study of the Hyde Park and Roslindale sections of Wards 18 and 19 with a view to establishing a bus line along Poplar and West streets, from Roslindale square to Cleary square, Hyde Park, with the transfer privilege from the Hyde Park avenue and Washington street car lines.

Passed under suspension of the rule.

ESTABLISHMENT OF MUNICIPAL PARKING AREA.

Coun. GOODE offered the following:

Ordered, That the legislative agent and his Honor the Mayor confer for the purpose of obtaining legislation which would empower the City of Boston to establish municipal parking areas and to seek the extension of local and state laws for municipal parking and to obtain legal power to cover the purchasing and building of parking areas.

Coun. GOODE—Over the week-end, I conducted an experiment, driving my car into the city from three different points to determine the average speed of traffic through the city. I found the average speed to be about 7 miles an hour, but this was cut down to about 4.3 by the time I had the car in a parking space. Now, Mr. President, because the House Ways and Means Committee shelved for two years the proposed plan for a traffic artery through the City of Boston and indorsed a state-wide survey to study municipal traffic congestion, I believe that this plan for municipal parking spaces should receive proper consideration. First of all we need legislation to empower the city to take this initiative. This means the extension of state and local laws for municipal parking. We also need legal power to cover purchase and building of parking areas. I am well aware that the first cry will be that this plan will compete with private interests. However, the fact is that our present crowded street parking definitely competes with private interests. For each dollar taken in by commercial parking lots about ten cents pays taxes, 54 cents operating cost and 36 cents represents return on investment or profit. Parking facilities operated by the city would pay no tax, or business license fee—thus cutting charges more than half. Land can be obtained through tax delinquency and demolition of out-worn buildings. I feel certain that it will be possible to obtain an initial Federal loan to start the idea or borrow funds from the State. The obvious solution to the problem in Boston is more off-street parking. I hope that the commission appointed by the Governor will give this plan some thought.

Obviously, with municipal parking areas there would be better police protection and, for the reasons I have stated, the parking fees would be lower.

Coun. GOTTLIEB—Mr. President, seconding the order offered by the councilor from Ward 18, looking to municipal parking areas, I think something of the sort should be carried out in the near future, eliminating the problem of congestion in the city and also enabling the citizens of Boston to drive into our city and not have to pay the high charges they are compelled to pay on the private parking lots at the present time. The men in charge of these private lots are charging a fee sufficient for a man to attend a movie in the heart of the city. I do not believe the proposed plan would be unfair to private enterprise, when we consider that the parking spaces would serve the citizens of our city. Nor do I believe the proposed plan would have an adverse effect on the revenue of the city. We have in Boston today many old buildings, as the councilor from Ward 18 has stated, which return no revenue at all to the city, and which would not be sold for any purpose at all except as a parking lot. I question whether the revenue received from the private parking lots is sufficient to warrant the city in refraining from creating municipal parking areas. I certainly hope, therefore, that action along the line proposed in this order will be taken in the near future.

The order was passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

Chairman SHATTUCK called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointment submitted by the Mayor September 29, 1941, of C. B. Currie and John F. Miley, to be Weighiers of Goods.

The question came on confirmation of the appointments. Committee, Coun. Lyons and Russo. Whole number of ballots 14, yeas 14, and the appointments were confirmed.

LAND FOR TRAFFIC CIRCLE.

Chairman SHATTUCK called up, under unfinished business, No. 2 on the calendar, viz.:

2. Order for the exchange with Sears, Roebuck & Co. of certain parcels of land on Park Drive and Brookline avenue for the construction of a traffic circle.

On September 22, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

The order was given its second and final reading and passage, yeas 18, nays 0.

COMMITTEE TO STUDY CITY AND COUNTY SALARIES.

Coun. COFFEY offered the following:

Ordered, That the President appoint a special committee of the City Council to study the advisability of increasing salaries of employees of City and County departments; and further

Ordered, That said committee be directed to confer with the Courthouse Commission and Trustees of the City Hospital for the purpose of placing County and City Hospital employees on the same salary basis as employees in the various city departments doing similar work.

Passed under suspension of the rule.

"SLOW" SIGN, POND STREET, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a "Slow" sign at the entrance of Pond street at Pleasant street, Ward 7.

Passed under suspension of the rule.

TRAFFIC REGULATIONS, BARTLETT STREET.

Coun. DANIEL F. SULLIVAN offered the following:

Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to make Bartlett street one way, from Washington street to Dudley street; and be it further

Ordered, That "Stop" signs be erected on Lambert avenue, at the corner of Bartlett street.

Passed under suspension of the rule.

PRESENTATION OF COLORS TO 26TH INFANTRY.

Coun. DANIEL F. SULLIVAN offered the following:

Ordered, That his Honor the Mayor consider the advisability of presenting the National and Regimental Colors to the 26th Infantry, Massachusetts State Guard, located at the 101st Infantry Armory, Boston.

Passed under suspension of the rule.

"SLOW" SIGN, CALUMET STREET.

Coun. CAREY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a sign reading "Slow, Children Playing" on Calumet street, just above the intersection of Hillside street, Ward 10.

Passed under suspension of the rule.

PLANTING OF MAPLE TREES, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to plant maple trees on Cuthbert road and Cecelia road, Ward 20.

Passed under suspension of the rule.

PLAY AREA FOR YOUNG CHILDREN, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to establish a play space for young children in the area bounded by Weld street, Church street, Veteran of Foreign Wars Parkway and Russett road, in Ward 20.

Passed under suspension of the rule.

\$25 MAXIMUM RATE FOR ALL CARS.

Coun. LYONS offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to prepare legislation for immediate presentation to the Legislature providing for a maximum insurance rate of \$25 on all automobiles registered in the Commonwealth of Massachusetts.

The order was declared referred to the Executive Committee.

Coun. LYON—Mr. President, I ask unanimous consent to make a statement.

(There was no objection.)

Coun. LYONS—Mr. President, in looking through the newspapers the last week we have seen a good deal of comment on the Massachusetts automobile insurance rates, especially in Boston. For the past ten years or so, year after year, there have been various bills presented in the Legislature relative to the automobile rates in Boston, sponsored by Boston representatives, and when the vote was counted, the result was 45 or 46 in favor and 300 against. Representatives from Barnstable or Provincetown, or other outlying parts of the state, have been perfectly satisfied with the small rates that were charged in their sections, and have not been at all interested in giving fair play to the citizens of Boston. In California, the amount paid is \$30 for the whole state, and if a driver has a good record, there is a reduction of \$2.30 the first year and \$2.75 or \$3 the next year, thus bringing the amount down in such cases to the neighborhood of \$25. In Vermont, I believe the rate charged is \$15, and in Rhode Island around \$29. Massachusetts is one of the few states in the Union, I think, that has compulsory automobile insurance. I think it is high time that the Commissioner of Insurance should sit down with some responsible Boston committee and discuss the exorbitant rates for Boston, and I believe some such get-together would result in a fair rate. I am suggesting as a maximum insurance rate for all automobiles in the Commonwealth \$25. I believe such a rate would equalize automobile insurance in Massachusetts, so that there would not be such low rates on the Cape and other parts of the state, and such high rates in the City of Boston and other large cities. While the insurance interests claim that they are not making money, I feel that they are doing very well under the automobile rates in this state today. I should like to see immediate action taken so that Commissioner Harrington will be induced to assess a flat rate, say of \$25, if that is found upon investigation to be a fair rate, upon the automobile drivers of the whole state.

The order was referred to the Executive Committee.

RECESS.

By direction of Chairman SHATTUCK, the Council at 3.25 p. m. took a recess subject to the call of the Chair. The members reassembled and were called to order by Chairman SHATTUCK at 3.50 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) transferring \$50,000 from sales of city property for establishment of gymnasium, South Boston Municipal Building—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

Later in the session, Coun. LINEHAN said—Mr. President, I ask unanimous consent to make a statement.

(No objection.)

Coun. LINEHAN—I am speaking on behalf of the citizens of South Boston, and I believe my colleague will also have a few words to say. In what I say I am speaking not only for myself and for my colleague, but, I believe, for every resident of South Boston. I speak at this time because for more than twenty years there have been public office holders from our section trying to get back for South Boston something that was taken away from that section twenty-two years ago. Time after time in the past twenty years, appeals have been made to the various Mayors of this city to O. K. an order looking to a remedy for the injustice done to our section, an order which the Legislature could not consider until it had been O. K'ed by the Mayor and that O. K. has not come from previous administrations. The two past City Councils approved an order to borrow outside the debt limit to restore what had been taken from South Boston; and I now want to thank the members of the Council and Mayor Tobin for making it possible to restore the gymnasium to our section this year. Five years ago, when Mayor Tobin was running for Mayor, he was asked whether he would give the money for this purpose. At that time, however, he said that the city was unable to do so, and he would not make the promise, although under ordinary circumstances he would favor the project. He showed great courage in taking the position he did at that time, because of the financial condition of the city. Now, however, after four years of his administration he finds an improved financial condition, and feels that the city is financially able to provide the money. So he is now giving something back to the citizens of South Boston that, under the conditions of five years ago, he felt that he could not do. Again, I say that I thank every member of the City Council and his Honor the Mayor for giving something back to us that we have been trying to get restored for twenty years. I will certainly welcome the opportunity in the future of reciprocating the good offices of the other members of the Council to us, in this matter.

Coun. SCANNELL—Mr. President, I rise to a question of personal privilege. I want to thank the Mayor and the City Council for restoring to us something that the people of South Boston have been looking for for twenty years, restoring something that was taken from them twenty years ago. I want to thank the members of the Body for the cooperation we have received the past two years in trying to get this gymnasium for our district. We feel grateful to those who have assisted us in this matter, and will be glad to reciprocate when they are looking for something that the people of their districts should have. We will always be glad to cooperate with other members in such matters.

SIDEWALKS ON SELDEN STREET,
WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to consider the advisability of constructing sidewalks on Selden street, at the rear of the Thompson School, Ward 17.

Passed under suspension of the rule.

"DEAD END" SIGN, REGINA ROAD AND
WASHINGTON STREET.

Coun. WICKES offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to consider the advisability of erecting a "Dead End" street sign at the junction of Regina road and Washington street, Ward 17.

Passed under suspension of the rule.

IMPROVEMENTS TO FULLER STREET,
WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to have repairs made on the sidewalk at 78 Fuller street, Ward 17, and also to have a survey made of sidewalks on the even-numbered side of Fuller street with a view to considering the advisability of making extensive repairs, Ward 17.

Ordered, That the Commissioner of Public Works be requested, through His Honor the Mayor, to have the water pipes in the vicinity of 78 Fuller street repaired, Ward 17.

Severally passed under suspension of the rule.

THE NEXT MEETING.

The Council voted, on motion of Coun. SCANNELL, that when it adjourns it be to meet on Monday, October 20, 1941, at 2 p. m.

Adjourned, at 4.30 p. m., to meet on Monday, October 20, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, October 20, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair, and a quorum present.

The meeting was opened with the salute to the Flag.

RESOLUTION ON DEATH OF MRS.
MARGARET M. TOBIN.

Coun. CAREY offered the following:

Resolved, That the City Council of the City of Boston, in meeting assembled, hereby extends to Mayor Maurice J. Tobin, and members of his family, its deep regret at the untimely passing of their beloved mother, Mrs. Margaret M. Tobin, whose life of willing sacrifice, devotion to her home, her church and her country, and fine example will always be remembered and cherished by those who knew her as one of God's true noblewomen.

The resolution was read a second time, and the question came on its adoption.

Coun. CAREY—Mr. President, for the second time in the short period of less than four years the heart of Mayor Maurice J. Tobin has been saddened by the hand of death. Shortly after the Mayor assumed office on January 1st, 1938, and almost without

warning, his dear father was taken to his eternal reward, and now, within the last forty-eight hours, his beloved mother has been called out of this life. One's happiness in attaining public office is always shared by those who are near and dear to him, or, in other words, his father and mother, his wife and children, and his brothers and sisters. And great indeed was the joy of the mother of Maurice J. Tobin as she witnessed first his election to the House of Representatives from Ward 10; in later years his election to the Boston School Committee, and subsequently his election to the highly honored position of Mayor of the City of Boston. I can well remember a visit I made to the home of Maurice Tobin's mother within a few days after his election to the School Committee and how supreme was her joy in the realization that he had been chosen for that office by the voters throughout the entire city. Mrs. Margaret M. Tobin will be sadly missed, not only by her family, but by all of the people on Mission Hill, to whom she was known so well. In years when her health permitted it, and even in her more recent days of impaired health, her door was always open, and to her home went many seeking consolation and advice. Her kindly heart, and splendid qualities were known to all throughout the district, and their prayers, and the prayers of thousands throughout the city, were offered up daily for her recovery. Now that she has passed from this life we must bow in resignation to God's holy will, and in tribute to her memory I now move that we adjourn.

The resolution was adopted by a unanimous rising vote, and the Council stood adjourned at 2.26 p. m., to meet on Monday, October 27, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, October 27, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. WARD presiding. Absent, Coun. Coffey and Fish.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighers of Goods: Robert Cody, 420 Freeport street, Dorchester, Mass.; Jack Zall, 41 Hilton street, Roxbury, Mass.

Weighers of Coal: Samuel A. Myers, 170 Granite avenue, Dorchester, Mass.; Thomas E. Birmingham, 38½ Bacon street, Waltham, Mass.

Severally laid over a week under the law.

TAKING OF BOSTON AIRPORT BY STATE.

The following was received:

City of Boston,

Office of the Mayor, October 27, 1941.

To the City Council.

Gentlemen.—At 4.47 o'clock p. m. on October 24, 1941, the Governor of the Commonwealth signed "An Act Authorizing the Turning-Over of the Boston Airport, so-called, to the Commonwealth and Providing for the Improvement Thereof and Making Certain Changes in the Laws Relative to Airports." This act, a copy of which is attached, is chapter 695 of the Acts of 1941. By virtue of its emergency preamble, it became immediately effective.

The above-mentioned statute is the same in substance as the draft of similar legislation attached to my message to your Honorable Body, dated July 21, 1941. The principal difference between the statute as enacted and the draft of statute referred to is that in the draft statute the Commonwealth proposed to make payment to the city of the sum of \$1,026,800 in part in cash and in part by assuming the payment of the city's outstanding Airport Bonds (at that time totalling \$595,000 in principal amount), whereas in the statute as enacted the entire sum of \$1,026,800 will be paid to the city in cash.

In my message to your Honorable Body, dated July 21, 1941, and in the communication from the Corporation Counsel to me dated July 19, 1941, attached to that message, there were set forth at considerable length the facts underlying the enactment of this legislation, the reasons why the passage of this legislation is beneficial to the City of Boston, and the advisability of your Honorable Body adopting an order to make the legislation effective.

In the draft of order which is now pending before your Honorable Body, the blanks should be filled by inserting the number of the act and the date of its approval.

Because of the time requirements of section 2 and section 11 of the statute, it is important that the City Council give consideration to taking immediate action on this order.

Very truly yours,

MAURICE J. TOBIN, Mayor.

Placed on file.

TRANSFER OF LAND AT 134 THORNTON STREET.

The following was received:

City of Boston,

Office of the Mayor, October 27, 1941.

To the City Council.

Gentlemen,—I am in receipt of the enclosed communication from the Custodian of Foreclosed Real Estate in which he recommends the transfer of a parcel of land at 134 Thornton street, Roxbury. This parcel of land will be developed by the Park Department and used for playground purposes.

I am very much in favor of the transfer of this parcel of land and parcels of land of this character which come into the hands of the city through tax foreclosures and which can be developed suitably for recreation purposes. I therefore recommend the passage of the enclosed order for the transfer of this parcel of land to the care, custody, and control and management of the Park Department.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston

Real Estate Division,

October 14, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—I am presenting for your approval and that of the City Council, four copies of an order for the transfer from the Foreclosed Real Estate Division to the Park Department of a parcel of vacant land, owned by the City of Boston by virtue of foreclosure, to be used for playground purposes.

This property is located at 134 Thornton street, Roxbury.

Yours respectfully,

DANIEL M. DRISCOLL,

Custodian of Foreclosed Real Estate.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated August 12, 1941, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5672, page 456, on about twenty-eight hundred (2,800) square feet of land on the southeasterly side of Thornton street, numbered one hundred thirty-four (134) in the numbering of said Thornton street, in the Roxbury district; and

Whereas, The said parcel of land is now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division; and

Whereas, A play space is to be established on the said parcel of land; now, therefore, it is hereby

Ordered, That the said parcel of land, hereinbefore described, be, and it is hereby, transferred from the care, custody, control and management of the Custodian, Foreclosed Real Estate Division, to the care, custody, control and management of the Park Department to be used for playground purposes.

Referred to Executive Committee.

SALE OF LAND TO FANEUIL CONGREGATIONAL CHURCH.

The following was received:

City of Boston,

Office of the Mayor, October 11, 1941.

To the Honorable the City Council.

Gentlemen,—I present herewith an order for the sale of a certain parcel of city-owned land containing approximately 5,818 square feet, together with the building thereon, situated on the easterly side of Brooks street in the Brighton district, to the Faneuil Congregational Church of Boston, at a minimum price of \$1,200.

By an order passed by your Honorable Body on April 17, 1939, and passed again on May 1, 1939, and approved by me on May

11, 1939, this property was authorized to be sold at public auction at an upset price of \$2,500. At the time of the passage and approval of this order there was a prospective purchaser but the authorized sale has not as of this date been executed.

This parcel of property is at the present time in need of extensive repairs, and in the past, due to its vacancy, has been the object of vandalism.

The Faneuil Congregational Church of Boston is the owner of church property situated on Brooks street, at the corner of Bigelow street, near the city-owned property, and is desirous of obtaining said property for church, social and recreational purposes.

I am of the opinion that a sale of this property at the price of \$1,200 should be made to the Faneuil Congregational Church of Boston without public auction.

I recommend passage of the accompanying orders by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Whereas, The City of Boston is the owner of a certain parcel of land containing approximately 5,818 square feet together with the building thereon situated on the easterly side of Brooks street in the Brighton district. This parcel of land together with the building thereon was taken in fee for public library purposes under a resolve and order of the Board of Street Commissioners approved by the Mayor of the City of Boston, April 23, 1915, and recorded with Suffolk Deeds, Book 3377, page 71. A confirmatory deed thereto is recorded with Suffolk Deeds, Book 3917, page 311; and

Whereas, The said premises are no longer needed for public purposes; and

Whereas, By an order of the City Council of the City of Boston passed April 17, 1939, and passed again, May 1, 1939, and approved by the Mayor of the City of Boston, May 11, 1939; it was

“Ordered, That the Board of Street Commissioners of the City of Boston be, and hereby is, authorized to sell all the right, title and interest of the City of Boston in and to the said premises at public auction at an upset price of twenty-five hundred dollars (\$2,500), and the said Board of Street Commissioners is hereby authorized to transfer all the city's right, title and interest in and to said premises to the purchaser of said premises at said public auction by a written instrument, satisfactory in form to the Law Department of the City of Boston, upon the payment to the City of Boston by said purchaser of the amount bid for said premises at said auction.”

Whereas, No sale of the said property has been made; and

Whereas, The Faneuil Congregational Church of Boston, a corporation organized and existing under the laws of the Commonwealth of Massachusetts is desirous of obtaining the said premises for church purposes; now, therefore, it is hereby

Ordered, That the order of the City Council hereinbefore recited authorizing the sale of said property be, and it is hereby, rescinded; and, it is hereby further

Ordered, That His Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to sell without public auction at a minimum price of one thousand two hundred (1,200) dollars to the Faneuil Congregational Church of Boston all the right, title and interest of the City of Boston in and to the said property and to execute and deliver a deed thereof satisfactory in form to the Law Department of the City of Boston. The said property is bounded and described as follows:

Westerly by Brooks street, fifty-seven and 68-100 (57.63) feet; northerly by land now or formerly of Charles H. Wing, one hundred one and 53-100 (101.53) feet; easterly by

lands now or formerly of Minnie T. Wadleigh and John M. Shea, fifty-seven and 65-100 (57.63) feet; southerly by land now or formerly of Margaret Lucas, one hundred and 34-100 (100-34) feet, containing 5,818 square feet of land, more or less, together with the building thereon. The above-described parcel of land and all of said measurements are shown on a plan marked “City of Boston, Brooks Street, Brighton, February 12, 1915, F. O. Whitney, Chief Engineer, Street Laying-Out Department,” on file in the office of the Street Laying-Out Department, City Hall, Boston, Mass.

Referred to the Executive Committee.

TRANSFER TO CONTINGENT FUND.

The following was received:

City of Boston,
Office of the Mayor, October 20, 1941.
To the City Council.

Gentlemen,—I am advised by the City Auditor that the Contingent Fund is practically exhausted, and that an additional sum of \$10,000 will be necessary to meet expenditures from this fund for the balance of the year. This fund is appropriated to be used for the payment of claims, executions of court, court fees, expert witnesses, and legal and miscellaneous expenses, most of which are of a statutory nature. The additional \$10,000 is available in the budget of the Boston Port Authority, and I submit herewith an order transferring this sum from the Boston Port Authority budget to the Contingent Fund, and recommend adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941, the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Boston Port Authority, A, Personal Service, \$10,000, to the appropriation for Contingent Fund, \$10,000.

Referred to Executive Committee.

TRANSFER FROM GEORGE F. PARKMAN FUND.

The following was received:

City of Boston,
Office of the Mayor, October 20, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communications from the Board of Park Commissioners requesting the transfer of the sum of \$20,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 1, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$10,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of..... \$10,000.

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this de-

duction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
W. P. LONG, Chairman.

City of Boston,
Park Department, October 12, 1941.
Hon. Maurice J. Tobin,

Mayor of Boston.
Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$10,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on
January 12, 1887, Maintenance
and Improvement of..... \$10,000.

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
W. P. LONG, Chairman.

Ordered, That the sum of \$20,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on
January 12, 1887, Maintenance
and Improvement of..... \$20,000.
Referred to Executive Committee.

USE OF TRAILER CARS.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of October 6, 1941, concerning the use of trailer cars on the Subway-South Huntington Avenue line, especially during the rush hours.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
October 23, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir.—Referring to your letter of October 9, the accompanying order of the City Council, requesting the use of trailer cars on the Subway-South Huntington Avenue line, was probably introduced in the belief that less service is now operated with single cars on the line than was formerly operated with two-car trains. That is not a fact, however, because we are now operating more cars during each of the rush hours than were formerly operated with trains. Thirty-three more car trips are now being operated than were operated last fall, and when the winter timetable goes into effect, there will be an increase of eighty-four car trips compared with last winter's service.

Single cars are able to make better time and we believe the service has been much improved as compared with the two-car train service.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

TRANSFERS ON JAMAICA-DUDLEY STREET LINE.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from chairman of the Boston Elevated Railway relative to your order of September 29, 1941, concerning the re-establishing the practice of issuing transfers to patrons of the Jamaica-Dudley Street line who desire to change at Centre street and South Huntington Avenue to the Subway-Huntington Avenue line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
October 21, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Replying to your communication of October 9, the Board has carefully considered the question of local fares on the Jamaica Plain-Dudley Street line. They cannot restore the 5-cent fare on this line the entire length because it would be inconsistent with what has been accomplished on the system as a whole in order to secure more revenue and help the deficit.

In this particular case they felt that the greatest number would be served by a local fare from Jamaica Plain to Roxbury Crossing and divided the line in that way. It could have been divided at Heath street or even Hyde square but if that was done it would mean that people who now ride for 5 cents would have to pay 10 cents and people who now pay 10 cents would pay 5 cents.

As for making a single 5-cent zone again from the Jamaica Plain Carhouse to the Dudley Street Terminal, the trustees cannot acquiesce.

Very truly yours,
EDWARD E. WHITING, Chairman.

Placed on file.

SURVEY OF WEST STREET SECTION, HYDE PARK.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Public Works Department relative to your order of September 22, 1941, concerning the making a survey of the district in the vicinity of Myopia road and the George Wright Golf Course in the West street section of Hyde Park.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 6, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir.—This is in reference to the following order that was passed in the City Council on September 22, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to make a survey of the district in the vicinity of Myopia road and the George Wright Golf Course in the West street section of Hyde Park, and to formulate plans for piping or deviating the course of the brook running through surrounding properties, which detracts from the value of said properties and constitutes a menace to the health and safety of the residents of this neighborhood."

Consideration will be given to effecting the above-referenced improvement as a W.P.A. project during the coming winter. Department engineers, have, during the past month,

made a survey of the location, and, at the present time, plans are being prepared showing the extent and type of work to be done in order to provide for the covering of the existing brook.

Very truly yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

STREET CLEANING, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 29, 1941, concerning the instituting a street cleaning program in Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 10, 1941.

Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I am in receipt of your memorandum of October 3, 1941, concerning the following order in Council, dated September 29, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to institute a street cleaning program in Ward 17."

Ward 17 is a part of Sanitary Division, Street Cleaning, District 6. During a recent week, there was a total of 58.2 miles of streets cleaned in that district.

Plans have now been adopted which will result in an increase in the amount of street cleaning done.

It should be borne in mind, however, that the full benefit of this procedure will not be appreciably noticed until the removal of autumn leaves has been completed.

Very truly yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ATTENDANCE OF MATRON, ROBERTS PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of September 29, 1941, concerning the arranging for the attendance of a matron at the Field House of the Roberts Playground during the football and skating seasons.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 7, 1941.
William T. Doyle, Chief Clerk,
Mayor's Office, City Hall.

Dear Sir,—I have your memorandum of October 3, with enclosure, order from the City Council that the Park Commissioner arrange for the attendance of a matron at the Field House of the Roberts Playground during the football and skating seasons.

You are respectfully informed that a matron will be transferred from one of the other playgrounds and assigned to the Roberts playground during the ensuing week.

Very truly yours,
W. P. LONG, Chairman.

Placed on file.

OPENING OF FIELD HOUSE, ROBERTS PLAYGROUND.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Chairman of the Park Department relative to your order of September 29, 1941, concerning the arranging to have the Field House of the Roberts Playground kept open so that players may take showers after the game.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 9, 1941.
William T. Doyle, Chief Clerk,
Mayor's Office, City Hall.

Dear Sir,—I have your memorandum of October 3, with inclosure, order from the City Council that the Field House on the Roberts Playground be kept open.

As last Sunday was the first Sunday the football season started, investigation shows the building was open, the matron was there and all the players were able to take shower baths.

Very truly yours,
W. P. LONG, Chairman.

Placed on file.

AGE OF ADMISSION TO KINDERGARTENS AND GRADE I.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the School Committee of the City of Boston relative to your order of September 22, 1941, concerning the advisability of establishing the age for admission to the kindergartens at four years, six months, on October 15, and for admission to Grade I at five years, six months, on October 15, instead of, as now, September 15 in each case.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
School Committee, October 11, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—Recently there was forwarded to the School Committee from your office, order passed by the City Council, September 22, 1941, asking that your Honor request the School Committee to consider the advisability of establishing the age for admission to the kindergartens at four years, six months, on October 15, and for admission to Grade I at five years, six months, on October 15, instead of, as now, September 15 in each case.

The School Committee at last Monday evening's conference again considered the whole question of kindergarten and first grade admission age. The committee listened to the opinion of the Board of Superintendents and to the reading of statistics presented by that Board showing the admission age in other large cities comparable with Boston.

The Board of Superintendents is unanimously in favor of continuing the present admission regulations, believing that it is to the advantage of the child to delay admission to the first grade until the child is approximately six years of age, largely because of the difficulty of the young child in acquiring reading skill at an earlier age. The great amount of retardation in the second grade, it is felt is due largely to the inability of the children who have come in too young to do the work of Grade I.

The association of kindergarten teachers has recently gone on record as opposed to any

change in the present entrance age requirement. The association points out that the great majority of children admitted to the kindergarten at four years, six months, are ready to take on the work of the first grade without any great difficulty after a year in the kindergarten. Notwithstanding the fact that the reduction in kindergarten numbers during recent years has materially affected the kindergarten teachers because of the reduction of kindergarten numbers and the consequent lessening of the number of appointments of teachers, the association has asked that the present entrance age requirement be maintained.

A survey of ten cities of the country with a population of more than 500,000 indicates that the age in these cities is four years, six months, or over, for admission to kindergartens. Where children are admitted to the kindergartens at earlier than four years, six months, it appears that a two-year kindergarten course is provided. This arrangement the School Committee of the City of Boston could not undertake at this time because of the expense involved. Various suggestions have been considered that would permit of admitting children close to the four-six age but none of the suggestions have seemed feasible. There will of course be borderline cases at whatever the age established.

The committee finally came to the conclusion that all things considered, it is to the advantage of the children and of the schools in general to maintain the present age requirement, and the previous action establishing this age was consequently reaffirmed, Mr. Norton dissenting.

Respectfully yours,
ELLEN M. CRONIN, Secretary.

Placed on file.

AUTOMATIC TRAFFIC SIGNALS, CENTRE STREET, WARD 20.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the installation of automatic traffic signals, with push buttons, on Centre street, Ward 20, in front of the Holy Name Church.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council Order dated September 29, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals, with push buttons, on Centre street, Ward 20, in front of the Holy Name Church."

A similar request was made by Father Ryan, Pastor of the Holy Name Church, and he was advised that money had recently been made available for the installation of traffic signals at twenty-four intersections throughout the city; that the selection of these locations was based on the accident record, adaptability for signalization and geographical location.

Our records show that during the past five years there have been only four accidents involving personal injuries in the area in front of the church property and for this reason we believe that other intersections with higher accident rates should be given preference if more funds are made available.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

"SLOW" SIGN, CALUMET STREET, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.
Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of October 6, 1941, concerning the installation of a sign reading "Slow, Children Playing" on Calumet street, just above the intersection of Hillside street. Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council Order dated October 6, 1941, which reads as follows: "Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a sign reading 'Slow, Children Playing' on Calumet street, just above the intersection of Hillside street. Ward 10."

At a recent meeting of this commission it was voted to erect "Stop" signs in Calumet street, at Hillside street. I believe this will make unnecessary the erection of the sign requested in this order.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

TRAFFIC SIGNALS, HUNTINGTON AND SOUTH HUNTINGTON AVENUES.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.
Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the installation of automatic traffic signals at the junction of Huntington and South Huntington avenues, in Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This will acknowledge receipt of Council Order dated September 29, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install automatic traffic signals at the junction of Huntington and South Huntington avenues, in Ward 10."

There are no funds available at this time for the erection of traffic signals.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

"STOP" SIGNS, HILLSIDE AND CALUMET STREETS, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the installation of "Stop" signs at the intersection of Hillside and Calumet streets, in Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir.—This is in reply to Council Order dated September 29, 1941, which reads as follows:

“Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install ‘Stop’ signs at the intersection of Hillside and Calumet streets, in Ward 10.”

At a meeting of this commission held on October 9, 1941, it was voted to make Calumet street a “Stop” street entering Hillside street.

Very respectfully,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

“DEAD END” SIGN, REGINA ROAD AND WASHINGTON STREET.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of October 6, 1941, concerning the erection of a “Dead End” street sign at the junction of Regina road and Washington street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir.—This is in reply to Council Order dated October 6, 1941, which reads as follows:

“Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to consider the advisability of erecting a ‘Dead End’ street sign at the junction of Regina road and Washington street, Ward 17.”

Orders have been issued to erect a “Dead End” street sign in Regina road at Washington street.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

“SLOW” SIGN, POND STREET, WARD 7.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of October 6, 1941, concerning the installation of a “Slow” sign at the entrance of Pond street at Pleasant street, Ward 7.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have the honor to acknowledge receipt of Council Order dated October 6, 1941, which reads as follows:

“Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a ‘Slow’ sign at the entrance to Pond street, at Pleasant street, Ward 7.”

I have issued orders to paint a “Slow” sign in Pond street, at Pleasant street.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

TRAFFIC SIGNS, BARTLETT STREET.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of October 6, 1941, concerning making Bartlett street one way, from Washington street to Dudley street, and also to erect “Stop” signs on Lambert avenue, at the corner of Bartlett street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 16, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council Order dated October 6, 1941, which reads as follows:

“Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make Bartlett street one way, from Washington street to Dudley street; and be it further

“Ordered, That ‘Stop’ signs be erected on Lambert avenue, at the corner of Bartlett street.”

A survey will be made of Bartlett street to determine whether or not it is practicable to make Bartlett street one way. It is the opinion of the engineers of this commission that the accident record of Bartlett street and Lambert avenue does not warrant the erection of “Stop” signs.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

SIDEWALKS, SARGENT STREET, WARD 13.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the installation of granolithic sidewalks on Sargent street, Ward 13, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.
Subject: Sargent Street, Ward 13.

I return herewith order in City Council that the Commissioner of Public Works install granolithic sidewalks on Sargent street, Ward 13, as a W. P. A. project, and this will advise you that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

REPAVING OF LENOX STREET, WARD 9.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works

relative to your order of September 29, 1941, concerning the repaving of Lenox street, Ward 9.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Lenox Street.

I return herewith order in City Council that the Commissioner of Public Works repave Lenox street, Ward 9, and this will advise you that, upon investigation, it is found that this street is in fairly good condition and in no immediate need of reconstruction at this time.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OPHIR STREET, WARD 11.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the resurfacing and constructing sidewalks upon Ophir street, Ward 11.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Ophir Street, Ward 11.

I return herewith order in City Council that the Commissioner of Public Works resurface and construct sidewalks on Ophir street, Ward 11, and this will advise you that this work will be given consideration for submission for approval as a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALK, 37 MATHER STREET, WARD 17.

The following was received:

October 17, 1941.
City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 29, 1941, concerning the construction of a sidewalk in front of 37 Mather street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: 37 Mather Street, Ward 17.

I return herewith order in City Council that the Commissioner of Public Works construct a sidewalk in front of No. 37 Mather street, Ward 17, and this will advise you that it is not the policy of the department to construct a sidewalk in front of any individual abutting owner but, if you desire it, I will have the street canvassed to ascertain whether or not the abutting owners are willing to

assume their proportionate share of the cost of the installation of artificial stone sidewalks.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, HOOPER STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 29, 1941, concerning the construction of sidewalks along both sides of Hooper street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Hooper Street, Ward 17.

I return herewith order in City Council that the Commissioner of Public Works construct sidewalks along both sides of Hooper street, Ward 17, and this will advise you that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING KANE STREET, WARD 15.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the resurfacing of Kane street, Ward 15, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Kane Street, Ward 15.

I return herewith order in City Council that the Commissioner of Public Works resurface Kane street, Ward 15, as a W. P. A. project.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALK, FREMONT STREET, MATTAPAN.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the construction of a sidewalk along that part of Fremont street, Mattapan, from Babson street to the property line of St. Angela's Church.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 17, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Fremont Street, Mattapan.

I return herewith order in City Council that the Commissioner of Public Works construct a sidewalk along that part of Fremont street, Mattapan, from Babson street to the property line of St. Angela's Church, and this will advise that the District 9 Paving Service foreman has been instructed to perform this work.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

CLEANING OF SEWERS, ALPHA ROAD, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, October 27, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 29, 1941, concerning the cleaning of sewers on Alpha road, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 16, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—Answering your request dated October 3, 1941, for report on City Council Order of September 29, 1941, "That the Commissioner of Public Works be requested, through his Honor the Mayor, to clean the sewers on Alpha road, Ward 17," you are advised that the catch-basins on this street were cleaned under date of October 14, 1941.

Very truly yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RELOCATION FIRE ALARM BOX 3343.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Fire Department relative to your order of September 22, 1941, concerning the advisability of relocating Fire Alarm Box 3343 at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with red lights or globes in Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Fire Department, October 6, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I am returning herewith to your Honor a City Council Order concerning the advisability of relocating Fire Alarm Box 3343 at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with a red light.

For your information I am enclosing herewith a copy of report received from Superintendent A. L. O'Banion of the Fire Alarm Division concerning Box 3343 and other fire alarm boxes in this section of Dorchester.

As stated in Superintendent O'Banion's report it would be possible, with the permission of the School Buildings Department,

to move Fire Alarm Box 12-3343 from the Champlain School and place it at the corner of Merlin and Athelwold streets.

I shall await further word from your Honor as to the wishes of the City Council in the matter.

I am attaching herewith a sketch showing the location of other fire alarm boxes in the vicinity of Box 3343.

Very truly yours,
WILLIAM ARTHUR REILLY,
Fire Commissioner.

City of Boston,
Fire Department, October 3, 1941.
From Superintendent, Fire Alarm Division.
To the Fire Commissioner.
Subject: City Council Order, September 22, 1941, Regarding the Advisability of Relocating Fire Alarm Box 3343.

The City Council Order of September 22, 1941, read as follows: ". . . to consider the advisability of relocating Fire Alarm Box 3343 at the corner of School and Harvard streets, Dorchester, or installing an additional fire alarm box in a more conspicuous place, to be equipped with red lights or globes in Ward 17."

In accordance with the above order, I inspected the section of the city around Box 3343, especially with regard to the location of Box 3343. The location of this box is given in the assignment cards as follows: 3343, School and Harvard streets (auxiliary), Oliver Wendell Holmes School.

This box is really at the intersection of School, Harvard and Thane streets. Harvard street at that point continues to the left at about an angle of 45°. and Box 3343 is located at the end of Harvard street, so that the box is visible down Harvard street for a distance of six or eight blocks. This Box 3343 was established August 22, 1905, or approximately thirty-five years ago, at this location. In my opinion this box is located in the very best place possible, visible in four directions,—directly across the street from the Oliver Wendell Holmes School as a master box with auxiliary stations in the school. This box is a lamp post type with a gas light and red globe.

As regards the installation of another fire alarm box in this section, I would point out that within a distance of about 1,000 to 1,200 feet of Box 3343, there are ten city fire alarm boxes, as follows:

- 3325, Harvard and Washington streets.
- 3326, Washington street and Harvard avenue.
- 3341, Norwell and Vassar streets.
- 3342, Elmont and Waterlow streets.
- 3344, Athelwold and Millet streets.
- 3345, Park and Spencer streets.
- 3346, Park and Washington streets.
- 3347, Washington, Bradley and Algonquin streets.

12-3343, Champlain School, Athelwold street.
13-3346, Florence Nightingale School, Park street.

Four of these ten boxes are equipped with either electric or gas light. I attach a sketch showing the streets of this section with the boxes located so that you can see that this area is fairly well protected,—better than many other sections of the city.

This order of the City Council refers specifically to Fire Alarm Box 3343, located at the corner of School and Harvard streets. I am wondering if the person who introduced this motion is confused regarding the box number and location, and possibly he had in mind Fire Alarm Box 12-3343. This box is located on the building of Champlain School, Athelwold street. There is a fence around the school, and at night this box is not accessible.

Although the N. F. P. A. rules state that a municipal street box shall not be used as a master box, an exception has been taken to this rule by the City of Boston in the case of public schools, and in many cases the street box located on the corner serves as the

master box for the school. Care has been taken in these cases to have the box within 100 to 200 feet of the school.

In the case of Box 12-3343, located on the Champlain School, it is possible that this box could be relocated on the corner of Merlin and Athelwold streets, about 100 to 150 feet from the school. No doubt the School Buildings Department would agree to this change. The cost of relocating this box would have to be borne by the Fire Department.

A. L. O'BANION, Superintendent.

(Attached was sketch referred to.)

Placed on file.

RESURFACING MARINE ROAD, WARD 7.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 15, 1941, concerning the resurfacing Marine road, Ward 7, and installing granolithic sidewalks thereon, as a W. P. A. project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 7, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Marine Road, Ward 7.

I return herewith order in City Council that the Commissioner of Public Works resurface Marine road, Ward 7, and install granolithic sidewalks thereon, as a W. P. A. project.

Upon investigation of this street we find that the roadway is in fairly good condition and in no immediate need of reconstruction at this time.

A project will be submitted for approval to the W. P. A. authorities for the installation of artificial stone sidewalks in the place of the present brick sidewalks.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, WRENTHAM STREET, WARD 16.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 29, 1941, concerning the replacement of the present granolithic sidewalks on Wrentham street, Ward 16.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 7, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Wrentham Street, Ward 16.

I return herewith order in City Council that the Commissioner of Public Works replace the present granolithic sidewalks on Wrentham street, Ward 16.

This will advise you that this work has been submitted for approval as a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

DUST NUISANCE, SAVIN HILL PLAY- GROUND.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of September 29, 1941, concerning the watering the Savin Hill Playground at least twice a week to prevent the dust from blowing into the homes of adjacent residents.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 7, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of October 3, with inclosure, order from the City Council that the Park Commission be requested to water the Savin Hill Playground at least twice a week to prevent the dust from blowing into the homes of adjacent residents.

You are respectfully informed that every consideration will be given to the request.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

EXCISE TAXES ON CARS OWNED BY SERVICE MEN.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Principal Assessor of the Board of Assessors relative to your order of September 29, 1941, concerning the requesting abatement of excise taxes on automobiles owned by men in the military or naval forces of the United States.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Assessing Department, October 9, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—Inasmuch as this Board's actions relevant to abatements are controlled by statute, the City Council Order of September 29, 1941, requesting abatement of excise taxes on automobiles owned by men in the military or naval forces of the United States, cannot be followed.

Very truly yours,
T. A. DOWD, Principal Assessor.

Placed on file.

EXTENSION OF TIME FOR FILING TAX ABATEMENT APPLICATIONS.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Principal Assessor of the Board of Assessors relative to your order of September 29, 1941, relative to extending the time allowed for filing applications for tax abatements to November 30, to allow ample time for property owners in Ward 13 and sections of Boston to file applications for abatement and receive proper consideration.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Assessing Department, October 8, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—In reference to the City Council Order of September 29 relative to extending the date for filing applications for abatement to November 30, I quote the following from chapter 59, section 59 of the General Laws:

"Section 59. A person aggrieved by the tax assessed upon him may . . . on or before October first of the year to which the tax relates, apply in writing to the assessors, on a form approved by the commissioner, for an abatement thereof . . ."

Yours truly,
T. A. Dowd, Principal Assessor.
Placed on file.

RIGHT OF APPEAL FROM RULING OF COMMISSIONER OF CORPORATIONS.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Corporation Counsel relative to your order of September 29, 1941, concerning the taking the necessary steps to induce the Committee on Rules of the Legislature to place before the Legislature a bill now pending, which bill if enacted into law will give the cities and towns and the taxpayers the right to appeal to the Appellate Tax Board when aggrieved by any ruling which the Commissioner of Corporations makes in listing manufacturing concerns.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, October 8, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I wish to acknowledge your letter of October 3, 1941, asking for consideration and report as to the below-quoted order of the City Council, passed September 29, 1941:

"Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to take the necessary steps to induce the Committee on Rules of the Legislature to place before the Legislature a bill now pending, which bill if enacted into law will give the cities and towns and the taxpayers the right to appeal to the Appellate Tax Board when aggrieved by any ruling which the Commissioner of Corporations makes in listing manufacturing concerns."

The order refers to "a bill now pending, which . . . will give the cities and towns and the taxpayers the right to appeal to the Appellate Tax Board when aggrieved by any ruling which the Commissioner of Corporations makes in listing manufacturing concerns."

I am not aware, on examination, that there is now pending any such bill as the order refers to.

The Commissioner of Corporations and Taxation, under the provisions of G. L. (Ter. Ed.), c. 58, s. 2, annually furnishes a classification of corporations to the local assessors which they are bound to follow in the assessment of machinery used in the conduct of the business. The provisions of the statute appear to be mandatory and in the event that a domestic manufacturing corporation is improperly listed or omitted from the commissioner's classification there is now no statutory remedy giving the Board jurisdiction. At the current sitting of the General Court, the Appellate Tax Board, in com-

pliance with G. L. (Ter. Ed.), c. 30, s. 33, recommended to the Legislature that corporations aggrieved by the commissioner's action be given a right of appeal to the Board. Such an appeal, the Board pointed out in its recommendation, would give to the Board an opportunity by appropriate order to avoid the possibility of improper double taxation. Attached to the Board's recommendation was a draft of legislation, given the number House No. 3, entitled "An Act Authorizing the Appellate Tax Board to Classify Certain Corporations in the List Furnished to Towns and Cities by the Commissioner of Corporations and Taxation."

The City of Boston took no position in opposition to this legislation. It was heard before the Committee on Taxation and, I understand, opposed by the commissioner. On March 24, 1941, the House voted "Next General Court" in regard to House No. 8 and on March 27, 1941, the Senate concurred.

In view of the foregoing, I do not believe it feasible at this sitting of the General Court to attempt to reintroduce the subject matter of House No. 3. A point of order would lie.

In view of the commissioner's attitude, it is extremely doubtful if at this late date in the session the reintroduction of the general subject matter would be effective.

The Council's Order refers to legislation which would give to *municipalities*, as well as to *taxpayers*, a right of appeal from the commissioner's classification. Such a right might be of value in occasional cases. On the whole, however, neither the Law Department nor members of the Board of Assessors feel that the matter is of such urgency as to warrant possible prejudice to other pending legislation by attempting to force this new matter out of the Committee on Rules. The session is almost at an end; the members are anxious to adjourn; there still remains a considerable grist of pending matters upon which the Legislature must act.

Yours very truly,
ROBERT CUTLER,
Corporation Counsel.

Placed on file.

ERECTION OF GOAL POSTS ON PLAY- GROUNDS.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of September 29, 1941, concerning the erection of goal posts on the football field at the Esplanade Playground, the North End Park, and the Randolph Street Playground.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston
Park Department, October 9, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of October 3, with order from the City Council to erect goal posts on different playgrounds.

Please be informed that the goal posts on the Charlesbank Playground, North End Park and Rotch Playground, Randolph street, have been in place for the last twenty days and were still in position on Tuesday, October 7. We have had considerable trouble on many of our playgrounds with the boys tearing down the goal posts, but so far we have not experienced this difficulty at these locations.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

SIDEWALKS, KITTREDGE STREET,
WARD 18.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 15, 1941, concerning the construction of sidewalks on Kittredge street, from Wellsmere road to Cornell street, Ward 18.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 9, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.

From George G. Hyland, Commissioner, Public Works Department.

Subject: Kittredge Street.

I return herewith order in City Council that the Commissioner of Public Works construct sidewalks on Kittredge street, from Wellsmere road to Cornell street, Ward 18.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

PLANTING OF TREES, WARD 20 STREETS.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of October 6, 1941, concerning the planting of maple trees on Cuthbert road and Cecelia road, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 14, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of October 9, with enclosure, order from the City Council to plant maple trees on Cuthbert road and Cecelia road, Ward 20.

Please be assured that an investigation will be made as to the possibilities of complying with this request.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

PLAY SPACE, WARD 20.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of October 6, 1941, concerning the planting of maple space for young children in the area bounded by Weld street, Church street, Veterans of Foreign Wars Parkway and Russett road in Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, October 14, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Sir,—I have your memorandum of October 9, with enclosure, order from the City Council to establish a play space for

young children in the area bounded by Weld street, Church street, Veterans of Foreign Wars Parkway and Russett road.

Please be assured that an investigation will be made as to the possibilities of complying with this request.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

EXTENSION OF PARTICIPATION IN
FOOD STAMP PLAN.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Public Welfare Department relative to your order of September 29, 1941, concerning the conferring with the proper Federal Agency with a view to allowing widows, without dependent children, who receive aid from the Soldiers' Relief Department, to participate in the Food Stamp Plan.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Overseers of the Public Welfare,
October 15, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Attention of William T. Doyle.

Dear Sir,—This department has received your communication with enclosed copy of an order from the City Council, dated September 29, 1941, reading as follows:

"Ordered, That his Honor the Mayor be requested to confer with the proper Federal Agency with a view to allowing widows, without dependent children, who receive aid from the Soldiers' Relief Department, to participate in the Food Stamp Plan."

May I state that this matter has been under consideration by officials of the Surplus Marketing Administration for some time. It is my understanding that widows without dependent children, who are householders and who are recipients of Soldiers' Relief, will be permitted to participate in the Food Stamp Plan within a very short time.

Sincerely yours,
WILLIAM G. O'HARE, Secretary.

Placed on file.

HEALTH MENACE, TOKIO STREET,
WARD 18.

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Health Department relative to your order of September 29, 1941, concerning the manufacturing concerns on Tokio street, in the Mattapan section of Ward 18, for the purpose of eliminating the present health menace caused by these concerns.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Health Department, October 10, 1941.
To Hon. Maurice J. Tobin, Mayor of Boston.
From G. Lynde Gately, M. D., Commissioner,
Health Department.

Subject: Stedfast Rubber Company, Inc.,
34 Tokio Street, Mattapan.

Replying to an order of the City Council relative to an alleged nuisance caused by the operation of a plant operated by the above company at Tokio street, in the Mattapan section:

This factory, employing approximately 125 persons and at present filling defense orders,

has been under observation by the Health Department for a number of years.

At one time certain steps in the manufacturing process caused complaints of odors to be received by this department, but, at our suggestion, that part of the work was discontinued at Tokio street and carried on at another factory of the company at Easton, Massachusetts. Since the above change was made, although we have kept Tokio street plant under constant observation, no cause was found for action by the Health Department.

Since the receipt of the present order of the City Council we have made an intensive investigation both in and out of the plant of the Stedfast Rubber Company, and cannot see that any reason exists for complaint or action. We have, however, recommended one change in the operations where it was believed improvement might be made.

We will continue to keep in close touch with the situation and, if cause arises, take prompt action.

G. LYNDE GATELY, M. D.,
Health Commissioner.

Placed on file.

**"SLOW" SIGNS, CLAYTON AND PARK
STREETS, WARD 16.**

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the installation of "Slow" signs at the corner of Clayton and Park streets, Ward 16.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 17, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—I have the honor to acknowledge receipt of Council Order dated September 29, 1941, which reads as follows:

"Ordered that the Traffic Commissioner, through his Honor the Mayor, be instructed to install 'Slow' signs at the corner of Clayton and Park streets, Ward 16."

Clayton and Park streets form a "T" intersection. From observations made by the engineers of this commission we do not believe that "Slow" signs are necessary.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

**ONE-WAY TRAFFIC, KENBERMA ROAD,
WARD 17.**

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the making Kenberma road one way, from Washington street to Whitfield street, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 17, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council Order dated September 29, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make Kenberma road one way, from

Washington street to Whitfield street, Ward 17."

The true limits of Kenberma road are Washington street to Elwyn road. It is the opinion of our engineers that conditions do not warrant making Kenberma road one way.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

**"STOP" SIGNS, MOZART AND LAMARTINE
STREETS, WARD 10.**

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 22, 1941, concerning the erecting "Stop" signs at the intersection of Mozart and Lamartine streets, Ward 10.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, September 30, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council Order dated September 22, 1941, which reads as follows:

"Ordered, That the Traffic Commission be requested, through his Honor the Mayor, to erect 'Stop' signs at the intersection of Mozart and Lamartine streets, Ward 10."

I have issued orders to paint "Slow" signs in the roadway of Lamartine street, approaching Mozart street in Jamaica Plain.

Very truly yours,
WILLIAM P. HICKEY, Commissioner.
Placed on file.

**SURVEY OF PROPERTY OF DEFUNCT
FEDERAL NATIONAL BANK.**

The following was received:

City of Boston,
Office of the Mayor, October 18, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Principal Assessor of the Board of Assessors relative to your order of September 29, 1941, concerning the survey of all property held by the defunct Federal National Bank of Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Assessing Department, October 9, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—In reference to the City Council order under date of September 29, 1941, relative to a survey of all property held by the defunct Federal National Bank of Boston, this Board will compile this information and forward it to his Honor at the earliest possible date.

Yours truly,
T. A. DOWD, Principal Assessor.
Placed on file.

**ADDITIONAL COPIES OF "SPECIAL
STATUTES" FOR LAW DEPARTMENT.**

The following was received:

City of Boston,
Law Department, October 17, 1941.
To the Honorable the City Council.

Gentlemen,—By an order of your Honorable Body, passed August 18, 1937, and approved by the Mayor on October 20, 1937, the Superintendent of Printing was directed to deliver to the Corporation Counsel a limited number of copies of the book entitled "Special Statutes

Relating to the City of Boston" for distribution by the Corporation Counsel.

Thereafter, by a letter dated November 14, 1938, the then Corporation Counsel advised the City Council that distribution of the copies delivered to him had been made and submitted a detailed statement relating to such distribution. This distribution included the allocation of sixteen sets for use in the Law Department.

It has now developed that ten additional sets are required to meet the needs of this department. Accordingly I respectfully request that your Honorable Body authorize the delivery of this additional number of sets to this department.

I enclose a form of order which may be used under these circumstances.

Very truly yours,
ROBERT CUTLER,
Corporation Counsel.

Ordered, The Superintendent of Printing is hereby authorized and directed to deliver to the Corporation Counsel for Law Department use, ten sets of the book entitled "Special Statutes Relating to the City of Boston."
Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Laura F. Balcunas for compensation for injuries caused by an alleged defect at 65 Corning street.

Boston Cab Company for compensation for damage to car caused by employees of Public Works Department.

John M. Burke, to be reimbursed as result of accident which occurred while in performance of duty.

Marion A. Cahill, for compensation for injuries caused by an alleged defect at South Station.

Nonie E. Clifford, for compensation for damage to car caused by an alleged defect in Huntington avenue.

Mary E. Comev, for compensation for damage to property at 9 Hawes street, caused by roots of tree.

Commonwealth of Massachusetts, Metropolitan District Commission, for refund on tunnel tickets.

C. J. Dempsey, for compensation for damage to overcoat caused by an alleged defect in Boston Common.

Gina DiMascio, for compensation for damage to car by city car.

F. Ferri Company, for compensation for damage to property at 13-21 Ferry street, caused by overflow of sewerage.

Catherine E. Flaherty, for compensation for injuries caused by an alleged defect at 323 E street.

Michael J. Garrity, for compensation for injuries caused by an alleged defect in Washington street, while driving police car.

Ida General, for compensation for damage to property at 1302 Dorchester avenue, caused by leak in water main.

Dorothy B. Hines, for refund on excise tax. Rosario Iannello, for compensation for damage to property at 614 Blue Hill avenue, during street construction.

Thomas J. Kelly, to be reimbursed as result of accident which occurred while in performance of duty.

Albert Kendall, for compensation for damage to car caused by an alleged defect in Warren Bridge.

H. A. Kievenaar, for compensation for damage to property at 37 Crehore road, West Roxbury, during street construction.

George E. Kippen, for compensation for damage to property at 59 Walnut street, caused by leak in water main.

Cora V. MacKenon, to be paid for burial expenses.

Grace M. McClafferty, for compensation for injuries caused by an alleged defect in Horace Mann School.

Joseph B. McGovern, for compensation for damage to car caused by an alleged defect at Paul Gore street and Chestnut avenue.

John R. McKenzie, for compensation for damage to car caused by an alleged defect at Bradwood street, Roslindale.

Maud F. Myers, for compensation for injuries caused by an alleged defect at 46 Winchester street.

George J. Mitsiouis, to be reimbursed as result of accident which occurred while in performance of duty.

Theodore P. Nelson, for compensation for damage to car caused by an alleged defect at Hampden street, Roxbury.

John F. Noble, for compensation for damage to car caused by an alleged defect at 940 Washington street.

Jennie Saphirstein, for refund on awning and sign permits.

Mary A. Shanley, for compensation for injuries caused by an alleged defect at 159 Arlington street.

Kathleen and Philip Stone, for compensation for damage to property at 155 Lasell street, during sidewalk construction.

Margaret R. Sullivan, for compensation for injuries caused by an alleged defect at 59 Beech street.

George F. Sweenev, to be reimbursed for accident which occurred while in performance of duty.

Venice Laundry and Dry Cleaning Company, Inc., of Somerville, for compensation for damage to truck by city truck.

Samuel Wasserman, for compensation for damage to property at 529 Washington street, Brighton, caused by employees of Public Works Department.

Dorothy S. Wheeler, for compensation for injuries and damage to clothing caused by an alleged defect in Hawley street.

K. V. Wolsey Company, for rebate on building permits.

William J. Doherty, to be reimbursed for execution issued against him on account of his acts as employee of Traffic Department.

George A. Russell, for rebate on variety store license.

Committee on Licenses.

Petition of Boston Elevated Railway for license to operate motor vehicles between junction of Beech and Kittredge streets and Sacred Heart Church on Cummins Highway at Brown avenue, over Kittredge street, Metropolitan avenue, Washington street and Cummins Highway, and between junction of Walter and Mendum streets and Sacred Heart Church on Cummins Highway at Brown avenue, over Walter street, South street, Robert street, Belgrade avenue, Walworth street, Durnell avenue, Washington street and Cummins Highway.

Petition of Boston Elevated Railway for license to operate motor vehicles between Boston-Brookline line on Chestnut Hill avenue and Cleveland Circle, over Chestnut Hill avenue and Cleveland Circle.

Petitions for driveway openings, viz.:

Trustees, Estate Eben D. Jordan, 481 Atlantic avenue, Ward 3.

Trustees, Estate Eben D. Jordan, 47-53 Broad street, Ward 3.

Boston Chamber of Commerce Realty Trust, 169 and 181 Congress street, Ward 3.

John Hunkins, 427 Washington street, Brighton.

Gulf Oil Corporation, at 219 Old Colony avenue.

Socony Vacuum Oil Company, at 783 Massachusetts avenue.

Socony Vacuum Oil Company, at 963 and 970 Washington street.

Permit for Children.

The petition of Julia Lubit for children under fifteen years of age to appear at John Hancock Hall November 2 was received and granted, under usual conditions.

MINORS' LICENSES.

Petitions for minors' licenses were received from four newsboys and one bootblack. Permits granted, under the usual conditions.

APPROVAL OF RENEWAL OF TAX TITLE LOAN.

Notice was received from the Emergency Finance Board of vote passed October 24, 1941, approving renewal of so much of \$2,000,000 Tax Title Loan, originally approved October 25, 1939, as is outstanding on November 6, 1941, rate of interest on renewal notes to be 1 per cent. payable at maturity.

Placed on file.

APPOINTMENT OF SECRETARY, CITY PLANNING BOARD.

Notice was received from the City Planning Board of election of Miss Mary T. Downey as secretary of the Board.

Placed on file.

NOTICE OF INTEREST IN CONTRACT.

Notice was received from William Stanley Parker, Chairman of City Planning Board, that he had been engaged in association with Sturgis Associates, Inc., as architect for gymnasium building in South Boston.

Placed on file.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works together with order assessing half cost of sidewalk construction to owners of record of estates bordering thereon, viz.:

High street, Ward 15, half cost, \$848.50.

The order was passed under suspension of the rule.

NAMING OF "JAMES AND MARGARET M. TOBIN PLAY AND REST SPACE."

Coun. SHATTUCK offered the following:

Ordered, That his Honor the Mayor be requested to name the play and rest space now under course of construction at the corner of Albion and Lucas streets the "James and Margaret M. Tobin Play and Rest Space."

Coun. SHATTUCK—Mr. President, when the play and rest space at the corner of Albion and Lucas streets was authorized and I undertook to provide the funds for improving it, the very kind suggestion was made that it bear my name. At my request no action was taken on that suggestion, but in making the request I expressed the hope that I might be permitted to suggest a name at a later time. I now suggest—and if I may be permitted the liberty I request—that this play and rest space be named for the late James and Margaret M. Tobin, the honored parents of our Mayor, Maurice J. Tobin. It was not my privilege to be acquainted with Mr. and Mrs. James Tobin, but I have known their son Maurice since we first served together in the State House of Representatives in 1927, and through my acquaintance with him I know of the fine heritage they gave him. In honoring them I wish also to honor him. It was our Mayor, the son of James and Margaret Tobin, who inaugurated the plan of establishing a comprehensive system of neighborhood

play and rest spaces in the congested living quarters of our city. He did me the honor of placing me on the committee to recommend sites for the construction of such spaces from the income of the George Robert White Fund. For some time there was doubt whether the will would permit expenditures for this purpose. The question was taken into court by Mr. Cutler, the Corporation Counsel of the city. I felt confident of the result, but fearing that a decision might be delayed, and believing that an example of what could be accomplished might be helpful, I offered to undertake the Albion street work myself. Fortunately, however, a favorable decision was obtained promptly, and now four White Fund projects are under construction, and I feel sure that they will prove such a success that more will follow. In addition, through His Eminence Cardinal O'Connell land has been given for two more projects, which are being constructed with city funds. These play and rest spaces will bring beauty, recreation, and a restful retreat to many districts in which these amenities of life have been sadly lacking. They represent a novel and I believe unprecedented forward step in civic improvement. All honor to Mayor Tobin, who conceived the plan; and all honor to his parents, the late James and Margaret M. Tobin, whose teaching and example have guided him through life.

The order was passed under suspension of the rule.

RECESS.

At 2.50 p. m. by direction of Chairman WARD, the Council went into executive session. The members reassembled and were called to order at 3.16 p. m. by Chairman WARD.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred July 21) and message of Mayor (referred today) for transfer to Commonwealth, in connection with taking over of East Boston Airport, of city's rights in Governor's Island, Apple Island and flats, and portion of flats adjacent to World War Memorial Park—recommending that preamble to order should be amended by inserting the chapter number, viz.: "695," and the date of approval, viz.: "October 24, 1941," and as so amended the order ought to pass.

The report was accepted. The preamble was amended as recommended by the committee, and the order as so amended was given its first reading and passage, yeas 19, nays 0.

2. Report on message of Mayor and order (referred today) that \$20,000 be transferred from Parkman Fund for Maintenance and Improvement of Common and Parks in Existence January 12, 1887,—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

3. Report on message of Mayor and order (referred today) for sale of land in Brighton to Faneuil Congregational Church—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

4. Report on message of Mayor and order transferring \$10,000 from Boston Port Authority to Contingent Fund—that same ought to pass.

Report accepted; order passed, yeas 17, nays 0.

5. Report on message of Mayor and order (referred today) transferring land at 134 Thornton street, Roxbury, to Park Department for playground purposes—that same ought to pass.

Report accepted; said order passed.

6. Report on order (referred today) that Superintendent of Printing be authorized to deliver to Corporation Counsel ten sets of books entitled "Special Statutes Relating to the City of Boston"—that same ought to pass.
Report accepted; said order passed.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending payment of aid to soldiers and sailors and their families in City of Boston for month of October.

Report accepted; said order passed under suspension of the rule.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the committee on Claims, submitted the following:

Report on petitions of Edmund L. Godvin (referred October 6), to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Sewer Division, Public Works Department—recommending passage of accompanying orders:

Ordered, That the sum of twenty-five dollars be allowed and paid to Edmund L. Godvin in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Ordered, That the sum of two hundred and seventy-five dollars (\$275) be allowed and paid to Edmund L. Godvin in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Reports accepted; said orders passed.

REPORT OF COMMITTEE ON LICENSES.

Coun. RUSSO, for the Committee on Licenses, submitted report, recommending granting of petitions for driveway openings, viz.:

Trustees, Estate Eben D. Jordan (referred today) 481 Atlantic avenue, Ward 3.

Trustees, Estate Eben D. Jordan (referred today), 47-53 Broad street, Ward 3.

Boston Chamber of Commerce Realty Trust (referred today) 169 and 181 Congress street, Ward 3.

John Hunkins (referred today), 427 Washington street, Brighton.

The Texas Company (referred May 26) at 244 Hancock street.

Report accepted; said permits granted under usual conditions.

ADDITIONAL SERVICE TO ARMY BASE.

Coun. RUSSO and SCANNELL offered the following:

Ordered, That the trustees of the Boston Elevated be requested, through his Honor the Mayor, to arrange for additional service in the early morning hours on the lines running to the Army Base.

Passed under suspension of the rule.

SIDEWALKS, PARKER HILL AVENUE.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install artificial stone sidewalks on Parker Hill avenue, Ward 10, as a W. P. A. project.

Passed under suspension of the rule.

RECONSIDERATION OF ANDREW SQUARE BRANCH LIBRARY TRANSFER.

Coun. LINEHAN offered the following:

Ordered, That the trustees of the Boston Public Library be requested, through his Honor the Mayor, to reconsider the proposed transfer of the Andrew square branch library to the end that it may be allowed to remain in its present location.

Passed under suspension of the rule.

RECONSTRUCTION OF BUTTONWOOD STREET.

Coun. LINEHAN offered the following:

Ordered That the Public Works Commissioner be requested, through his Honor the Mayor, to reconstruct Buttonwood street, Ward 7, between Locust and Mt. Vernon streets, as a W. P. A. project, and be it further

Ordered That the Public Works Commissioner be requested, through his Honor the Mayor, to install sidewalks on this same street as a W. P. A. project.

Passed under suspension of the rule.

SIDEWALKS, CLAPP AND LOCUST STREETS.

Coun. LINEHAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install black sidewalks on Clapp and Locust streets.

Passed under suspension of the rule.

ABOLITION OF COURTHOUSE COMMISSION.

Coun. RUSSO, for Coun. Coffey, offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to prepare legislation, to be presented to the next Legislature, for the abolition of the Courthouse Commission.

Passed under suspension of the rule.

SKATING, EVERETT STREET PLAYGROUND.

Coun. HURLEY, for Coun. Fish, offered the following:

Ordered, That the Park Commissioner, through his Honor the Mayor, fill in with loam, and flood for skating, the playground for small children on Everett street, in the Harrison square section of Ward 16, Dorchester.

Passed under suspension of the rule.

ACCEPTANCE OF CARLOTTA STREET, WARD 16.

Coun. HURLEY, for Coun. Fish, offered the following:

Ordered, That the Board of Street Commissioners, through his Honor the Mayor, accept and lay out Carlotta street, Ward 16, as a public highway.

Passed under suspension of the rule.

WARD 19 IMPROVEMENTS.

Coun. LANGAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of the lighting conditions in the Boylston Station section of Ward 19, with view to installing additional lights.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install an additional light on Sycamore street, between Cummins Highway and Prospect street.

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 19: Brookdale street and Ridge street. Severally passed under a suspension of the rule.

PLAY AREA, GEORGE STREET SCHOOL,
WARD 8.

Coun. HURLEY offered the following:
Ordered, That the Boston School Committee be requested, through his Honor the Mayor, to transfer title of the property formerly the site of the George Street School in Ward 8 to the Park Department for the purpose of constructing a play area for the children of the district.

Passed under suspension of the rule.

EXTENSION OF W. P. A. PROJECTS FOR
MIDDLE-AGED WOMEN.

Coun. GALVIN and HURLEY offered the following:

Whereas, Single and widowed women of middle age are subjected to severe hardship through lack of gainful employment, and

Whereas, The only recourse of some of these women is to receive a small amount of welfare aid, and

Whereas, The curtailment and discontinuance of W. P. A. projects formerly employing these women has inflicted increased anxiety and suffering, therefore, be it

Resolved, That the members of the Boston City Council hereby petition the members of the Massachusetts Delegation in Congress, to appeal to the authorities of W. P. A. for the extension of present projects employing women of these ages, and the establishment of new projects which will employ large numbers of elderly women who are physically fit and eager to be placed in gainful employment.

Passed under suspension of the rule.

CHANGE OF CAR STOP, COMMONWEALTH
AVENUE.

Coun. HURLEY, for Coun. Ward, offered the following:

Ordered, That the trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to change the in-bound stop at the corner of Mt. Hood road and Commonwealth avenue to Cummings road and Commonwealth avenue, where there is a shelter.

Passed under suspension of the rule.

SIDEWALKS, STURBRIDGE STREET,
WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install artificial stone sidewalks on both sides of Sturbridge street, Ward 17, as a W. P. A. project.

Passed under suspension of the rule.

SIDEWALKS, RUGGLES PLACE,
WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install artificial stone sidewalks on Ruggles place, Ward 17, as a W. P. A. project.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 16.

Coun. WICKES, for Coun. Fish, offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Everett street (both sides), from Park street to Mill street, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 18.

Coun. GOODE offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Osceola street (both sides), from River street to Neponset River Reservation, Ward 18, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

ACCEPTANCE OF FARRAR AVENUE.

Coun. GOODE offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out as a public highway, Farrar avenue, in the Hyde Park section of Ward 18.

Passed under suspension of the rule.

TRAFFIC SURVEY OF READVILLE.

Coun. GOODE offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make a survey of the Readville section of Ward 18 for the purpose of installing traffic signal lights at the intersection of Sprague street, Readville street and West Milton street, and "Slow" signs at the Readville Station Bridge. Also, proper street markings on Hyde Park avenue, Readville.

Passed under suspension of the rule.

RESURFACING OF ALMONT STREET,
WARD 18.

Coun. GOODE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface with smooth pavement and install granolithic sidewalks on Almont street, Ward 18, from Blue Hill avenue to Walk Hill street.

Passed under suspension of the rule.

RECONSTRUCTION OF WARD 15
STREETS.

Coun. KELLY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to reconstruct the following streets in Ward 15; Duncan street and Granger street.

Passed under suspension of the rule.

RESURFACING OF WARD 13 STREETS.

Coun. HUTCHINSON offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 13: Woodford street, Dewey street and Brookford street.

Passed under suspension of the rule.

ELEVATED SERVICE, GENEVA AVENUE, DORCHESTER.

Coun. GOTTLIEB offered the following:

Ordered, That the Trustees of the Boston Elevated Railway be requested, through his Honor the Mayor, to establish full time service on the Geneva avenue line in the Dorchester district of Boston.

Passed under suspension of the rule.

HONORING OF MEMORY OF LOUIS D. BRANDEIS.

Coun. GOTTLIEB and TAYLOR offered the following:

Ordered, That the Board of Street Commissioners, through his Honor the Mayor, be requested to again consider the advisability of changing the name of Blue Hill avenue to Louis D. Brandeis Boulevard in honor of his memory.

Ordered, That the School Committee, through his Honor the Mayor, consider the advisability of naming a Boston school Louis D. Brandeis in honor of his memory.

Severally passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

Chairman WARD called up, under unfinished business, Nos. 1 and 2 on the calendar, viz.:

1. Action on appointment submitted by the Mayor October 6, 1941, of Thomas J. Louder, to be a Constable with authority to serve civil process upon filing bond.

2. Action on appointment submitted by the Mayor October 6, 1941, of William L. Harlow, Charles Sacks, Charles H. Wilder, to be Weighers of Coal; and William L. Harlow, Robert A. Bruce, Walter Henderson, to be Weighers of Goods.

The question came on confirmation. Committee, Coun. Lyons and Fish. Whole num-

ber of ballots 12; yeas 12, and the appointments were confirmed.

ACCEPTANCE OF WARD 20 STREETS.

Coun. LYONS offered the following:

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out the following streets in Ward 20 as public highways, under the W. P. A. plan of construction: Cuthbert road and Cecelia road.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Symmes street, from Fairview street to Walter street, Ward 20, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk along Russett road, from Esther road to 461 feet northerly, Ward 20, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Severally passed under suspension of the rule.

THE NEXT MEETING.

On motion of Coun. ENGLERT, it was voted that when the Council adjourn it be to meet on Monday, November 10, 1941, at 2 p. m.

RESURFACING OF CHAMBLET STREET.

Coun. HUTCHINSON offered the following:

Ordered: That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Chamblet street, Ward 13, as a W. P. A. project.

Passed under a suspension of the rule.

Adjourned at 3.47 p. m., to meet on Monday, November 10, 1941, at two o'clock p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, November 10, 1941.

Regular meeting of the City Council held in the Council Chamber, City Hall, at 2 p. m., Coun. SHATTUCK presiding in the absence of President Galvin. Absent, Coun. Englert, Galvin, Langan and Russo.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn under the law, Coun. TAYLOR presiding at the box in the absence of the Mayor, as follows:

One hundred three traverse jurors, Superior Criminal Court, to appear December 1, 1941:

Louis Albanese, Ward 1; Michael J. Brothers, Ward 1; John F. Curtis, Ward 1; James J. Dalton, Ward 1; Patrick Giovino, Ward 1; Edward B. Goldenberg, Ward 1; John Laconia, Ward 1; Alfred Storlazzi, Ward 1; John Sullivan, Ward 1; Samuel Susan, Ward 1; Frederick Wiseman, Ward 1; Thomas Calhoun, Ward 2; Hugh S. Logue, Ward 2; William H. McNamara, Ward 2; William E. Norton, Ward 2; Michael Whootey, Ward 2; Nicholas Maloof, Ward 3; Francis A. Glavin, Ward 4; John H. Hoffman, Ward 4; James E. McKay, Ward 5; Wilson Olney, Ward 5; Morris J. Rabinovitz, Ward 5; Samuel Rosenberg, Ward 5; Earle H. Whitehouse, Ward 5; Michael E. Fitzpatrick, Ward 6; John Gallagher, Ward 6; Edward B. Geissler, Ward 6; George L. Schmidt, Ward 6; Leo Dresselaers, Ward 7; Joseph M. Gaffney, Ward 7; Martin Joyce, Ward 7; Joseph F. Milliard, Ward 7; William R. Schmidt, Ward 7; Thomas W. Gill, Ward 8; William Matthews, Ward 8; Robert A. Woodson, Ward 9; Joseph E. Burke, Ward 10; John J. O'Sullivan, Ward 10; Charles Cavalierie, Ward 11; Albert B. Clark, Ward 11; Philip J. Cronin, Ward 11; Timothy J. Foley, Ward 11; Albert Hall, Ward 11; Clayton C. Hutchinson, Ward 11; Walter H. Eaton, Ward 12; Henry D. Lovell, Ward 12; Thomas Mulcahy, Ward 12; Butler C. Breed, Ward 13; William S. Cochrane, Ward 13; Patrick Hemon, Ward 13; Coleman Lee, Ward 13; David G. Ross, Ward 13; Charles M. Walsh, Ward 13; Louis L. Bennett, Ward 14; Carlton J. Copeland, Ward 14; Jacob Fagelman, Ward 14; Harry J. Gropper, Ward 14; Samuel Kravath, Ward 14; Morris L. Levy, Ward 14; William H. Murphy, Ward 14; Herbert B. Pierce, Ward 14; Charles E. Flynn, Ward 15; Ralph D. Morris, Ward 15; Lawrence T. Prior, Ward 15; Carlton S. Black, Ward 16; Paul H. Dyer, Ward 16; William H. Richards, Ward 16; David Barkin, Ward 17; John W. Fandrey, Ward 17; John L. Powers, Ward 17; Jeremiah F. Calden, Ward 18; Robert L. Cass, Ward 18; Raymond J. Collins, Ward 18; James Daly, Ward 18; Walter J. Faunce, Ward 18; Philip M. Foley, Ward 18; Robert M. Hickey, Ward 18; William Locke, Ward 18; Albert D. Pierce, Ward 18; Albert Spoon, Ward 18; Leonard A. Corbett, Ward 19; Thomas A. Ryan, Ward 19; Robert L. Stevens, Ward 19; Warren B. Tracy, Ward 19; Douglas T. Atkinson, Ward 20; David J. Brickley, Ward 20; Thomas F. Connolly, Ward 20; Raymond R. Cushing, Ward 20; John J. Furze, Ward 20; Vincent F. McNeill, Ward 20; Harold M. Rand, Ward 20; Alfred A. Burns, Ward 21; Richard B. Dickinson, Ward 21; Isreal Horvitz, Ward 21; William W. Howe, Ward 21; Roy L. Kilner, Ward 21; Maurice Rosenfeld, Ward 21; William J. Watts, Ward 21; William R. Barton, Ward 22; Robert E. Jameson, Ward 22; Arthur Jeon, Ward 22; Walfrid J. Noppa, Ward 22; Richard Weiler, Ward 22.

One hundred twenty-three traverse jurors, Superior Civil Court, to appear December 1, 1941:

Joseph J. Cannon, Ward 1; Nicholas Carlo, Ward 1; Joseph A. McDonald, Jr., Ward 1; William C. Mirabello, Ward 1; Albert Sacco, Ward 1; Edward Steph, Jr., Ward 1; William L. Sullivan, Ward 1; Charles Tarbi, Ward 1; Joseph Tontodonato, Ward 1; Harry J. Johnson, Ward 2;

Charles W. McMinn, Jr., Ward 2; Arthur J. Russell, Ward 2; Samuel Bloom, Ward 3; Anthony A. Burzillo, Ward 3; Louis R. Cohen, Ward 3; William H. Connor, Ward 3; Benjamin Misner, Ward 3; John Romano, Ward 3; Clarke A. Walling, Ward 3; William G. Furlong, Ward 4; Thomas P. Joy, Ward 4; John M. O'Connor, Ward 4; Frederick W. Russell, Ward 4; Frank R. Davis, Ward 5; John F. Eaton, Ward 5; Lewis B. Gately, Ward 5; Edward R. Gray, Ward 5; Elmer W. Greene, Jr., Ward 5; Knud N. Knudsen, Ward 5; George S. Reed, Ward 5; William H. Reid, Ward 5; Francis P. Adley, Ward 6; George H. DeKaraski, Ward 6; John Goff, Jr., Ward 6; John G. Meissner, Ward 6; Ernest F. Coleman, Ward 7; Francis J. Fowler, Ward 7; Thomas P. Kennedy, Ward 7; George H. McGowan, Ward 7; Charles J. Norkytis, Ward 7; Thomas J. Crockan, Ward 8; John A. Ferrera, Ward 8; Edward C. Fitzpatrick, Ward 8; Norman Kramer, Ward 8; Frank E. Ward, Ward 8; Fred C. Aborjaily, Ward 9; Frank V. P. Greene, Ward 9; William J. Dougherty, Ward 10; John T. Molloy, Ward 10; Thomas J. Underwood, Ward 10; John J. Conway, Ward 11; Carl G. Egersheim, Ward 11; Thomas J. Hilland, Ward 11; William F. Anderson, Ward 12; Harvey Berry, Ward 12; Hyman Cooper, Ward 12; William F. Cullen, Ward 12; Albert S. Fine, Ward 12; Edgar B. Howard, Ward 12; Arnold Kummings, Ward 12; Louis G. Levine, Ward 12; Charles T. Mains, Ward 12; Gershon M. Shone, Ward 12; William Alpheus Adams, Ward 13; James C. Hamilton, Ward 13; James Leo Hasse, Ward 13; Michael J. McGrath, Ward 13; Thomas Oliver, Ward 13; Maynard P. Pratt, Ward 13; Joseph Yanusas, Ward 13; Hyman Fox, Ward 14; Joseph F. Higgins, Ward 14; Julius Knopping, Ward 14; Irving E. Mishara, Ward 14; Saul Rapkin, Ward 14; Charles B. Scanlon, Ward 14; Edward D. Wilson, Ward 14; Frank T. Corkery, Ward 15; Ernest J. Ellgner, Ward 15; Frederick P. Kingsley, Ward 15; Richard H. Little, Ward 15; John J. Mahony, Ward 15; George M. Morris, Ward 15; Arthur S. Wall, Ward 15; Bartholomew J. Buckley, Ward 16; Thomas J. Ledwith, Ward 16; Edward F. Loonie, Ward 16; Leo P. Lydon, Ward 16; Henry M. McIver, Ward 16; James W. Morgan, Ward 16; John J. Ney, Ward 16; George Y. Bery, Jr., Ward 17; James McKeon, Ward 17; James M. Pirie, Ward 17; Russell J. Sullivan, Ward 17; Daniel G. Bamberg, Ward 18; Arthur R. Campbell, Ward 18; Joseph B. Corey, Ward 18; Milton W. Davis, Ward 18; Julius Foss, Ward 18; Thomas R. Mahony, Ward 18; Charles D. Osborne, Ward 18; Victor Stone, Ward 18; Arthur C. Taber, Ward 18; George E. Taylor, Ward 18; William F. Tilley, Ward 18; Maurice R. Callahan, Ward 19; Charles H. Gorman, Ward 19; Reginald George Hewitt, Ward 19; Frederick J. Morlock, Ward 19; William A. Riley, Ward 19; Walter C. Dailey, Ward 20; John B. Donohoe, Ward 20; John J. Faherty, Ward 20; Frank E. Fisher, Ward 20; Arthur J. Leary, Ward 20; Peter J. Stapleton, Ward 20; Max M. Butter, Ward 21; John Carlson, Ward 21; Louis A. Fisher, Ward 21; Theodore L. Tasker, Ward 21; Charles H. Hamilton, Ward 22; John J. McCabe, Ward 22.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weighter of Goods: Israel Sternberg, 15 Maple street, Roxbury, Mass.

Weighters of Coal: Raymond Harvie, 24 Tyler street, Norfolk Downs, Mass.; Samuel A. Myers, 493 Pleasant street, Watertown, Mass.; Robert Calder, 70 Cottage Park road, Winthrop, Mass.

Laid over a week under the law.

RESURFACING WARD 13 STREETS.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the resurfacing of the following streets in Ward 13: Woodford street, Dewey street, Brookford street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.
Subject: Woodford Street, Dewey Street, Brook-
ford Street.

I return herewith order in City Council that the
Commissioner of Public Works resurface the above-
named streets in Ward 13.

This will advise you that this work will be given
consideration for submission for approval on a
W. P. A. Project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF WARD 15 STREETS.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communica-
tion from the Commissioner of Public Works
relative to your order of October 27, 1941, concern-
ing the reconstruction of the following streets
in Ward 15: Duncan street, Granger street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.

Subject: Duncan Street, Granger Street.

I return herewith order in City Council that
the Commissioner of Public Works reconstruct
the above-named streets in Ward 15.

This will advise you that this work will be
given consideration for submission for approval
on a W. P. A. Project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, STURBRIDGE STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communica-
tion from the Commissioner of Public Works
relative to your order of October 27, 1941, concern-
ing the installation of artificial sidewalks on
both sides of Sturbridge street, Ward 17, as a
W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.

Subject: Sturbridge Street, Ward 17.

I return herewith order in City Council that
the Commissioner of Public Works install artificial
stone sidewalks on both sides of Sturbridge street,
Ward 17, as a W. P. A. Project.

I will have this street canvassed in order to
determine the number of abutments on this street
who are willing to pay their proportionate share of
the cost of this work.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, RUGGLES PLACE, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communica-
tion from the Commissioner of Public Works rela-
tive to your order of October 27, 1941, concerning

the installation of artificial stone sidewalks on
Ruggles place, Ward 17, as a W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.

Subject: Ruggles Place.

I return herewith order in City Council that the
Commissioner of Public Works install artificial
stone sidewalks on Ruggles place, Ward 17, as a
W. P. A. Project.

This street is a private way and will have to be
accepted by the Board of Street Commissioners,
Room 401, City Hall Annex, Boston, before any
work can be done therein by the Highway Division
of the Public Works Department.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, PARKER HILL AVENUE, WARD 10.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communica-
tion from the Commissioner of Public Works relative to
your order of October 27, 1941, concerning the in-
stallation of artificial stone sidewalks on Parker
Hill avenue, Ward 10, as a W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 4, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.

Subject: Parker Hill Avenue, Ward 10.

I return herewith order in City Council that
the Commissioner of Public Works install artificial
stone sidewalks on Parker Hill avenue, Ward 10,
as a W. P. A. Project.

A project will be submitted for the replacing
of the existing broken artificial stone sidewalks and
the substitution of artificial stone sidewalks in the
place of the brick sidewalks, and a canvass of the
abutting owners will be made where gravel side-
walks now exist in order to determine whether or
not the owners are willing to assume their propor-
tionate share of the cost of the installation of these
sidewalks.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF CERTAIN STREETS, WARD 19.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communica-
tion from the Commissioner of Public Works rela-
tive to your order of October 27, 1941, concerning
the reconstruction of the following streets in
Ward 19: Brookdale street, Ridge street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 31, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public
Works Department.

Subject: Brookdale Street, Ridge Street.

I return herewith order in City Council that
the Commissioner of Public Works reconstruct the
above-named streets in Ward 19.

This will advise you that the above-named
streets will be given consideration for submission
for approval on a W. P. A. Project during the
coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**RESURFACING OF CHAMBLET STREET,
WARD 13.**

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the resurfacing of Chamblet street, Ward 13, as a W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 4, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Chamblet Street, Ward 13.

I return herewith order in City Council that the Commissioner of Public Works resurface the above-named street, Ward 13, as a W. P. A. Project.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. Project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**SIDEWALKS, CLAPP AND LOCUST
STREETS.**

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the installation of black sidewalks on Clapp street and Locust street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 4, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Clapp and Locust Streets.

I return herewith order in City Council that the Commissioner of Public Works install black sidewalks on Clapp and Locust streets.

Relative to the installation of sidewalks on Locust street please be advised that the portion of this street that consisted of gravel sidewalks has had bituminous concrete sidewalks installed thereon by the District Paving Yard forces.

The installation of bituminous concrete sidewalks on Clapp street is now under way by the District Paving Yard forces and work will be completed shortly.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, BUTTONWOOD STREET.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the installation of sidewalks on Buttonwood street, as a W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Buttonwood Street.

I return herewith order in City Council that the Commissioner of Public Works install sidewalks on Buttonwood street, as a W. P. A. Project.

This work has been submitted for approval on a W. P. A. Project and it is expected that official approval will be along within a very short time, after which the replacing of brick with artificial stone sidewalks will proceed.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

**RECONSTRUCTION OF BUTTONWOOD
STREET WARD 7.**

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the reconstruction of Buttonwood street, Ward 7, between Locust and Mt. Vernon streets, as a W. P. A. Project.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 3, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Buttonwood Street, Ward 7.

I return herewith order in City Council that the Commissioner of Public Works reconstruct Buttonwood street, Ward 7, between Locust and Mt. Vernon streets, as a W. P. A. Project.

Please be advised that this work will be considered for submission for approval on a W. P. A. Project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LIGHTING SURVEY, READVILLE.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of October 27, 1941, concerning the making a survey of the Readville section of Ward 18 for the purpose of installing traffic signal lights at the intersection of Sprague street, Readville street and West Milton street, and "slow" signs at the Readville Station Bridge, also proper street markings on Hyde Park avenue, Readville.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, November 4, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated October 27, 1941, which reads as follows:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to make a survey of the Readville section of Ward 18 for the purpose of installing traffic signal lights at the intersection of Sprague street, Readville street and West Milton street, and "slow" signs at the Readville Station Bridge, also proper street markings on Hyde Park avenue, Readville."

A survey has recently been made in the Readville section of Hyde Park in the vicinity of Sprague street, Readville street and West Milton street.

The completion of a W. P. A. Project in building granite block walls on these streets has created a menace and set up an accident hazard by blocking the view of drivers in the approaches to various intersections. We have recently painted crosswalks and erected warning signs which we trust will be beneficial to this entire area.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

REOPENING OF TYLER STREET AND
ROXBURY CROSSING LIBRARIES.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Director of the Boston Public Library relative to your order of September 22, 1941, concerning the reopening of the Tyler Street Branch Library and the Roxbury Crossing Branch Library.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Library Department, October 20, 1941.
Mr. William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—To the trustees of the Public Library at their meeting on October 17, 1941, there was presented the order adopted by the City Council on September 22, 1941, for the reopening of the Tyler Street Branch Library and the Roxbury Crossing Branch Library.

The trustees gave careful consideration to the possibility of effecting such reopenings. They found to their regret that action is not possible along these lines inasmuch as there appears to have occurred no change in the conditions which led to the closing of these two branch libraries in the original instance.

Yours very sincerely,
MILTON E. LORD, Director.

Placed on file.

WATER PIPES NEAR 78 FULLER STREET,
WARD 17.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 6, 1941, concerning having the water pipes in the vicinity of 78 Fuller street, Ward 17, repaired.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 16, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle.—This is in reference to the following order that was passed in the City Council on October 6 of the current year:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to have the water pipes in the vicinity of 78 Fuller street, Ward 17, repaired."

Two separate surveys were made by members of this department on Fuller street, between Dorchester avenue and Washington street, a distance of approximately 1,800 feet, and they could find no surface indication of water leakage, and I can find no repairs necessary to be made to the water pipes in that street.

Visits were made to No. 78 and the woman on the premises stated that she had no complaint regarding defective pipes.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ARC LIGHT, ROBERT STREET AND
BELGRADE AVENUE, WARD 20

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the installation of an arc light at the junction of Robert Street and Belgrade avenue, Ward 20, for the convenience and safety of the Weld street bus patrons.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 28, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Light at the Junction of Robert Street and Belgrade Avenue.

I return herewith order in City Council that the Commissioner of Public Works install an arc light at the junction of Robert street and Belgrade avenue, Ward 20, for the convenience and safety of the Weld street bus patrons.

This will advise you that at the present time there is an island being constructed in the center of this intersection.

Upon this island we intend to install an electric arc light which will take care of this matter.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

N STREET, WARD 6.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 6, 1941, concerning the reconstruction of N street, Ward 6, with a concrete pavement and to install granolithic sidewalks thereon.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 27, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: N Street.

I return herewith order in City Council that the Commissioner of Public Works construct N street, Ward 6, with a concrete pavement and to install granolithic sidewalks thereon.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. Project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, FULLER STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 6, 1941, concerning repairs made on the sidewalk at 78 Fuller street, Ward 17, and also to have a survey made of sidewalks on the even numbered side of Fuller street, with a view to considering the advisability of making extensive repairs, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 25, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Fuller Street.

I return herewith order in City Council that the Commissioner of Public Works make repairs to the sidewalk at 78 Fuller street, Ward 17, and also to have a survey made of sidewalks on the even numbered side of Fuller street, with a view to considering the advisability of making extensive repairs.

This will advise you that the reconstruction of this street and the installation of artificial stone sidewalks will be given consideration for submission for approval on a W. P. A. Project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, SELDEN STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.
Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 6, 1941, concerning the advisability of constructing sidewalks on Selden street, at the rear of the Thompson School, Ward 17.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
October 27, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Selden Street.

I return herewith order in City Council that the Commissioner of Public Works consider the advisability of constructing sidewalks on Selden street, at the rear of the Thompson School, Ward 17.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. Project.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

TRANSFER WITHIN PUBLIC WELFARE DEPARTMENT.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—In order to continue the sewing project sponsored by the Public Welfare Department, and meet the city's obligations for participation with the Federal Government in the costs of its operation for the balance of the year, it is necessary to transfer the sum of \$67,000 from the F, Special Items, group of the budget of the Public Welfare Department to the Work Relief Program appropriation. There is forwarded herewith an order providing for this transfer, and I recommend its adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Welfare Department, Central Office, F, Special Items, \$67,000, to the appropriation for Work Relief Program, \$67,000.

Referred to Executive Committee.

LOANS AGAINST TAX TITLES.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—Under the provisions of chapter 49 of the Acts of 1933, as amended, municipalities are authorized to borrow from the Commonwealth against tax titles. In the case of Boston the proceeds of such loans must be utilized to meet notes issued in anticipation of revenue. On December 19 notes of this character totalling \$5,000,000 will come due. I am advised by the City Auditor that the total of tax titles in possession of the city warrants the borrowing at this time of \$1,500,000.

In view of this fact I submit herewith an order authorizing the borrowing of this amount and the application of the proceeds when received to assist in the financing of the temporary loan previously mentioned.

I respectfully recommend adoption of this order by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 49 of the Acts of 1933 as most recently amended by chapter 288 of the Acts of 1939 the City Treasurer be authorized to obtain the approval of the Emer-

gency Finance Board to the issuance of one million five hundred thousand dollars (\$1,500,000) in notes, bonds or certificates of indebtedness of the city, said notes, bonds or certificates to be sold at their face value to the Commonwealth and the proceeds be, and hereby are, appropriated for the purpose of meeting outstanding revenue loans.

Referred to Finance Committee.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$27,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, November 1, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$27,000 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	\$27,000
--	----------

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$27,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of.....	\$27,000
--	----------

Referred to Executive Committee.

TRANSFER TO CITY PLANNING BOARD.

The following was received:

City of Boston,
Office of the Mayor, November 10, 1941.
To the City Council.

Gentlemen,—The City Planning Board, through its chairman, William Stanley Parker, has requested that the sum of \$780 be transferred to the 1941 appropriation of this department in order that it may operate efficiently during the remainder of the current year.

In compliance with this request, I submit herewith an order transferring the sum of \$780 from the Reserve Fund to the City Planning Board appropriation, and recommend adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Reserve Fund, \$780, to the appropriation for City Planning Board, B, Contractual Services, \$725; D, Supplies, \$55.

Referred to Executive Committee.

TRANSFERS BETWEEN APPROPRIATIONS.

The following was received:

City of Boston,

Office of the Mayor, November 10, 1941.

To the City Council.

Gentlemen,—I am forwarding requests for transfers between appropriations, as listed below, and recommend adoption of the accompanying orders by your Honorable Body:

From the appropriation for Collecting Department, \$3,035; Long Island Hospital, \$150; Long Island Hospital, \$20; Lighting Service, \$10,000; Sewer Service, \$8,000, to the appropriation for Treasury Department, \$3,035; Steamer "O'Meara," \$150; Institutions Department, Central Office, \$20; Ferry Service, \$10,000; Sanitary Service, \$8,000.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Collecting Department, A, Personal Service, \$2,406.25; Collecting Department, Water Division, A, Personal Service, \$628.75, to the appropriation for Treasury Department, A, Personal Service, \$3,035.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Institutions Department, Long Island Hospital, C, Equipment, \$150, to the appropriation for Institutions Department, Steamer "O'Meara," C, Equipment, \$150.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Institutions Department, Long Island Hospital, C, Equipment, \$20, to the appropriation for Institutions Department, Central Office, C, Equipment, \$20.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Works Department, Lighting Service, B, Contractual Services, \$10,000, to the appropriation for Public Works Department, Ferry Service, B, Contractual Services, \$10,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Works Department, Sewer Service, A, Personal Service, \$8,000, to the appropriation for Public Works Department, Sanitary Service, A, Personal Service, \$8,000.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Marie Barrie, for compensation for injuries caused by an alleged defect at 101 Mt. Vernon street.

Thomas J. Carey, to be reimbursed as result of accident which occurred while in performance of duty.

Hazel M. Clark, for compensation for injuries caused by an alleged defect at 204 Arborway.

John Colucci, for compensation for damage to car by city car.

Elbina Festa, for compensation for injuries caused by an alleged defect at 27 Eaton street.

Anna Kekst, for compensation for damage to property and injuries caused by police car.

Dr. Barry Kopelman, for compensation for injuries caused by police car.

Raffaella Marengi, for compensation for injuries caused by city car.

Kathleen McLaughlin, to be paid back annuity on life of husband, John M. McLaughlin, late member of Fire Department.

Mrs. C. F. McManus, for compensation for damage to coat caused by an alleged defect at Tremont and Parker streets.

Augustus J. Migill, for compensation for damage to car by sanitary cart.

H. R. Morgan, for compensation for damage to car by city car.

Annie Normile, for compensation for damage to hot water boiler caused by water being turned off.

Elizabeth Nuzzolo, for compensation for injuries caused by an alleged defect in City Hall Annex.

Ralph Paciotti, for compensation for damage to property at 969 Hyde Park avenue, caused by water being shut off.

Marvin Rottenberg, for compensation for injuries caused by an alleged defect in Boston Common.

Terminal Markets, Inc., for compensation for damage to car by city employees.

Gladys L. Young, for compensation for injuries caused by an alleged defect at 61 Massachusetts avenue.

Committee on Licenses.

Petitions for driveway openings:
Franklin Savings Bank, 175 Ipswich street, Lansdowne street, Ward 5.

National Shawmut Bank, 160 Dudley street, Harrison avenue, Ward 8.

National Shawmut Bank, 1850 Centre street, Ward 20.

BOND OF INDEMNITY FROM
JOHN J. HOURIHAN.

A communication was received from the Metropolitan District Commission inclosing bond of indemnity of John J. Hourihan covering repair of roofs of pumping station buildings.

Placed on file.

LIVE STOCK DISEASE CONTROL.

A communication was received from the Massachusetts Department of Agriculture re live stock disease control.

Placed on file.

TRANSFER OF RIGHTS TO
COMMONWEALTH.

Chairman SHATTUCK called up, under unfinished business, No. 2 on the calendar, viz.:

2. Order for the transfer to the Commonwealth, in connection with the taking over of the East Boston Airport, of the city's rights in Governor's Island, Apple Island and flats, and a portion of flats appurtenant to World War Memorial Park.

On October 27, 1941, the foregoing order was read once and passed, yeas 19, nays 0.

The question came on the second reading and passage of the order.

Coun. COFFEY—Mr. Chairman, I wonder if I can be informed whether or not the employees of the airport have been taken care of. I have not yet been able to find out that that is so.

Chairman SHATTUCK—The Chair is informed that the Park Department employees who were working in the airport will be assimilated in the Park Department by other assignments.

Coun. TAYLOR—Mr. Chairman, Commissioner Long in committee said definitely that they would be taken care of in the Park Department.

The order was given its second reading and passage, yeas 18, nays 0.

SALE OF LAND IN BRIGHTON.

Chairman SHATTUCK called up, under unfinished business, No. 3 on the calendar, viz.:

3. Order for the sale to the Faneuil Congregational Church of Boston of a parcel of land on Brooks street, Brighton, containing 5,818 square feet.

On October 27, 1941, the foregoing order was read once and passed, yeas 17, nays 0.

The order was given its second reading and passage, yeas 18, nays 0.

CONFIRMATION OF EXECUTIVE COMMITTEE APPOINTMENTS.

Chairman SHATTUCK called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor October 27, 1941, of Robert Cody and Jack Zall, to be Weighers of Goods; and Samuel A. Myers and Thomas E. Birmingham, to be Weighers of Coal.

The question came on confirmation of the appointments, Committee, Coun. Wickes and Coffey. Whole number of ballots 12, yeas 12, and the appointments were confirmed.

ORDERS LOOKING TO LEGISLATION.

Coun. M. H. SULLIVAN called up from the calendar assignment No. 4, and order on the table, No. 6, viz.:

4. Resolved, That the City Council of the City of Boston be recorded in favor of the passage of legislation permitting the City of Boston to borrow, outside the limit of indebtedness, for the purpose of constructing a municipal stadium, provided that such legislation contains a referendum to the Mayor and the City Council of the City of Boston.

6. Ordered, That his Honor the Mayor be requested to confer with the Corporation Counsel and the members of the Boston Housing Authority to consider the advisability of introducing legislation at the next session of the General Court to place all employees of the Boston Housing Authority under the authority of the Civil Service.

Coun. M. H. SULLIVAN—Mr. Chairman, in view of the fact that the Legislature has adjourned, I move that action on Nos. 4 and 6 be indefinitely postponed.

The motion to indefinitely postpone action on Nos. 4 and 6 was carried.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petitions for driveways openings—recommending that permits be granted, on usual conditions, viz.:

Gulf Oil Corporation (referred today), 219 Old Colony avenue.

John W. Harron (referred today), 348 Shawmut avenue and Pelham street, Ward 9.

Report accepted; said permits granted.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following, viz.:

Report on petition of William J. Doherty (referred October 27) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Traffic Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of three hundred six dollars and eighty-six cents (\$306.86) be allowed and paid to William J. Doherty in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Traffic Department, said sum to be charged to the Contingent Fund.

Report accepted; said order passed.

PRICES OF GASOLINE AND OIL PRODUCTS.

Coun. M. H. SULLIVAN offered the following:

Whereas, The substantial increase of the retail price of gasoline was ascribed by distributors to be the result of the lack of tankers for the transportation of same; and

Whereas, Such a shortage no longer exists; and Whereas, The City of Boston is a large purchaser of gasoline and oil products; therefore, be it

Resolved, That the Director of the Necessities of Life for the Commonwealth of Massachusetts be requested to conduct a survey into the seemingly unwarranted high prices of gasoline and oil products; and be it further

Resolved, That the members of the Massachusetts delegation in Congress likewise be requested to conduct a similar survey, to the end that a considerable sum of money may be saved by the City of Boston.

Coun. M. H. SULLIVAN—Mr. Chairman, a few months ago, because of the reported lack of transportation facilities for gasoline, arising, as we were told, from our sending abroad a large number of tankers, there was what now appears to be an unwarrantable increase in the price of gasoline. In view of the statement of Mr. Ickes a few weeks ago that the tankers referred to were being returned to the United States and that there are now sufficient transportation facilities, that situation no longer exists. We learn that fifty-two such tankers are being returned to the United States and that they can be used for transportation over here. Prior to the hysteria created by this so-called emergency, gasoline could be purchased here at the rate of seven gallons for the dollar, but as a result of the emergency that was being claimed in transportation facilities at the time, the price hurriedly jumped to six gallons for \$1.05. There are over 100,000 auto owners in Boston, and over 300,000 in metropolitan Boston, all of whom, of course, are vitally affected by the increase in gasoline prices. At the present time there seems to be absolutely no justification for the increase that we have suffered, and instead of continuing this half nelson around the necks of the automobile drivers in the metropolitan area, this unjustifiably high price should be discontinued. The gasoline companies have been charging and are charging unwarranted high prices on account of this so-called emergency or threat, which has now disappeared, and I feel, therefore, that the Director of the Necessities of Life for the Commonwealth and that the members of the Massachusetts delegation in Congress should be requested to conduct a survey into this matter of seemingly unwarranted high prices of gasoline and oil products, to the end that a considerable sum of money may be saved throughout the community. It now appears that there was not and is not any justification for the increase in prices of gasoline, and it seems evident that the price should now be reduced.

The order was passed under suspension of the rule.

CHANGES IN PRESENT ELECTION LAWS.

Coun. GOODE offered the following:

Ordered, That the Legislative Agent of the City of Boston be instructed to petition for legislation which will provide changes in the present election laws, which law now allows last-minute substitution of names of candidates for election, and prevents city office holders from rightfully retaining the first place on the ballot—a privilege now enjoyed by state and county office holders.

Passed under suspension of the rule.

150th ANNIVERSARY OF PROCLAMATION OF BILL OF RIGHTS.

Coun. GOODE offered the following:

Whereas, The 15th of December, 1941, commemorates the 150th anniversary of the Proclamation of the Bill of Rights; and

Whereas, The Bill of Rights in its distinct test provides freedom of religion, freedom of the press and speech, and the right to petition to Government for redress, and trial by jury, and for other mighty American principles and doctrines which are the very foundation of our American way of life; be it so

Resolved, That the Boston City Council does heartily agree with the Hearst newspapers that Bill of Rights Day, December 15th, should be a national holiday.

Passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 16.

Coun. FISH offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Gallivan Boulevard, in front of Nos. 494 and 496, Ward 16, said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and

to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Ordered, That the Commissioner of Public Works make a sidewalk along Kenmore road (easterly side), approximately 184 feet northerly from Gallivan Boulevard, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Severally passed under suspension of the rule.

PERAMBULATION OF BOUNDARY LINES.

Coun. LYONS offered the following:

Ordered, That two members of the City Council, the assistant city clerk, and the chief engineer of the Street Laying-Out Department, or their duly appointed substitutes, be, and hereby are, appointed in behalf of the City Council to perambulate the boundary lines and to examine the bound marks between Boston and the adjacent cities and towns of Revere, Everett, Somerville, Newton, Brookline, Dedham and Milton, to report descriptions of the same and to cause bound marks to be erected or removed wherever necessary; the expense incurred under authority of this order, if any, to be charged to the Contingent Fund.

Passed under suspension of the rule.

EXCAVATION ON FREEPORT STREET.

Coun. KELLY offered the following:

Ordered, That his Honor the Mayor be requested to instruct the proper department heads to take the necessary steps to prevent the present excavating work at the old gas house site on Freeport street, near Dorchester avenue, which will ruin waterfront taxable property that could be used for war industries or for wartime purposes and which is very objectionable to residents of Ward 15, who claim that after the excavation work is completed, the land will be used for a dump.

Coun. KELLY—Mr. President, many of the residents of the lower section of Ward 15 have contacted me during the past week with reference to excavation now going on at the old gas house site on Freeport street, near Dorchester avenue, which, in their minds, will ruin waterfront taxable property which could be used for war industries or for wartime purposes. They claim also that after the work is completed the land will be used as a dump. People of that section of Ward 15 are now satisfied with their surroundings. Many of them have invested their life savings in their property, and they now object to a dump coming into the lower end of the ward and ruining it. It does seem that every time when anything of the sort is proposed for the Dorchester section, they pick out the lower part of Ward 15. The people there have had occasion before to rise up in arms when other things detrimental to the area were proposed; and they are now very much worked up over this excavation work that is going on, because it is the understanding that after it is completed the land will be used for a dump. I trust, therefore, that the order will be passed under suspension of the rule.

The order was passed under suspension of the rule.

INCREASED LIGHTING, HUNTINGTON AVENUE.

Coun. CAREY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to immediately arrange for greatly increased lighting facilities on Huntington avenue, between Longwood avenue and South Huntington avenue, Ward 10.

Coun. CAREY—Mr. President, on Thursday last the new underpass at the intersection of Huntington and Massachusetts avenues was opened, and, as a result, greatly increased vehicular traffic now passes through Huntington avenue. That section of this avenue between Longwood and South Huntington avenues has always been very poorly lighted and pedestrians have en-

countered great risk to life in endeavoring to cross from one sidewalk to the other. In spots, as a matter of fact, it is almost pitch dark. On Friday evening last I observed people trying for eight minutes to cross this street just above Brigham Circle, and it was so dark there that their figures were hardly discernible. The time has now come when something must be done immediately to provide some safety through improved lighting. Further down Huntington avenue, between Massachusetts avenue and Copley square, a white way now exists because of increased lighting facilities, and I am compelled to ask that similar lighting be provided between Longwood and South Huntington avenues. I ask, therefore, that this request be transmitted at once to the Public Works Commissioner with the request that immediate action be taken by him to afford this much needed improvement.

The order was passed under suspension of the rule.

SIDEWALKS, WARD 7.

Coun. LINEHAN offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install granolithic sidewalks on both sides of the following streets in Ward 7: East Fifth street, between G and H streets; G street, between East Fourth street and Columbia road.

Passed under suspension of the rule.

REGISTRATION OF BICYCLES.

Coun. D. F. SULLIVAN offered the following:

Ordered, That section 11A of chapter 85 of the General Laws, relative to the registration of bicycles, inserted in said chapter by chapter 710 of the Acts of 1941, be, and hereby is, accepted. Referred to Executive Committee.

IMPROVEMENTS, WARD 9 STREETS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to resurface and install sidewalks and edgestones on the following-named streets in Ward 9: Highland avenue, Norfolk street, Kenilworth street.

Passed under suspension of the rule.

SPEED IN MASSACHUSETTS AND HUNTINGTON AVENUES UNDERPASS.

Coun. CHASE offered the following:

Ordered, In order to prevent serious accidents that may be caused by speeding automobiles passing through the new underpass at Massachusetts and Huntington avenues, that the Traffic Commissioner be requested, through his Honor the Mayor, to install appropriate signs in the said underpass, warning motorists to slow their speed upon leaving the exits of the underpass.

Coun. CHASE—Mr. President, the new underpass at Massachusetts and Huntington avenues has been a great asset in relieving congested traffic in that area. As a matter of fact, however, motorists go through the underpass at such a speed that when they leave the exits of the underpass they place the public in jeopardy. I believe if the Traffic Commissioner will install appropriate signs in the underpass, warning motorists to slow their speed upon leaving the exits, it will have a restraining effect upon the present undue speed of those leaving the underpass, and that it will remedy the present hazardous situation.

The order was passed under suspension of the rule.

SIDEWALK CONSTRUCTION, WARD 21.

Coun. WARD offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Chestnut Hill avenue, in front of No. 158, Ward 21, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

SHELTER AT CENTRAL SQUARE,
EAST BOSTON.

Coun. COFFEY offered the following:
Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to erect a shelter for patrons at Central square, East Boston.
Passed under suspension of the rule.

RECESS.

On motion of Coun. LYONS, the Council voted at 2.45 p. m. to take a recess, subject to the call of the Chair. The members reassembled and were called to order by Chairman SHATTUCK at 3.10 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. SHATTUCK, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) transferring \$27,000 from income of George F. Parkman Fund to Maintenance and Improvement of Common and Parks in Existence on January 12, 1887—recommending that same ought to pass.

Report on message of Mayor and order (referred today) transferring \$67,000 from Public Welfare Department, F, Special Items, to Work Relief Program—recommending that same ought to pass.

Report on message of Mayor and order transferring \$780 from Reserve Fund to City Planning Board—recommending that same ought to pass.

Report on message of Mayor and orders for transfers within departmental appropriations amounting to \$21,205—recommending that same ought to pass.

The question came on the acceptance of the report and the passage of the orders.

The report was accepted, and the orders severally passed, yeas 15, nays 0.

2. Report on petition of Teresa F. Zopf (referred February 17) to be paid annuity on account of death of her husband, George F. Zopf, former member of Fire Department—recommending passage of accompanying order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933 an annuity of one thousand dollars be allowed and paid to Teresa F. Zopf, widow of George F. Zopf, a member of the Fire Department, who died on January 6, 1941, on account of injuries received in the performance of his duty, said annuity to continue so long as she remains unmarried; the payments to date from January 6, 1941, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

Report accepted; order passed.

PETITION OF BOSTON ELEVATED FOR
BUS PERMIT.

A petition was received from the Boston Elevated Railway for license to operate motor vehicles between junction of Huntington avenue and Francis street (Brigham Circle), and junction of Boylston and Charles streets, over Huntington avenue and Boylston street.

Coun. CHASE—Mr. President, I would like to have the Committee on Licenses hold a meeting on this matter as early as convenient, because on December 2 the emergency permit granted by the Department of Public Utilities will have expired, and unless we obtain some sort of understanding with the Railway Trustees they will be forced to the position of taking off that bus line. I hope, therefore, that the chairman of the Committee on Licenses will hold the meeting as early as opportune.

The petition was referred to the Committee on Licenses.

Coun. CAREY—Mr. Chairman, I understand that at the present time Mr. Dana, of the Elevated System, is out of town, and if a meeting of the committee should be held some day this week, possibly on Thursday afternoon, it would probably be impossible for Mr. Dana to be present at the meeting. It might be, of course, that another member of the Board of Trustees could be delegated to come here in Mr. Dana's place. I would suggest, therefore, that the Clerk of Committees send out a notice for a hearing to be held this week, if that is the wish, and that every effort be made to get Mr. Dana back to town at that time, or else that some member of the Board of Trustees be sent here who can qualify in his place. I would add, also, that it will be hard for some of us to attend the meeting this week, on account of the recount; but if it is necessary to hold the meeting this week, I suggest again that a qualified member of the Board of Trustees be sent here to take Mr. Dana's place.

THE NEXT MEETING.

Coun. HURLEY—Mr. Chairman, I move that when the meeting adjourn, it be to meet two weeks from today.

Coun. FISH—Mr. President, I object to that, and would like a roll call upon it.

Before the roll call was finished, Coun. HURLEY withdrew his motion.

Adjourned, on motion of Coun. HURLEY, at 3.45 p. m., to meet on Monday, November 17, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, November 17, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. SHATTUCK presiding in the temporary absence of President GALVIN. Absent, Coun. Coffey and Goode.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:
Weighers of Goods: Ralph Seretto, 22 Franklin street, Arlington; Fred M. Cameron, 47 Church street, Winchester.

Laid over a week under the law.

SURVEY OF LIGHTING FACILITIES.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of September 22, 1941, concerning the conducting a survey in Ward 10 and throughout the entire city with a view to improving the lighting facilities on the various streets where electric lighting is used.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 12, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Survey of Street Lighting in Ward 10 and Throughout the City.

I return herewith order in City Council that the Commissioner of Public Works conduct a survey in Ward 10 and throughout the entire city with a view to improving the lighting facilities on the various streets where electric lighting is used.

During the coming winter a survey will be made by the Inspectional Force of the Highway Division.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ALMONT STREET, WARD 18.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the resurfacing with smooth pavement and installing granolithic sidewalks on Almont street, Ward 18, from Blue Hill avenue to Walk Hill street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 14, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Almont Street.

I return herewith order in City Council that the Commissioner of Public Works resurface with smooth pavement and install granolithic sidewalks on Almont street, Ward 18, from Blue Hill avenue to Walk Hill street.

We have recently submitted a project for the construction of a smooth pavement on this street between Walk Hill and Alabama streets. The people in this area have requested the installation of artificial stone sidewalks and this work has also been included in this project.

Recently a bituminous concrete sidewalk has been constructed on this street between Blue Hill avenue and Walk Hill street at the request of the people. The roadway in this area is in fair condition and in no immediate need of reconstruction.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LIGHTING, WARD 19.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the making a survey of the lighting conditions in the Boylston Station section of Ward 19, with view to installing additional lights.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 12, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Lighting Conditions in the Boylston Station Section of Ward 19.

I return herewith order in City Council that the Commissioner of Public Works make a survey of the lighting conditions in the Boylston Station section of Ward 19, with view to installing additional lights.

An inspection of this area has been made and I find that lighting conditions thereon compare very favorably with similar areas all over the city.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LIGHTING, SYCAMORE STREET.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of October 27, 1941, concerning the installation of an additional light on Sycamore street, between Cummins Highway and Prospect street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
November 12, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Additional Light on Sycamore Street, between Cummins Highway and Prospect Street.

I return herewith order in City Council that the Commissioner of Public Works install an additional light on Sycamore street, between Cummins Highway and Prospect street, and this will advise you that a study is being made of the existing conditions and, if it is found necessary, a light will be installed at this location.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

TRANSFER OF ANDREW SQUARE
BRANCH LIBRARY.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Director of the Public Library of

the City of Boston relative to your order of October 27, 1941, concerning the reconsideration of the proposed transfer of the Andrew Square Branch Library to the end that it may be allowed to remain in its present location.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Library Department, November 14, 1941.
William T. Doyle, Esq.,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—To the trustees of the Public Library at the meeting on November 7, 1941, I presented your transmittal under date of October 30, 1941, of the order passed by the City Council on October 27, requesting the trustees of the Public Library, through his Honor the Mayor, to reconsider the proposed transfer of the Andrew Square Branch Library to the end that it may be allowed to remain in its present location.

The trustees gave careful consideration to the order of the City Council. In addition, they heard in person representatives of the Andrew square district.

Following careful reconsideration of the matter in all aspects, the trustees were of the opinion that the reasons for effecting the proposed change of location for the Andrew Square Branch Library appeared to be as valid as in the original instance. They found also that the steps taken to prepare the new quarters had been so far completed and obligations in connection with them had so far materialized that it appears to be in the interest of the City of Boston to abide by them.

Greatly improved library service to the citizens of South Boston will be possible in the new enlarged quarters at an annual cost which will be less than at the present quarters. In addition to carrying through these improved internal arrangements, steps are contemplated also for enlisting the aid of the Traffic Commission and the Police Department for adequate external arrangements as well for the protection of those who will be coming to use the branch library in its new quarters.

Yours sincerely,
MILTON E. LORD, Director.

Placed on file.

ADDITIONAL SERVICE TO ARMY BASE.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of October 27, 1941, concerning the arranging for additional service in the early morning hours on the lines running to the Army Base.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
November 7, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.
Dear Sir,—Since the receipt of your letter of October 30, with accompanying order of the City Council, checks have been made of the early morning riding on the lines running to the Army Base. Riding was found to be heavy during one short period and additional trips have been arranged to adequately meet the riding requirements.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

SERVICE ON GENEVA AVENUE LINE.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Vice President and Treasurer of the Boston Elevated Railway relative to your order of October 27, 1941, concerning full-time service on the Geneva avenue line.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
November 12, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.
Dear Sir,—In reply to request in order of the City Council, received with your letter of October 30, for establishment of full-time service on the Geneva avenue line, I would say that we at one time operated all day car service between Fields Corner and Dudley street, via Geneva avenue, and later bus service between Fields Corner and Grove Hall, but were obliged to discontinue the all day service due to lack of patronage.

We are now operating weekday service between Fields Corner and Dudley street, via Geneva avenue and Warren street from 6.40 a. m. to 8.42 a. m. and from 4.26 p. m. to 5.49 p. m., with a few trips in the middle of the day for school children, and on Saturdays from 6.30 to 8.45 a. m. There is, of course, other service in the district served by the Geneva avenue line and it has been demonstrated that all day service cannot be justified.

Very truly yours,
J. H. MORAN,
Vice President and Treasurer.

Placed on file.

TRANSFER OF LAND TO CITY HOSPITAL.

The following was received:

City of Boston,
Office of the Mayor, November 17, 1941.
To the City Council.

Gentlemen,—I am informed by the Custodian of Foreclosed Real Estate that a certain parcel of land on Albany and Sharon streets, now in his custody, is a desirable site for automobile parking for the Boston City Hospital. The transfer of this area of land comprising 8,548 square feet will relieve, to some degree, the congestion in and about the streets adjacent to the hospital.

I am in favor of the transfer of this land and respectfully request the approval of your Honorable Body that this land be transferred to the care, custody, control and management of the trustees of the Boston City Hospital.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Foreclosed Real Estate Division,
November 14, 1941.

Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—I am presenting for your approval and that of the City Council, four copies of an order for the transfer from the Foreclosed Real Estate Division to the trustees of the City Hospital of a parcel of vacant land, owned by the City of Boston by virtue of foreclosure, to be used for parking space purposes. This property is located at 617 and 619 Albany street and 621 Sharon street, Boston.

I highly recommend this transfer because it will relieve traffic congestion on the streets in and about the City Hospital area. If we had a prospective purchaser for the property, Doctor Manary, Superintendent, said that the hospital authorities would be willing to relinquish the same.

Respectfully yours,
DANIEL M. DRISCOLL,
Custodian.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated September 11, 1939, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5479, page 548, on about eight thousand five hundred forty-eight (8,548) square feet of land on the northwesterly side of Albany street, numbered six hundred seventeen, six hundred nineteen (617-619) in the numbering of said Albany street, making the northerly corner of Sharon street, in the South End district of the City of Boston; and

Whereas, The said parcel of land is now in the care, custody, control and management of the Custodian, Foreclosed Real Estate Division; and

Whereas, The trustees of the City Hospital of the City of Boston desire to use this parcel of land for parking space purposes; now, therefore, it is hereby

Ordered, That the said parcel of land, hereinbefore described, be, and it is hereby, transferred from the care, custody, control and management

of the Custodian, Foreclosed Real Estate Division, to the care, custody, control and management of the trustees of the City Hospital of the City of Boston to be used for parking space purposes.
 Referred to Executive Committee.

PURCHASE OF LAND ADJACENT TO PLAY AREA.

The following was received:

City of Boston,
 Office of the Mayor, November 17, 1941.
 To the City Council.
 Gentlemen,—In connection with the development of a play area at Rochester and Troy streets, South End, an offer has been received from the owner of an adjacent lot of land to sell this parcel to the city at the assessed valuation. Acceptance of this offer will remove a jog or angle in the proposed play space and will also increase the play area.

I feel it desirable to accept this offer and submit herewith an order authorizing the appropriation from the special fund, Sales of City Property, of an amount sufficient to cover the purchase of this land. I respectfully recommend adoption of the order by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$1,600 be, and the same hereby is, appropriated from Sales of City Property to be expended by the Park Commission for acquiring land for playground purposes in the vicinity of Rochester and Troy streets, South End.
 Referred to Executive Committee.

APPROPRIATION FOR FORECLOSED REAL ESTATE DIVISION.

The following was received:

City of Boston,
 Office of the Mayor, November 17, 1941.
 To the City Council.
 Gentlemen,—I am in receipt of the attached request from the Custodian of Foreclosed Real Estate for an additional sum of \$5,000 from rentals received by that department in order to carry on the operations of the department for the balance of the year.

I submit herewith an order providing for the additional appropriation of \$5,000 from the income of this department and recommend adoption by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.
 City of Boston,
 Foreclosed Real Estate Division,
 November 14, 1941.

Hon. Maurice J. Tobin,
 Mayor of Boston.
 Dear Mr. Mayor,—We have approximately \$400 remaining in our 1941 budget. Our salaries from November 13, 1941, to January 1, 1942, will be about \$2,000. We estimate the expenses will be about \$3,000.

Due to the increase in the cost of coal, carpentry, plumbing, etc., greater demands have been made upon our budget than was previously estimated. We also have had three emergency demolition projects ordered by the Building Department which cost approximately \$1,000. In addition, in preparing quarters for the National Defense Program at 9 Park street, Boston, we have had an unexpected expense of \$2,387.83.

Will you kindly note that up to the end of October, 1941, this Division has taken in \$43,040.37 on income from rentals as compared to \$36,888.79 for the entire year of 1940.

In view of the foregoing facts I feel that we will need at least \$5,000 to carry us through the year 1941.

Very truly yours,
 DANIEL M. DRISCOLL,
 Custodian.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, an additional sum of \$5,000 be, and the same hereby is, appropriated from the income of the Foreclosed Real Estate

Division, exclusive of proceeds from the sale of foreclosed property, for the following purpose:
 Foreclosed Real Estate Division, Special

Appropriation.....\$5,000

Referred to Executive Committee.

TRANSFER FOR AIRPORT IMPROVEMENTS.

The following was received:

City of Boston,
 Office of the Mayor, November 17, 1941.
 To the City Council.

Gentlemen,—I am in receipt of the attached request from the Chairman of the Park Department for the transfer of \$1,040 from the Reserve Fund to the special account, Airport Improvements. This sum is necessary for the operation of the Airport until it is taken over by the Commonwealth on or about December 1.

In compliance with this request I am forwarding herewith an order transferring the sum of \$1,040 from the Reserve Fund to the special account, Airport Improvements, and recommend adoption by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Park Department, November 7, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,—I respectfully request a transfer of \$1,040 from the Reserve Fund to the Airport Improvements account.

Our appropriation for the Airport Improvements account was exhausted with the pay roll for the week ending November 4. Under present plans the Commonwealth will not take over the Airport until December 1 and, of course, in the meantime it is necessary for us to operate the Airport. In order to do this we must have the help which we are now charging to the Airport Improvements account.

It will cost \$800 to carry these employees to December 1 and it is necessary, because of the work at the Airport and the cleaning up prior to the state taking over to put two extra men on, which will cost \$240 more.

I respectfully request that you approve this transfer so that we may have sufficient money to pay these men on next week's pay roll.

Respectfully yours,
 WILLIAM P. LONG, Chairman.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941, the City Auditor be, and hereby is, authorized to transfer;

From the appropriation for Reserve Fund, \$1,040, to the appropriation for Airport Improvements, \$1,040.

Referred to Executive Committee.

APPROPRIATION FOR PRINTING DEPARTMENT.

The following was received:

City of Boston,
 Office of the Mayor, November 17, 1941.
 To the City Council.

Gentlemen,—I am advised by the Superintendent of Printing that in order to operate the Printing Department on an efficient basis during the remainder of the current year it is essential to transfer from the revenue account of this department to the following budgetary groups:

B. Contractual Services.....	\$12,540
D. Supplies.....	600
E. Materials.....	6,860
Total.....	<u>\$20,000</u>

I submit herewith an order providing for such a contingency and recommend adoption by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Printing Department, October 27, 1941.
 To Francis X. Laug, Commissioner, Budget
 Department.
 From John J. Twomey, Superintendent, Printing
 Department.

Subject: Transfer of Appropriations.
 Dear Sir,—Regarding the transfer of appropri-
 ations requested by this department on October 22,
 I am here noting some of the reasons for this
 transfer.

B-1. The following printing items have been
 completed or are now in the process of completion
 at our office. None of these orders have been
 printed for several years. The index for the
 Probate Court; Rules and Regulations for the
 Police Department; Boston House Numbers and
 Census Tract for the Health Department; Elec-
 trical Code for the Wire Division of the Fire
 Department; the Boston Word List, Revised;
 A New Boston Plan for Teaching Spelling for the
 School Department. The 1941 Voting List was
 the largest we have ever printed. An increase of
 35 per cent in the cost of printing fanfold forms
 became effective in January of this year. A
 year's supply of Relief Printing Process on letter-
 heads and envelopes for the Mayor's Office has
 been stocked owing to the difficulty in obtaining
 paper stock.

B-13. The first of this year a telephone of the
 W. P. A. Project connected with the Auditing
 Department, located in the basement of our
 building, was placed on our switchboard.

B-18. An increase in the cost of materials and
 the cleaning of windows in our office and factory.

D-3. A 1940 fuel bill was paid in 1941.

E-13. Owing to the unsettled condition of the
 paper market and the restrictions imposed upon
 paper mills through the Defense Program, it was
 deemed absolutely necessary to place orders for
 at least a six months' supply of stock for 1941.

B-39 and E-9. This department being a
 manufacturing department it is impossible to
 estimate the expenditures in advance on these
 items.

Very truly yours,
 JOHN J. TWOMEY,
 Superintendent of Printing.

Ordered, That to meet the current expenses
 payable during the financial year beginning with
 the first of January, 1941, an additional sum of \$20,000
 be, and the same hereby is, appropriated from
 the income of the Printing Department for the
 following purposes:

B. Contractual Services.....	\$12,540
D. Supplies.....	600
E. Materials.....	6,860
Total.....	<u>\$20,000</u>

Referred to Executive Committee.

APPROPRIATION FOR HANOVILLE
 VETERANS' TABLET.

The following was received:

City of Boston,
 Office of the Mayor, November 17, 1941.
 To the City Council.

Gentlemen,—I am in receipt of the attached
 communication from the Chairman of the Art
 Department requesting an appropriation of \$600
 for a tablet with eighty-seven names of the Hano-
 ville Veterans, for Union square, Brighton. The
 expense of this tablet may properly be charged
 against the income of the Phillips Street Fund, a
 trust fund in the possession of the city which may
 be expended to adorn and embellish the streets and
 public places of the city.

I submit herewith an appropriation order and
 recommend its adoption by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Art Department, October 23, 1941.
 To Maurice J. Tobin, Mayor.
 From Robert P. Bellows, Chairman, Art Depart-
 ment.

Subject: Hanoville Veterans' Tablet.
 Dear Mr. Mayor,—After many efforts to secure
 the most economical and appropriate design and
 setting for the tablet with eighty-seven names of

the Hanoville Veterans, for Union square, Brighton,
 we are glad to report that the total cost will be
 \$600. We therefore request, as you suggested at
 the unveiling, that this sum be allowed from the
 Phillips Street Fund.

Yours respectfully,
 ROBERT P. BELLOWES.

Ordered, That the sum of \$600 be, and the
 same hereby is, appropriated, to be expended
 under the direction of the Art Commission, for
 Hanoville Veterans' Tablet, Union square, Bri-
 ghton, said amount to be charged to the Phillips
 Street Fund income.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and
 referred to the committees named, viz.:

Claims.

George W. Dakin, for compensation for in-
 juries caused by an alleged defect at 32 Highland
 avenue.

Louise F. Dorey, for compensation for damage
 to car caused by an alleged defect in Harvard
 street.

John J. Grant, to be reimbursed as result of
 accident which occurred while in performance of
 duty.

Littlefield Trust, for compensation for damage
 to property at 1-21 Fairmount avenue, caused
 by falling flagpole.

Mary E. Rush, for compensation for injuries
 caused by an alleged defect at 11-15 Templeton
 street, Dorchester.

Emile Young, for compensation for broken
 water boiler at 296 Kittredge street, caused by
 break in water pipe.

Nathan Hutwitz, for compensation for injuries
 caused by falling off city truck.

Mary Riffin, for compensation for injuries
 caused by an alleged defect on Chiswick road.

Committee on Licenses.

Petitions for driveway openings:
 Superior Realty Company, Inc., 8 Lyon street.
 Trustees of Emmanuel College, St. James and
 Providence streets, Ward 5.

APPROVAL OF WELFARE TRANSFER.

Notice was received from the Emergency
 Finance Board of vote passed November 14,
 1941, approving transfer of \$67,000 from Public
 Welfare Department, Central Office, to Work
 Relief Program.

Placed on file.

NOTICE OF INTEREST IN CONTRACT.

Notice was received from John T. McMorrow of
 interest in contract awarded Frank J. Jacobs Com-
 pany, of which he is treasurer.

Placed on file.

REPORT OF COMMITTEE ON FINANCE.

Coun. HUTCHINSON, for the Committee on
 Finance, submitted the following:

1. Report on message of Mayor and order
 (referred November 10) authorizing borrowing
 of \$1,500,000 against tax titles for purpose of
 meeting outstanding revenue loans—that same
 ought to pass.

The report was accepted, and the question
 came on the passage of the order.

Coun. HUTCHINSON—Mr. President, the
 Committee on Finance, at a meeting the other
 day, at which the auditor was present, were in-
 formed that the tax titles of the city amounted to
 about two million dollars more than the loans
 against them. This order proposes to borrow
 \$1,500,000 to help meet outstanding revenue
 loans which come due December 19. The amount
 of the borrowings at the end of the year will be
 about a million dollars less than at the first.

The order was given its first reading and passage,
 yeas 18, nays 0.

RECESS.

The Council voted at 2.50 p. m., on motion of Coun. KELLY, to take a recess subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 3.15 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) that \$600 be transferred from Phillips Street Fund income to be expended by Art Commission for Hanoville Veterans' Tablet, Union square, Brighton—that same ought to pass.

Report on message of Mayor and order (referred today) transferring \$5,000 from rentals of Foreclosed Real Estate Division for current expenses—that same ought to pass.

Report on message of Mayor and order (referred today) transferring \$20,000 from revenue of Printing Department to appropriation for department—that same ought to pass.

Report on message of Mayor and order (referred today) transferring \$1,040 from Reserve Fund to appropriation for Airport Improvements—that same ought to pass.

Coun. WARD in the chair.

The reports were accepted, and the orders were passed, yeas 17, nays 0.

2. Report on message of Mayor and order (referred today) transferring land on Albany and Sharon streets from Foreclosed Real Estate Division to City Hospital—that same ought to pass.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred today) appropriating \$1,600 from Sales of City Property for land for playground purposes at Rochester and Troy streets—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

4. Report on message of Mayor and order (referred June 9) authorizing Hospital Trustees to sell obsolete X-ray films—that same ought to pass.

Report accepted; said order passed.

PERAMBULATING COMMITTEE.

Chairman WARD announced the appointment by President Galvin of Councilors Lyons and Taylor to be a committee to perambulate with others the boundaries of the City of Boston and adjoining municipalities.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petitions for driveway openings, viz.:

Superior Realty Company, Inc. (referred today), 8 Lyon street.

Trustees of Emmanuel College (referred today), St. James and Providence streets, Ward 5.

Lincoln Service Stations, Inc. (referred October 6), Dover and Hingham streets—recommending that leave be granted under usual conditions.

Report accepted; licenses granted under usual conditions.

2. Report on petition of Boston Elevated Railway (referred October 27) for license to operate motor vehicles from Brookline line to Cleveland Circle—that same ought to pass.

Report accepted; said license granted under usual conditions.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

Chairman WARD called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor November 10, 1941, of Israel Sternberg, to be a Weigher of Goods; and Raymond Harris and Robert Calder, to be Weighers of Coal.

The question came on confirmation of the appointments. Committee, Coun. M. H. Sullivan and Russo. Whole number of ballots 14; yes 13, no 1, and the appointments were confirmed.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of November.

Report accepted; said order passed.

FELICITATIONS TO CARDINAL O'CONNELL.

Coun. LINEHAN and CAREY offered the following:

Resolved, That the Boston City Council, in meeting assembled, hereby extends its hearty felicitations to his Eminence William Cardinal O'Connell on the thirtieth anniversary of his elevation to the Cardinalate, which will be celebrated on November 27, and wishes for his Eminence many more fruitful years in the vineyard of the Lord, and continued health and strength to carry on the noble work to which he has devoted his life.

The resolution was unanimously adopted under suspension of the rule.

CLEANING OF WARD 15 STREETS.

Coun. KELLY offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to arrange for the cleaning of the streets in Ward 15.

Passed under suspension of the rule.

BILLS FOR NEW COURT HOUSE REPAIRS.

Coun. LYONS offered the following:
Ordered, That the City Auditor be requested, through his Honor the Mayor, to hold up the payment of all bills for repairs in the new court house until such time as the City Council, as County Commissioners, has an opportunity to study the matter.

Passed under suspension of the rule.

RESURFACING OF MARTIN STREET, WARD 20.

Coun. LYONS offered the following:
Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Martin street, from Bellevue to La Grange streets, Ward 20, either as a W. P. A. project or otherwise, and to install granolithic sidewalks thereon.

Passed under suspension of the rule.

ARC LIGHT, PATTEN AND WACHUSETT STREETS.

Coun. LANGAN offered the following:
Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install an arc light at the corner of Patten and Wachusett streets, Ward 19.

Passed under suspension of the rule.

WELFARE PAYMENTS BEFORE THANKSGIVING.

Coun. D. F. SULLIVAN offered the following:
Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to advance the payments of all recipients of welfare, to Wednesday of this week so that they might have the use of the money for Thanksgiving.

Passed under suspension of the rule.

SIDEWALKS, H AND I STREETS.

Coun. LINEHAN and SCANNELL offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install cement concrete sidewalks on both sides of H and I streets in Wards 6 and 7.

Passed under suspension of the rule.

SIGNS OR MONUMENT IN DEWEY SQUARE.

Coun. SCANNELL offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to erect suitable signs or a monument designating Dewey square, which was named in honor of Admiral George Dewey, late hero of the Spanish-American War.

Passed under suspension of the rule.

REPAVING MASSACHUSETTS AVENUE.

Coun. CHASE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to arrange for the removal of the granite blocks on Massachusetts avenue, from St. Stephen street to Boylston street, and to resurface the same with

smooth asphalt pavement under the W. P. A. plan of construction.

Passed under suspension of the rule.

RECONSTRUCTION OF GAINSBOROUGH STREET.

Coun. CHASE offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to reconstruct Gainsborough street, Ward 4, with smooth type asphalt pavement under the W. P. A. plan of construction.

Passed under suspension of the rule.

ROPING OF STREETS, THANKSGIVING

Coun. RUSSO offered the following:

Ordered, That the City Messenger be authorized to have the necessary roping done on the streets requested by the Police Department in connection with the Thanksgiving Day Santason parade, November 20, 1941, the expense attending same to be charged to the City Council appropriation for that purpose.

Passed under suspension of the rule.

Adjourned, on motion of Coun. ENGLERT, at 3 45 p. m., to meet on Monday, November 24, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, November 24, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Shattuck and Ward.

The meeting was opened with the salute to the Flag.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:
Weighers of Goods: Charles W. Lenaghan, 8 George street, North Cambridge, Mass.; Alden G. DeCourcy, 34 Gilbert street, West Newton, Mass.

Severally laid over a week under the law.

SPEEDING OF CARS THROUGH UNDERPASS.

The following was received:

City of Boston,

Office of the Mayor, November 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of November 10, 1941, concerning the speeding of automobiles passing through the new underpass at Massachusetts and Huntington avenues.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,

Traffic Commission, November 19, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated November 10, 1941, which reads as follows:

"Ordered, That in order to prevent accidents that may be caused by speeding automobiles passing through the new underpass at Massachusetts and Huntington avenues, the Traffic Commissioner be requested, through his Honor the Mayor, to install appropriate signs in the said underpass, warning motorists to slow their speed upon leaving the exits of the underpass."

Since the opening of the underpass constant observation has been made by our engineers.

Eight "Slow" signs have been painted at the exits to the underpass and in addition lane lines have been painted along the narrow portion of the roadway adjacent to it, and at the next meeting of this commission it is expected that certain parking prohibitions will be put into effect to make a more easy traffic flow at the intersection of Huntington avenue and Gainsborough street and Huntington avenue and Massachusetts avenue.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

USE OF GEORGE STREET SCHOOL PROPERTY.

The following was received:

City of Boston,

Office of the Mayor, November 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the secretary of the Boston School Committee relative to your order of October 27, 1941, concerning the transfer title of the property, formerly the site of the George Street School, Ward 8, to the Park Department, for the purpose of constructing a play area for the children of the section.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

City of Boston,

School Committee, November 17, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—At a meeting of the City Council on October 27, 1941, an order was passed requesting the School Committee, through your Honor, to transfer title of the property, formerly the site of the George Street School, Ward 8, to the Park Department, for the purpose of constructing a play area for the children of the section.

The School Committee respectfully reports that the property referred to is no longer owned by the School Committee, having been sold recently in accordance with action taken by the School Committee and the Board on Sale of Land.

Very truly yours,
ELLEN M. CRONIN, Secretary.

Placed on file.

INBOUND STOP, COMMONWEALTH AVENUE.

The following was received:

City of Boston,

Office of the Mayor, November 24, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway relative to your order of October 27, 1941, concerning the changing the inbound stop at the corner of Mt. Hood road and Commonwealth avenue to Cummings road and Commonwealth avenue, where there is a shelter.

Respectfully,
WILLIAM J. GALVIN, Acting Mayor.

Boston Elevated Railway,
November 22, 1941.

Mr. W. T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Since the receipt of your letter of October 30 the situation has been explained to Councilor Ward, who introduced the order requesting change in the inbound stop on Commonwealth avenue, from Mt. Hood road to Cummings road.

Cummings road is located on a steep grade and it would not be conducive to safety to establish a stopping place at that point. Moreover, it is that a larger number of patrons are accommodated by the inbound stopping place in its present location than would be accommodated at the suggested location.

Very truly yours,
EDWARD DANAH,
President and General Manager.

Placed on file.

SALE OF USED PERSONAL PROPERTY AT AIRPORT.

The following was received:

City of Boston,

Office of the Mayor, November 21, 1941.
To the Honorable the City Council.

Gentlemen,—Following action taken by your Honorable Body on November 12, 1941, I filed with the Secretary of State, as provided in c. 695 of the Acts of 1941, the formal notification stating that the City of Boston was ready and willing to carry out the provisions of said act.

In connection with the payment which the Commonwealth now plans to make to the City of Boston on December first, at which time the interest of the city in the Airport will cease, the chairman of the Board of Park Commissioners has written to me a letter, which I have attached hereto, asking for authority to sell to the Commonwealth certain used personal property at the Airport for the sum of \$1,000. As this method of disposition of this used personal property seems to me in the best interest of the city, I recommend that your Honorable Body give the necessary authorization therefor.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, November 21, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—I understand that the Commonwealth of Massachusetts will pay to the City of Boston the sum of \$1,026,800, as provided in s. 2 of c. 695 of the Acts of 1941, on December 1, 1941, being a "business day prior to the fortieth day following the effective day of said act." As the result of such payment, and in conformity with the statute, "all interest of the city in and to the Airport property, including buildings with equipment therein contained, shall cease".
St. 1941, c. 695, s. 2.

There are certain items of tangible personal property at the Airport which are not included within the above quoted statutory word "equipment." These furnishings, tools and other items of personal property, a list of which is attached, were acquired for use at the Airport, have been used for years at the Airport, and have a maximum value if so used. In view of the taking over by the state of the Airport property on December 1, 1941, these items of personal property will be of no further use to the Park Department. The city can best realize some value from these items of personal property by disposing of the same by sale to the Commonwealth.

Accordingly, authority is requested to sell to the Commonwealth the items of used personal property above referred to for not less than \$1,000.

Very truly yours,
WILLIAM P. LONG, Chairman.

Ordered, That the Board of Park Commissioners be authorized, in connection with the cessation of the city's interest in the East Boston Airport pursuant to chapter 695 of the Acts of 1941, to sell to the Commonwealth of Massachusetts, subject to the approval of the Mayor, for a sum not less than one thousand dollars, such items of used personal property located at and relating to the Airport as are no longer required by the city.

Referred to Executive Committee.

ORDINANCE RE DISPLAY AND DISTRIBUTION OF ADVERTISING MATTER IN STREETS.

The following was received:

City of Boston,
Office of the Mayor, November 6, 1941.
To the City Council.

Gentlemen.—Certain provisions of the ordinances of the City of Boston enacted primarily to assist in keeping our streets clean and to prevent interference with the free movement of pedestrians and other street traffic have become of no legal effect by reason of Supreme Court decisions.

In the accompanying communication, the Corporation Counsel explains the situation and suggests a draft of an ordinance to meet it.

I recommend the passage of the suggested ordinance which I submit herewith for the consideration of your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Law Department, October 28, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor.—At your Honor's suggestion, I have prepared and inclose herewith a draft of ordinance to take the place, in so far as legally possible, of two ordinances which have been invalidated by decisions respectively of the Supreme Judicial Court of Massachusetts and the Supreme Court of the United States.

The two ordinances in question regulate in Boston streets the display of showcards, placards and signs (section 37) and the distribution of handbills, cards, circulars, and paper, "Revised Ordinances of 1925," and read as follows:

"SECTION 37. No person shall, while on foot in any street, carry and display any showcard, placard, or sign, except in accordance with a permit from the commissioner of public works; and no person having the care or control of any vehicle used principally for advertising purposes shall permit such vehicle to travel in any of the public streets

of the city proper, north and east of Massachusetts avenue, except in accordance with a permit from the commissioner of public works."

"SECTION 41. No person shall throw or sweep into, or place or drop and suffer to remain in, any street, any piece of hoop, board, wood, wire, paper, or any nail, sweepings, sawdust, soot, ashes, cinders, shavings, hair, manure, oyster-shell, clam-shell, lobster-shell, glass, card, handbill, or rubbish or filth of any kind, or any noxious or refuse liquid or solid matter; or distribute to persons on a street, handbills, cards, circulars or papers of any kind except newspapers". (Underlining supplied.)

In *Commonwealth v. George Pascoe*, 1941 Adv. Sh. 713, the Supreme Judicial Court of Massachusetts held the first above-quoted ordinance unconstitutional "as an unwarranted interference with the freedom of the press". While the matter before the Court related to the first part of the ordinance, it must in my opinion be concluded that the ordinance in its entirety is unconstitutional. Also, *Commonwealth v. J. H. Anderson*, 1941 Adv. Sh. 431.

In *Schneider v. New Jersey*, 308 U. S. 147, the Supreme Court of the United States declared unconstitutional ordinances of four cities (one being the city of Worcester) similar to the underlined portion of the foregoing section 41, on the ground that: "the public convenience in respect of cleanliness of the streets does not justify an exertion of the police power which invades the free communication of information and opinion secured by the Constitution". On November 27, 1939, you sent a message to the City Council recommending that the ordinance be removed from the books, but no affirmative action to that effect has as yet been taken.

In the inclosed draft ordinance I have endeavored to preserve for the city, as far as I believe to be constitutionally possible, the right to control the display and distribution in the streets of advertising matter. Entirely apart from the question of free speech and free press, the public has a vital interest in the free movement of traffic in the public streets and in the prevention of littering the public streets with advertising matter. Such litter increases expense of street cleaning, clogs public sewers, accumulates under the force of wind into fire hazards, and constitutes a disagreeable and ugly abuse of public and private property. All these matters are legitimate fields for the exercise of the police power in the public interest. I have endeavored to permit such exercise without invasion of the Constitutional guarantees of free speech and free press. The jealous regard shown by our highest tribunals in recent years for the great constitutional rights of free speech and free press has made it a difficult task to prepare an ordinance which will at the same time achieve the desired municipal purposes and be constitutionally impeccable.

Sincerely yours,
ROBERT CUTLER,
Corporation Counsel.

An Ordinance Concerning the Display and Distribution of Advertising and Other Matter in the City Streets.

Be it ordained by the City Council of Boston, as follows:

Section 1. Section 37 of chapter 39 of the Revised Ordinances of 1925 is hereby repealed and in lieu thereof the following section 37 is substituted:

Section 37. Except in accordance with a permit from the Commissioner of Public Works, no person shall, while on foot in any street, carry and display any show card, placard or sign, nor shall any person distribute to persons in any street handbills, cards, circulars or papers other than newspapers, nor shall any person having the control of any vehicle used principally for advertising permit such vehicle to operate in any street north and east of Massachusetts Avenue. The Commissioner of Public Works shall establish such rules governing the size, physical composition and construction of, and the manner of carrying and displaying in the street show cards, placards, and signs as shall be reasonably necessary to prevent interference with public travel and for the other convenience and safety of the public and such rules governing the size and physical composition of handbills, cards, circulars and

papers other than newspapers which may be distributed in the street as shall be reasonably necessary to prevent littering or other hazard to public safety. Each permit issued hereunder shall contain a copy of the rules relating thereto and shall be limited by its terms to the authorization of conduct permitted thereby and otherwise lawful.

Every application for a permit hereunder shall be in writing and shall contain a copy of the matter to be displayed or distributed. In exercising his discretion to grant or deny a permit, the commissioner shall consider the safety, convenience, and protection of the public; provided that a permit shall issue forthwith where the application shows on its face that the matter to be displayed or distributed is not intended in whole or in part for the purpose of commercial advertising or private gain or where the applicant files a signed statement, made of the applicant's own knowledge under the pains and penalties of perjury, that it is not so intended.

Section 2. Section 41 of the Revised Ordinances of 1925 is hereby amended by striking therefrom the following:

"; or distribute to persons on a street, handbills, cards, circulars or papers of any kind except newspapers".

Referred to Committee on Ordinances.

ORDINANCE RE COLLECTION OF WATER INCOME.

The following was received:

City of Boston,
Office of the Mayor, November 21, 1941.

To the City Council.

Gentlemen,—At its current session the General Court has enacted legislation simplifying the procedure in cities and towns throughout the Commonwealth for collecting water rates. The new statute (chapter 380 of the Acts of 1941) amends General Laws (Ter. Ed.), c. 40, sec. 42A-E, inclusive, and became effective September 11, 1941. The new statute represents a highly desirable simplification of the procedure in regard to water rates, reducing the number of steps from eight to five and thus lessening administrative costs to the municipality and minimizing annoyance to the taxpayers.

The new statute applies to the City of Boston. It is necessary that existing ordinances of the city be changed to conform to the controlling statutory provisions enacted by the General Court. At the same time, it is desirable that related provisions of the existing ordinances be amended to harmonize with the required changes and with modern procedure.

The existing ordinance provisions dealing with the subject are found in c. 13, s. 4, and c. 27, s. 22-28, inclusive of the Revised Ordinances of 1925 (as amended in regard to s. 23 and s. 24 aforesaid by c. 6 of the Ordinances of 1930).

Inclosed herewith is a draft of ordinance which amends c. 13, s. 4, and c. 27, s. 22, 23 and 24 of the Revised Ordinances of 1925, as amended, so as to give effect to the required and desirable changes referred to above.

The new ordinance, in conformity with the statutory requirements, provides that water rates shall be billed at least semiannually. It takes cognizance of the possibility of action in regard to all or part of the city's water supply in time of public emergency, such as might arise in connection with National Defense or otherwise. In line with the simplified procedure provided in the statute, the new ordinance provides for a notice upon nonpayment of a water bill after thirty days, for which notice no charge shall be made. The formal summons and the quarterly charge of 25 cents therefor provided by the existing ordinance are eliminated by the new ordinance.

The new ordinance, while adequately protecting the city, affords more consideration to the situation of the consumer-taxpayer. Under the existing ordinances, water may be shut off if water rates are not paid within two weeks of the due date; under the proposed ordinance this period is extended to forty days. The power of shut-off for nonpayments continues to be limited in cases where serious illness obtains. The new ordinance gives to the commissioner power to waive the customary \$2 shut-off charge, where the unpaid account is less than \$20.

It is desirable that the new ordinance take effect on a quarter-day, for convenience of administration. In the inclosed draft, the date January 1, 1942, has been provided.

I recommend that the inclosed ordinance be adopted in order to conform to the City's Ordinances in regard to water rates to the statute and to simplify and modernize the applicable ordinance provisions.

Respectfully,
MAURICE J. TOBIN, Mayor.

An Ordinance Concerning the Collection of Water Income.

SECTION 1. Chapter thirteen of the Revised Ordinances of 1925 is hereby amended by striking out section four and inserting in place thereof the following:—Section 4. The collector shall, whenever a water rate is paid, immediately notify the commissioner of public works of such payment.

SECTION 2. Chapter twenty-seven of the Revised Ordinances of 1925 is hereby amended by striking out section twenty-two and inserting in place thereof the following:—Section 22. The commissioner shall have the care and control of all property acquired or held by the city for the purposes of its water supply; shall maintain the same in good order and condition; shall use and operate the same and furnish all supplies required therefor; shall purchase, lay, maintain and test all meters, pipes and other fixtures and appliances necessary for supplying water to the inhabitants of the city, including the placing of drinking fountains and supplying the same with cold water; shall take all measures necessary to protect and preserve the purity of the water; shall exercise a constant supervision over the use of water; shall have control of the water supply and may in a public emergency shut the water off and let it on at such times as he deems necessary; shall, with the approval of the mayor, from time to time determine and establish the rates for the use of water; shall, whenever a water rate has remained unpaid for thirty days after its due date, send notice to the owner or tenant of the premises to which the water is supplied, that if the water rate continues to remain unpaid the water will be shut off and a lien for the amount due established as required by law; shall file the statements necessary to create liens for unpaid accounts; shall, if a water rate is not paid within ten days after sending the notice herein provided for, shut off the water from the particular service unless such action is inconsistent with law or unless, in the opinion of a physician designated by the commissioner, the shutting off of such water would endanger the life of any person; shall not let on again water shut off for nonpayment of a water rate until a service charge of two dollars, in addition to the amount of the unpaid account, is paid except where the law requires the letting on again of the water without the payment of the unpaid account. However, the commissioner may, in his discretion, waive the payment of such two dollar service charge where the unpaid account is less than twenty dollars. The provisions relative to the shutting off and letting on of water shall apply when two or more persons take water from the same service-pipe although one or more may have paid the amount due from him or them. No charge shall be made for sending the notice herein provided for.

SECTION 3. Chapter twenty-seven of the Revised Ordinances of 1925 is hereby further amended by striking out section twenty-three, as most recently amended by section one of chapter six of the Ordinances of 1930, and inserting in place thereof the following:—Section 23. The commissioner shall, consistently with the ordinances, make contracts for the sale of water, and send out bills therefor, which shall be payable to the city collector; shall provide that bills for specific supplies of water shall be due and payable in advance and actually paid before the water is let on, that bills for water furnished and measured by meter shall not be less than eight dollars during any consecutive twelve months' period and shall be due and payable on the due date specified on each bill rendered, and that the due dates thus specified shall be so established as to require payments at least as often as semi-annually. All contracts shall stipulate that an omission to send or a failure to receive a water bill under this section or a notice under the preceding section shall not affect the validity either of the water rate or of the proceedings for its enforcement or collection.

SECTION 4. Chapter twenty-seven of the Re-

vised Ordinances of 1925 is hereby further amended by striking out section twenty-four, as most recently amended by section two of chapter six of the Ordinances of 1930, and inserting in place thereof the following:—*Section 24.* The commissioner may designate one of his subordinates to be the head of the water division, who shall, if the commissioner so directs, make abatements of charges for water where improperly assessed and exercise the powers of the commissioner relative to the shutting off of water for non-payment of a water rate and the waiver of the service charge for the shutting off and letting on of water; who shall also receive all money paid for service charges for the shutting off and letting on of water and all money paid or deposited on account of main, service, fire, elevator, motor and other pipes and the laying thereof and for repair work; shall give a receipt in behalf of the city therefor; shall pay, from the money so received, the amount found by him to be due the person paying any such money, as excess over the amount due the city; and shall, on or before the fifth day of every month, pay over the money in his possession due the city, and account for all money so received by him since the last accounting, as provided in section eighteen of chapter three of these ordinances.

SECTION 5. This ordinance shall take effect beginning with the first day of January, 1942.

Referred to the Committee on Ordinances.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Ada Adams, for compensation for damage to car caused by an alleged defect in Elmton street.

Carl B. Akus, for compensation for damage to car caused by an alleged defect at 84 Bloomfield street.

Bernice Ceridan, for compensation for injuries caused by an alleged defect at 3 Union park.

Albina Festa, for compensation for injuries caused by an alleged defect at 27 Eaton street.

James F. Flahive, to be reimbursed for execution issued against him.

Israel Isaaca, for compensation for blasting work damaging property at 140 Intervale street, Roxbury.

H. C. Pelargonio, for compensation for damage to car by city truck.

Margaret M. Rehill, for compensation for injuries caused by an alleged defect at Washington and Green streets.

John R. Rowan, for compensation for damage to property at 342 Temple street, caused by change of grade of sidewalk.

Samuel D. Rubin, for compensation for damage to car by city car.

Committee on Licenses.

Petition for driveway opening of Percy L. Rideout, at Newbury street, near 520 Commonwealth avenue, Ward 5.

SURVEY OF GASOLINE AND OIL PRICES.

A communication was received from the Director of Standards and Necessaries of Life, State Department of Labor and Industries, re survey requested by Council November 10, 1941, of prices of gasoline and oil products.

Placed on file.

NOTICE OF INTEREST IN CONTRACT.

Notice was received from William H. Ellis, member of Board of Appeal, of interest in contract awarded to W. H. Ellis & Son Company for making repairs to L Street Bridge.

Notice was received from Rufus Stickney of the Boston Clerical School of interest in textbook approved for use in Boston schools.

Severally placed on file.

ABSENCE OF MAYOR FROM CITY.

Notice was received from the Mayor of his absence from the city from November 23 to 29, inclusive.

Placed on file.

DESIGNATION OF DR. HARRY GOLDMAN.

Notice was received from the Health Commissioner of designation of Dr. Harry Goldman, Medical Inspector, to act as Deputy Commissioner, Division of Communicable Diseases, from June 4, 1941, for duration of military emergency, *vice* Dr. Frederick J. Bailey, on leave of absence for military service.

Placed on file.

REPORT OF FINANCE COMMISSION RE MEAT INSPECTION.

The following was received:

City of Boston,
Finance Commission, November 18, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Honorable Sir,—Recently complaint has been made that decisions by the food inspectors who pass upon the quality of meats delivered to city institutions have been unwarrantably harsh to the firms which obtain the city contracts. In natural sequence this was followed by a demand from counsel for one aggrieved contractor that the city abandon inspection by agents of the United States Department of Agriculture and substitute inspection by regular employees of the city.

In the course of its investigation into this situation, the commission learned that within a short time complaint was also made to the purchasing agency that in certain instances inspection of canned goods and of butter resulted in unduly harsh decisions against particular firms supplying those commodities.

Charges such as these which, if found to have a basis, would cast a cloud upon the integrity of the inspection have a particular interest for the Finance Commission. Since 1931 city purchases of meats, fruits, vegetables and butter have been inspected by employees of the Federal Government.

In that year the commission had disclosed that many serious abuses existed in the practices and policies controlling the purchase of and the acceptance of delivery of food in the city institutions. In an exhaustive report of the situation the commission had revealed that vendors were frequently being paid for meat at a price higher than was justifiable, even if the highest quality had been received; yet usually the city received only a very low quality. It had also been revealed that laxity by city agents in verifying the weights charged for with the weights actually delivered frequently forced the city to pay for greater quantities than were actually delivered.

In the belief that inspection would be more reliable if furnished by an agency which was independent of both the purchasing authority and the receiving authority, the commission recommended that the city retain the services of the food inspection division of the United States Department of Agriculture. The city accepted the recommendation.

The experience of the city in purchases of meats, fruits and vegetables before and immediately after the adoption of Federal inspection was in bold contrast. After Federal inspection got under way, payment for meats at one institution dropped off at the rate of 5,000 pounds per month; payment for one item of vegetables dropped off at the rate of 1,000 pounds per day. There were corresponding reductions in other items of food purchases. A year later, the then purchasing agent stated publicly that Federal inspection had reduced the cost of supplying food to the city institutions, at least \$200,000, in the first year of its operation.

Its potential value to the city is, therefore, so great that any complaint against the service warrants careful attention. The commission recognizes that, to obtain the largest measure of benefit from it, it must have the confidence of city officials and reliable vendors alike.

In considering the charges which have been made, it is well to understand exactly what constitutes "Federal inspection." A brief description is, therefore, offered.

The United States Department of Agriculture has organized a bureau of food inspectors, expert in their field, who sell their services to governmental agencies, private institutions, hotels and similar large buyers. Usually these inspectors are men who have had considerable experience in the employ of food vendors, and are therefore

familiar with the trade and its practices. The Federal inspectors give as much or as little service as those who retain them contract for; sometimes their service begins with the preparation of specifications, and then follows through every step until the food product is accepted in the storeroom of the consumer.

In some instances, according to the arrangements made, Federal approval or rejection of merchandise delivered is final and irrevocable. In others, it is only advisory. Usually the charge for Federal inspection is assessed on the supplying vendor and must be paid whether merchandise is accepted or rejected. Sometimes the charge is on a per pound basis, such as two cents per pound of merchandise examined; at other times it is on an hourly basis, such as \$2 per hour.

In order that this service might enjoy the confidence of its users, the Department of Agriculture has made it a point to employ as its representatives in this field men who are accepted by vendors as being well qualified for their duties. Carefully prepared reports of inspections are delivered to the contracting agency, and a copy of each report is kept on file at the field office out of which the inspector works. Another copy is sent to the headquarters office of the Department of Agriculture at Washington. Therefore, there is always opportunity for a vendor, aggrieved by the decision of an inspector, to examine his reports and to appeal to the headquarters staff for review, although as a matter of practice rarely is such an appeal made.

When arrangements were made by the City of Boston to obtain this expert assistance, it was the intention of those responsible for its installation to provide full and complete service. This includes preparing specifications, examining bids, passing on prices, examining merchandise delivered, and checking weights and counts. It was also intended that the decision of the Federal inspectors would be final as to whether the merchandise actually delivered met the specifications in the contract. If it met the specifications, it was to be accepted. If it failed to meet them, it was to be rejected, and satisfactory replacement ordered or the purchase order canceled, except in the event that conditions in the food market were such that it was impossible to comply with the specifications. In such event, the procedure was for the inspector to notify the proper official or agent of the city and if the merchandise was of proper quality, it would be accepted by the city and an adjustment of the price made through the Supply Department. Because city institutions are widely scattered, it was arranged that the cost of inspection would be fixed at \$2 per hour of inspector's time. The vendor is required to pay this charge, and presumably includes it in the price at which he offers his wares to the city.

In order that favoritism in awards and its attendant difficulties might be eradicated, purchase by contract and advertisement for competitive bids were made necessary corollaries to Federal inspection.

In the first months after the service was installed, opposition developed from two particular groups. One group consisted of employees of the consuming institutions. Their grievance was based on the fact that they were relieved by Federal inspection of the opportunity to distribute the patronage arising from purchases and from the responsibility for accepting or rejecting deliveries, and from having a voice in the prices paid. Naturally, therefore, the new system weakened their prestige among vendors, and made them less important in their respective departments.

The other group consisted, for the most part, of small dealers who, through political influence, had formerly been able, from time to time, to obtain some of the city's business, but who could not compete with the large firms on an even basis, if standards were specified in contracts or orders and deliveries were accepted only when they were in compliance with the specifications.

These two groups joined hands in fighting Federal inspection during its first years of operation. The Finance Commission was, however, continually on guard to ward off unfair and unwarranted attacks on it, and to expose each such attack.

In process of time the opposition of departmental employees waned. They became reconciled to it. Eventually, the employees in the institutions realized that it was, in fact, a boon to them. A recent canvass by a Finance Commission representative of persons in the city depart-

ments who are directly concerned with deliveries of food revealed that they are unanimously in favor of Federal inspection. One recently expressed his opinion to a Finance Commission representative as follows: "I can now sleep nights, and I don't have to worry about a sudden exposure of poor quality, high price, or low weight." Another in an important position, who before Federal inspection was adopted, experienced great difficulty in the purchase of foods without scandal, has stated that he would now resign if the protection of Federal inspection was withdrawn.

The opposition of the second group—the smaller dealers—has never been completely eliminated. It becomes more or less dormant for irregular periods; but when a dealer feels especially aggrieved at a rejection, the fire of opposition is rekindled and usually a few band together in a campaign to eliminate inspection. As a rule, the effort eventually crystallizes in a demand to the Mayor that he abolish it, and sometimes, as in the particular instances which have prompted this report, the Mayor is asked to substitute inspection by regularly hired city employees.

The instances of dissatisfaction with Federal inspection of meats now before you have been investigated by the Finance Commission. The deliveries of only one dealer are involved. That dealer, through counsel, has claimed that a particular lot of meat delivered to the City Hospital by him was rejected as "below specifications," yet was accepted from another dealer who, when given the order for replacement, purchased the rejected lot from the first dealer.

Another charge is that a quantity of meat of a particular grade was divided into two lots, one of which was delivered to one institution, and the other delivered to another institution, whereupon one lot was accepted as in compliance with the specifications, and the other lot was rejected as not in compliance.

Another charge is that on various occasions deliveries of meat which was wholesome, although not the high grade specified, have been accepted by the Federal inspector.

These charges are serious, and if they could be supported by reliable evidence, obviously would impair the reputation of Federal inspection. However, only in one of these alleged instances was the matter called to official attention in time to determine the merit of the charge. The Federal inspector now challenges the truth of each charge and asks the privilege of meeting the accuser before a recognized higher authority where the particular orders and all the particulars in regard to them may be reviewed. This inspector has stated his willingness to have his decisions reviewed either by you or by those in authority in the Department of Agriculture.

The commission doubts whether at this time any such review can satisfactorily determine the issue, because the particular meat involved is not now available. Testimony is quite likely to be contradictory.

However, a representative of the Finance Commission had an opportunity to investigate, while the meat was available, another instance in which the dealer was aggrieved at the decision of the Federal inspector. The order in question was for 400 pounds of corned beef for the Boston Sanatorium. The order called for brisket from cattle weighing 700 to 800 pounds. This weight of cattle was purposely specified to indicate that fairly lean brisket was wanted. The inspector rejected the brisket delivered on the ground that some of it was too fat, and some of it was too old when put into the bline. The dietitian at the Sanatorium agreed with the inspector that for the reasons given it was not acceptable.

On the other hand, the dealer contended that the meat was actually of a higher grade than that ordered. He explained that 700 to 800 pound cattle were not available, and that the market contained only brisket from 1,100 to 1,200 pound cattle, admittedly a better grade of meat than the 700 to 800 pound kind, but also admittedly heavier in fat.

The above is a good example of the cause of most of the difficulty which has been found with Federal inspection. In this particular case the contract specified a particular grade, selected by the city's agents for a particular reason. The amount of fat contained was of the essence of the specifications. The inspector decided that the brisket delivered was not what was ordered.

There is no dispute that, for some uses, the quality delivered was better than what was

ordered, but the better quality, because of the extra fat, was not suitable for the particular use for which the delivery was intended. In such cases it becomes a question as to whether the city is to determine the exact quality it will take, or the dealer. Obviously, the city as the buyer should retain control.

The commission has asked representatives of the large meat packing houses, who are, as a rule, the successful bidders for city contracts, whether or not they agree with the complaining dealer that the Federal inspector's decisions are often unjustifiable. Not one of those of whom inquiry was made is of that belief. All those interviewed expressed satisfaction with the fairness and reliability of the inspectors, and, yet proportionately, they have had more rejections than the complaining dealer.

It must be obvious that, if the city's arrangement with the Federal inspector is to leave it to him to determine whether or not meat delivered conforms to the specifications, the Federal inspector cannot approve any other grade as being in compliance with the contract. The fact that, as is sometimes the case, no such grade as that specified is available cannot be construed to give the inspector the right to approve as the particular grade specified any lesser or different grade. Federal inspection will amount to no more than the old, and now abandoned, type of inspection if such latitude is allowed the Federal inspector.

To meet such a situation as above described, it is permissible under the present system for the official of the department to whom the meat is consigned, when the quality usually bought is temporarily not obtainable, to accept a different grade, if wholesome, and, through the purchasing agency, to obtain suitable adjustment of the price charged the city. The commission has found that some department officials do not realize that this alternative is available, and that others are unwilling to invoke it under any circumstances because they believe it will be the entering wedge for a return to the old scandal-making practices. The commission believes that temporary shortages in standard lines of merchandise will be multiplying under the stress of the defense program and that, therefore, the practice of price compromise on goods not in accordance with specifications will have to continue. Nevertheless, the practice should be strictly limited to cases where the necessity of compromise is forced on the city by the existence of actually proved shortages.

From the information obtained in this new investigation, the Finance Commission is of the opinion that Federal inspection is reliable and trustworthy and, on the whole, is safer for the city than any other type yet devised. It has proven its value over and over. It is independent of both vendor and vendee.

The Finance Commission recommends in those instances where the vendor and the Federal inspector are in disagreement, that the Department of Agriculture be asked to provide a review of the inspector's decision by a Federal inspector from another district, whenever the city's agent believes such a review is warranted. Since the Federal department takes enough pride in its work to want to have its customers satisfied, and knowingly to provide no opportunity for justifiable complaint by supplying dealers, this course is open either to the city or to the dealer.

Respectfully submitted,

CHARLES M. STOREY, Chairman,
DAVID LASKER,
JAMES H. FLANAGAN,
ELIAS F. SHAMON,
RICHARD E. JOHNSTON,
The Finance Commission.

Placed on file.

APPROVAL OF TAX TITLE LOAN.

Notice was received from the Emergency Finance Board of approval of tax title renewal loan, so much of \$2,000,000 loan originally approved December 11, 1940, as is outstanding December 16, 1941, rate of interest on renewal to be one per cent, payable at maturity.

Placed on file.

SIDEWALK ASSESSMENTS.

Communications were received from the Commissioner of Public Works together with orders assessing half-cost of construction of sidewalks on owners of estates bordering thereon, viz.:

	Half-Cost.
Curtis street, Ward 1.	\$139.25
Beck street, Ward 1.	\$105.60
Boylston street, Ward 11.	\$257.85

The orders were severally passed.

CONDITIONAL SALES OF LAND BY STATE.

Coun. TAYLOR offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to draw up a bill to submit to the Legislature, which bill, if enacted into law, will prevent the Commonwealth of Massachusetts from making conditional sales of state-owned land that will deprive cities and towns in which said land is located from the collection of taxes on said land; and be it further

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to take legal action against Daniel V. McGrath of Brockton and the Commonwealth of Massachusetts to set aside the sale of land located on Nashua street, opposite the Public Works Department Building, which land was sold on conditional sale by the state to Mr. McGrath, as fraudulent against the taxpayers of the City of Boston; and be it further

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to take legal action against Daniel McGrath of Brockton to compel him to pay any future taxes on the property located on Nashua street, opposite the State Public Works Building, said land purchased by him from the state on conditional sale for \$100,000 during the term of said conditional sale.

Coun. TAYLOR—Mr. President, from time immemorial it has been the custom of the Massachusetts Legislature to hang around the necks of the taxpayers of the City of Boston millstones of very large dimensions, from which it has been very difficult, if not impossible, for the taxpayers of Boston to escape. It now appears that the state is entering upon another plan to defraud the taxpayers of the City of Boston, and no doubt of other parts of the state, of important tax revenues. A case in point, to which I refer in these orders, is a recent transaction arising through the purchase by conditional sale, with the approval of the Governor's Council, of a piece of land owned by the state, located across Nashua street from the Public Works Building. The land was sold by this conditional sale to a man by the name of Daniel McGrath of Brockton. The sale was for \$100,000. The land was not sold in accordance with the usual procedure for the sale of land. There was not the payment of money and the giving of a deed. There was not the ordinary release and surrender of the land to the purchaser, as is the ordinary procedure in sale of land between private individuals. But it was a conditional sale, the point being this, that the state does not have to pay taxes to any community on property owned by it. The sale in this case was a conditional sale, the same as the sale of furniture, refrigerators, and so on, where the title remains, until the time when the transaction is finally completed, in the vendor. That means, in the case of this conditional sale of the land referred to, owned by the state, that the title of the property is retained by the vendor, the state, until the vendee has fully paid for it, and in the meantime the city cannot tax it. The result is, therefore, that in this case the state sold the property to McGrath, under conditional sale, for \$100,000, to be paid for within a period of twelve years. You can see, therefore, that until the twelve years are up, the City of Boston will not obtain one cent in taxes. It seems to be clearly an intention as part of the deal to defraud the city of taxes. It certainly must have been clear to the Governor's Council that under such a transaction the city would receive no taxes from the property. If it were sold in the ordinary way, or if it were leased, the city would be entitled to the taxes coming from the land. But, no, the ordinary procedure was not adopted. It evidently was not desired that the party buying that land under this conditional sale should pay taxes to the City of Boston. On property worth \$100,000 the annual tax would be about \$4,000, or for twelve years \$48,000. But it was not desired to have that result, and so this conditional sale was resorted to, the title remaining in the state until the entire amount is paid in. I say that this is a dastardly and vicious act against the taxpayers of the City

of Boston and against other people who own land in the City of Boston and who pay taxes upon it. How can such owners compete with other business men who don't have to pay taxes? This is not the first time that this sort of thing has occurred. I recollect when the Commonwealth flats property was sold to a certain person on the same terms, on a ten-year basis, and when the last payment was about due, and when the title would pass, pressure was brought to bear by certain people and an agreement was entered into for the state to continue the last payment over another five years, so that the City of Boston was also defrauded of that five years' tax. How long is the City of Boston going to allow these people to receive property in that way and, under the guise of a conditional sale, let them escape paying taxes to the City of Boston? How long are such people to be allowed to be practically immune from taxation while other people have to pay taxes to the city? We don't mind that condition in the case of various charitable institutions, but certainly the state is not in the real estate business and should not allow certain people acquiring property to escape taxation where all the rest of us are obliged to pay. Certainly the Commonwealth should not sell property under conditional sale to private individuals and allow them under the guise of a conditional sale to escape the taxes that they should pay to the city. How long can the city remain solvent if such a thing is allowed to continue? So I say that the city should wake up and do something about it, and therefore I have introduced these orders requesting the Corporation Counsel to take action in the matter. Personally, I think such a conditional sale is unconstitutional. I do not see why one private individual should receive property and be relieved of paying taxes under such a pretext, while his next-door neighbor has to pay his taxes to help keep the city running. I believe, therefore, that the Corporation Counsel should bring the matter into court to determine whether such a proceeding is constitutional or not. It apparently is just a means that has been adopted to relieve a conditional purchaser from the payment of taxes, thereby defrauding the city of a large amount of money that it should receive. I think the Corporation Counsel should submit a bill to the Legislature remedying this sort of thing, and that a provision should be embodied in the law prohibiting the Commonwealth from selling such property under conditional sale. Either such property is used for state purposes or it is not. If it is used for state purposes, the state, of course, is not expected to pay the taxes, but if a conditional sale is executed, simply in the interest of a private individual, who is thereby relieved of paying the taxes, that is something else. If the land is not being used for state purposes, the city should receive taxes upon it. I trust, therefore, that the matter will be tested in court, letting the court decide whether it is right that an individual should be allowed in this way to avoid his taxes and thereby defraud the City of Boston. I believe also that the Corporation Counsel should take legal action against Daniel McGrath to compel him to pay any future taxes on the property located on Nashua street.

The orders were referred to the Executive Committee.

ITEMIZED BUDGETS BY DEPARTMENT HEADS.

Coun. D. F. SULLIVAN offered the following:
Ordered, That his Honor the Mayor instruct all municipal and county departments head, all court house clerks, and all other department and division heads who nominally appear before the Budget Committee of this Honorable Body, to prepare itemized budgets, beginning with the budget of 1942, similar in nature to the itemized School Committee budget for presentation to this Honorable Body; and be it further

Ordered, That the above referred to department and division heads supply to this Honorable Body, to be included in the itemized budget, the names of all permanent and temporary employees within their departments and divisions, together with their annual salary; and be it further

Ordered, That the above referred to department and division heads supply to this Body any contemplated salary increases to be included in the

itemized budget, together with the names and positions of the personnel to be affected by salary increases.

Severally passed under suspension of the rule.

EXTRA FOOD STAMPS FOR CHRISTMAS.

Coun. D. F. SULLIVAN offered the following:
Ordered, That his Honor the Mayor be requested to instruct the Overseers of the Public Welfare to make provisions so that those persons receiving Welfare Aid, Old Age Assistance and Aid to Dependent Children will receive an additional allotment of food stamps before Christmas so that they may better enjoy a happy Christmas.

Passed under suspension of the rule.

ROBERTS PLAYGROUND, WARD 17.

Coun. WICKES offered the following:
Ordered, That the Park Commissioner, through his Honor the Mayor, be requested to place in condition for ice skating, Roberts Playground, Ward 17.

Passed under suspension of the rule.

SIDEWALKS, BAILEY STREET, WARD 17.

Coun. WICKES offered the following:
Ordered, That the Public Works Commissioner, through his Honor the Mayor, be requested to replace the present red brick sidewalks on both sides of Bailey street, Ward 17, with the granolithic type sidewalk.

Passed under suspension of the rule.

SIDEWALK, ADAMS STREET, WARD 16.

Coun. FISH offered the following:
Ordered, That the Commissioner of Public Works make a sidewalk along Adams street, at No. 729 to No. 733, inclusive, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted reports on petitions for driveway opening—recommending that permits be granted, under usual conditions, viz.:

Socony-Vacuum Oil Company (referred October 27), at 783 Massachusetts avenue.

Franklin Savings Bank (referred November 10), at 175 Ipswich street, Lansdowne street, Ward 5.

Report accepted; said permits granted under usual conditions.

SIDEWALK, ALMONT STREET, WARD 18.

Coun. GOODE offered the following:
Ordered, That the Commissioner of Public Works make a sidewalk along Almont street, Walk Hill street to Alabama street, Ward 18, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

FREE MEDICAL AID TO WELFARE RECIPIENTS.

Coun. GOODE offered the following:
Ordered, That his Honor the Mayor, through the Department of Welfare, be requested to organize a panel of physicians together with visiting nurses who will administer free and adequate medical aid to all families on welfare and families qualified for aid because of dependent children.

Passed under suspension of the rule.

**CONFIRMATION OF EXECUTIVE
APPOINTMENTS.**

President GALVIN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor November 17, 1941, of Ralph Scretto and Fred M. Cameron, to be Weighers of Goods.

The question came on confirmation. Committee, Coun. Wickes and Russo. Whole number of ballots 15; yeas 15, and the appointments were confirmed.

RECESS.

By direction of President GALVIN, the Council at 2.59 p. m. took a recess, subject to the call of the Chair. The members reassembled in the Council Chamber and were called to order by President GALVIN at 3.20 p. m.

EXECUTIVE COMMITTEE REPORT.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) authorizing sale of used personal property at airport—that same ought to pass.

Report accepted; said order passed.

**INSPECTION OF FOODS SOLD SATUR-
DAYS IN OPEN-AIR STANDS.**

Coun. CAREY offered the following:

Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to inform the City Council as to what inspection, if any, is made of meats and vegetables which are being sold in the open air stands in the market district on Saturday afternoons and evenings.

Coun. CAREY—Mr. President, on each Saturday afternoon and evening thousands of people flock to the downtown market district for their food purchases, I presume, hoping to save some money in that way. A short time ago I had a complaint from a lady who had been down to that district on Saturday afternoon and bought some vegetables, and after getting home and taking them out of the bag she found that some had begun to decay. While I am not an expert in such matters, I made a visit to the district myself, just to see what the Saturday afternoon and evening conditions were. I saw meat and vegetables sold on some of the stands there which in some cases did not seem fit for sale. I repeat that I am not a judge, but I do think we should have a strict health inspection service and should find out what inspection is made there on Saturday afternoons or evenings, if any, to safeguard the rights of those who go down there to save what money they can on their marketing.

The order was passed under suspension of the rule.

INCREASED OLD AGE ASSISTANCE.

Coun. CHASE offered the following:

Whereas, There has been a decided increase in the cost of food, clothing and other necessities of life; and

Whereas, This increase in living expenses is working a hardship on people who are receiving old age assistance; and

Whereas, The State Department of Old Age Assistance has the authority and should recognize this change in economic circumstances by making adequate allowances in every case appearing before them; therefore, be it

Resolved, That the Boston City Council, in regular meeting assembled, hereby records itself as requesting that his Excellency the Governor take cognizance of this situation by ordering the State Department of Old Age Assistance to make adequate allowances to old age assistance recipients; and be it further

Resolved, That a copy of this resolution be sent to his Excellency the Governor.

Ordered, Due to the decided increase in costs of food, clothing and other necessities of life, that the Bureau of Old Age Assistance be requested, through his Honor the Mayor, to take the necessary

steps of reviewing the old age assistance rolls with a view to increasing the allowances given to old age assistance recipients.

Coun. CHASE—Mr. President, a number of cases have been brought to my attention in the past few months where people getting old age assistance find that their living expenses are increasing to an extent that imposes a hardship on them. I know that the Governor realizes the situation and I know, too, that it is recognized by his Honor the Mayor. I believe that an increase has been suggested in the state department for those receiving old age assistance. Such people require great care, and I feel that the state should get busy in the matter, going over the rolls with a view to increasing the old age assistance allowed in many cases, action that will result in an additional amount not only for people in this city, but throughout the Commonwealth, so that they may get proper nourishment and clothing, which they cannot obtain today because they have not sufficient money to purchase it with. Under our present law, the towns and cities have no authority to grant additional amounts. If I remember correctly, Mr. Bigelow, the watchdog of the state treasury, said when they were talking about increasing the \$40 monthly amount, that it was not necessary because the welfare authorities had the right to give \$50, \$60 or \$70 a month, if necessary. I do feel, however, that the State Board of Welfare has not recognized the decided increase in living expenses, and it is about time that they did.

The preambles and resolution and order were passed.

EAST BOSTON RELIEF STATION.

Coun. COFFEY offered the following:

Ordered, That the trustees of the City Hospital be requested, through his Honor the Mayor, to keep the East Boston Relief Station open twenty-four hours a day.

Passed under suspension of the rule.

**SHELTER, CENTRAL SQUARE, EAST
BOSTON.**

Coun. COFFEY offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to erect a shelter at Central square, East Boston, for patrons of the surface lines.

Passed under suspension of the rule.

**PAYMENT OF EMPLOYEES BEFORE
CHRISTMAS.**

Coun. GALVIN offered the following:

Ordered, That the City Auditor be authorized to allow for payment and the City Treasurer to pay, the monthly pay rolls of employees on or before December 23, 1941, in anticipation of Christmas.

Passed under a suspension of the rule.

**BUS, COLUMBIA STATION—ANDREW
SQUARE.**

Coun. LINEHAN offered the following:

Ordered, That the trustees of the Boston Elevated Railway Company be requested, through his Honor the Mayor, to establish a bus line from Columbia Station to Andrew square, through Old Harbor Village, particularly during the morning and evening rush hours.

Passed under suspension of the rule.

LIGHTING SURVEY, WARD 8.

Coun. HURLEY offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to make a survey of the street lighting conditions on the following streets in Ward 8: Forest street, Brook avenue, Batchelder street.

Passed under suspension of the rule.

"STOP" SIGNS, HARRISON AVENUE.

Coun. HURLEY offered the following:
 Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install "Stop" signs on all streets entering Harrison avenue between Union Park street and Dudley street.

Passed under suspension of the rule.

PAINTING OF CROSSWALKS, HARRISON AVENUE.

Coun. HURLEY offered the following:
 Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint the crosswalks at all busy intersections on Harrison avenue between Union Park street and Dudley street.

Passed under suspension of the rule.

APPROPRIATION FOR SOCIAL LAW LIBRARY.

Coun. GOTTLIEB offered the following:
 Ordered, That there be allowed and paid to the proprietors of the Social Law Library the sum of one thousand dollars (\$1,000) for the maintenance and enlargement of said library, said sum to be charged to the appropriation for County of Suffolk Social Law Library.

Passed under suspension of the rule.

REPAIR OF TOLL GATE BRIDGE.

Coun. LANGAN offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to immediately repair and make safe for foot traffic, the overpass known as the Toll Gate Bridge, which connects Hyde Park avenue and Washington street, Jamaica Plain.

Passed under suspension of the rule.

UNDERPASS IN PLACE OF TOLL GATE FOOTWAY.

Coun. LANGAN offered the following:
 Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to arrange for the construction of an underpass under the railroad to replace the so-called Toll Gate Footway connecting Hyde Park avenue and Washington street, Jamaica Plain.

Passed under suspension of the rule.

PREFERENCE TO RESIDENT TEACHERS.

Coun. LYONS offered the following:
 Ordered, That the School Committee be requested, through his Honor the Mayor, to give teachers who pass promotional examinations and who are residents of Boston preference over non-residents by placing them at the head of the list.

Coun. LYONS—Mr. President, for the longest time the School Committee—which should long since have taken action in the interest of teachers who live in our city—have gone ahead and given constant recognition to non-resident teachers, who in many cases have been getting the lovely jobs and who have been given an undeserved preference in other ways. In looking over the list of teachers in our School Department you will quickly see that the non-resident teachers are the ones who are being given preference, who are getting the breaks, from superintendent all the way down. Teachers who are not residents of Boston really laugh at the way in which we operate here. I think the City Council and the School Department should get together and try to find a remedy for this state of affairs. It is about time that the resident teachers were given a break, that action should be taken in the interest of our residents and taxpayers as against those coming from outside. An examination will show,

on the promotional examinations for such positions as head master, assistant superintendent, heads of departments and the like, that an improper preference is now being shown to outsiders, and I believe that our resident teachers and others should be given preference rather than people living outside.

Coun. M. H. SULLIVAN—Mr. President, we have had many orders similar to this, if not exactly the same, in the past, dealing with the favoritism that has been shown by the School Committee to those living outside of Boston. But so far the School Committee has done nothing to remedy that situation. We have been told that under a ruling of the Supreme Court it was illegal to take discriminatory action against those living outside of Boston. A similar situation arose in the city of Somerville, and it was there decided, as I understand it, that it was legal for the School Committee to give preference to the residents of Somerville, that the School Committee could use its own judgment. While I understand that there may be some difference in the city charters of the two cities, I understand the ruling in that case was clearly that it was a matter that was left to the judgment of the School Committee itself, and I understand that in that respect the same thing is true here. I don't think many people realize how widespread this employment of outside teachers is. When you look over the list and see the residences you will be surprised. You will find people living in places outside of Boston that you never heard of. The Boston School Committee spends approximately \$16,000,000 annually, and \$5,500,000 of that money goes for salaries of teachers living in 225 of the 359 cities and towns of the Commonwealth, many of them, as I say, in places you never heard of. Certainly, it would seem that resident teachers here in Boston would take more interest in the Boston pupils than those coming from outside; and it is also true that these people living outside are more apt to spend their money in outside places. Take, for instance, the non-resident Brighton teachers, when they get their monthly pay, they will buy out in Cambridge, Brookline and other places. They will even go over to get their lunches. There is one family of teachers, living outside of Boston, who get annual salaries aggregating about \$20,000, a large part of which is spent in these other towns, and the same thing is true of a very large number who hold the highest positions in the school system of the city. Not one of the family I have referred to lives in Boston, one living in Cambridge, and others living in different parts of the state. But they all teach in Boston. You will find Boston teachers living in Pittsfield and everywhere else, and even out of the state. Certainly, if Boston boys and girls cannot be taught by teachers who live here, and belong here, it is an indictment of our school system. I think the order that Councilor Lyons has introduced is very worthwhile, and that it should be passed here today. Very possibly the School Committee will say, as they have in the past, that they cannot do what is asked. But I do feel that at least, when it comes to promotional examinations, those who are residents of Boston should be given preference over non-residents by placing them at the head of the list.

The order was passed under suspension of the rule.

SPOTLIGHTS, WARD 20.

Coun. LYONS offered the following:
 Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install spotlights for the protection of traffic officers at the following locations in Ward 20:

At the junction of Washington street and Cummins Highway, in front of the Holy Name Church; Centre street, at the junction of Belgrade avenue and Corinth street, in front of St. Theresa's Church; Centre street, at the junction of Manthorne road and Centre street.

Passed under suspension of the rule.

"STOP" SIGNS, WARD 19.

Coun. LANGAN offered the following:
 Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install "Stop" signs at the corner of Boylston street and Chestnut avenue, Ward 19.

Passed under suspension of the rule.

**EXEMPTION OF DOCTORS' CARS FROM
TAGGING.**

Com. RUSSO offered the following:

Ordered, That the Police Commissioner be requested, through his Honor the Mayor, to instruct the police officer who is given charge of tagging automobiles, not to tag automobiles owned by doctors, which have emblems on their cars and which are parked in residential areas.

Com. RUSSO—Mr. President, some time ago I put in a similar order, but my attention was directed only a few days ago to a case where a doctor was visiting a patient who needed medical attention very badly. The doctor was in the house for about ten minutes, and when he came down from the visit and went to his auto, he was

confronted with a tag. I think the officers should be instructed, where they see automobiles with a doctor's emblem displayed, to pay respect to that emblem. When a doctor is in a home, visiting a patient, I don't think he should be confronted with a tag on his car when he comes out. I think, therefore, that the commissioner should see that the officers are instructed in every district not to tag automobiles owned by doctors.

The order was passed under suspension of the rule.

Adjourned, on motion of Com. HUTCHINSON, at 3.51 p. m., to meet on Monday, December 1, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, December 1, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Coffey, Hurley and Goode.

The meeting was opened with the salute to the Flag.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:
 Weigher of Goods and Measurer of Grain:
 Mark H. Devlin, 4 Bonad road, Winchester, Mass.
 Laid over a week under the law.

RESURFACING OF MASSACHUSETTS AVENUE.

The following was received:

City of Boston,
 Office of the Mayor, December 1, 1941.
 To the City Council.
 Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 17, 1941, concerning the arranging for the removal of the granite blocks on Massachusetts avenue, from St. Stephen street to Boylston street, and to resurface the same with smooth asphalt pavement under the W. P. A. plan of construction.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Public Works Department,
 November 27, 1941.
 To William T. Doyle, Chief Clerk, Mayor's Office.
 From George G. Hyland, Commissioner, Public Works Department.

Subject: Massachusetts Avenue.
 I return herewith order in City Council that the Commissioner of Public Works arrange for the removal of the granite blocks on Massachusetts avenue, from St. Stephen street to Boylston street, and to resurface the same with smooth asphalt pavement under the W. P. A. plan of construction.
 This work will be given consideration for submission for approval as a W. P. A. project during the coming year.

GEORGE G. HYLAND,
 Commissioner of Public Works.

Placed on file.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,
 Office of the Mayor, November 28, 1941.
 To the City Council.
 Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$12,000 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
 MAURICE J. TOBIN, Mayor.

City of Boston,
 Park Department, November 27, 1941.
 Hon. Maurice J. Tobin,
 Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$12,000

which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on	
January 12, 1887, Maintenance and	
Improvement of.....	\$12,000

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

Respectfully yours,
 WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$12,000 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887, as follows:

Common and Parks in Existence on	
January 12, 1887, Maintenance and	
Improvement of.....	\$12,000

Referred to Executive Committee.

REPAIRS, LIBRARY ROOF.

The following was received:

City of Boston,
 Office of the Mayor, December 1, 1941.
 To the City Council.

Gentlemen,—On September 8, 1941, I submitted to your Honorable Body a message relative to the necessity of immediate repairs on the Central Library roof, with a full statement of the various methods of meeting the cost, and an order appropriating \$20,000 for the purpose from the receipts from sales of real estate. It has since been ruled by the City Auditor that the repairs contemplated could not properly be considered a capital expense and therefore could not be provided for in this manner. Accordingly, I recommend the passage of the accompanying order appropriating that amount from the receipts from the transfer of the Airport to the Commonwealth and request its immediate passage.

Respectfully,
 MAURICE J. TOBIN, Mayor.

Ordered, That from the proceeds of the transfer of the East Boston Airport to the Commonwealth of Massachusetts, under the provisions of chapter 695 of the Acts of 1941, the sum of \$20,000 be, and hereby is, appropriated for Central Library Building, Roof Repairs.

Referred to Executive Committee.

APPROPRIATION FOR AIRPORT DEBT.

The following was received:

City of Boston,
 Office of the Mayor, December 1, 1941.
 To the City Council.

Gentlemen,—I submit herewith an order providing that there be appropriated from the proceeds of the transfer of the East Boston Airport to the Commonwealth, under the provisions of chapter 695 of the Acts of 1941, a sum sufficient to cover principal and interest requirements on outstanding Airport debt.

I am advised by the City Auditor that as of today \$520,000 in serial bonds are outstanding and that interest requirements to the final maturity of these various issues will total \$73,157.50. I feel, in justice to the taxpayers of the city, that no further charge should be levied in connection with this outstanding debt. Under the provisions of the order, the amount to be appropriated will be turned over to the Sinking Fund Commissioners, to be held by them toward paying principal and interest requirements as they fall due.

I respectfully recommend adoption of this order.

Respectfully,
 MAURICE J. TOBIN, Mayor.

Ordered, That the sum of \$593,157.50 be, and hereby is, appropriated from the proceeds of the transfer of the East Boston Airport to the Commonwealth of Massachusetts, under the provisions of chapter 695 of the Acts of 1941, said sum to be paid over to the Sinking Fund Commissioners, to be held by them toward paying principal and interest requirements on outstanding Airport debt as they fall due.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Sophie Albany, for compensation for collapse of water boiler at 61 East Brookline street, caused by water being shut off.

American Wiping Rag Company, for compensation for damage to property at 26-30 Bowker street, caused by breaking of sewer pipe.

Mark L. Basler, for compensation for damage to stock caused by backing up of sewage at 200 West Eighth street.

The Boston *Herald-Traveler*, for compensation for damage to truck by city truck.

Fannie Brisnaw, for compensation for injuries on Massachusetts avenue, caused by falling sign.

Raphaella M. Cincotti, for compensation for work done in repairing sewer at 7 Cooper street.

Josephine DeNunzio, for compensation for damage to car by city truck.

Michael J. Garrity, to be reimbursed as result of accident which occurred while in performance of duty.

E. F. Mahady Company, for compensation for damage to truck by city truck.

Martin McDonough, to be reimbursed as result of accident which occurred while in performance of duty.

Martin McDonough, to be reimbursed as result of accident which occurred while in performance of duty.

Martin McDonough, to be reimbursed as result of accident which occurred while in performance of duty.

Sarah Chavers, for compensation for damage to property at 21 Highland avenue, caused by city employees.

Executive.

Petition of Nora A. Early, to be paid an annuity on account of death of her husband, James A. Early, late member of Police Department.

CITY ELECTION.

The following was received:

City of Boston,

Election Department, November 24, 1941.

Wilfred J. Doyle, Esq.,

City Clerk.

Dear Sir,—We certify that at the City Election held in the City of Boston on November 4, 1941, for the choice of Mayor for the term of four years, that Maurice J. Tobin of 30 Hopkins road was duly elected to said office.

We further certify that for the choice of one member of the City Council from each ward for the term of two years the following were elected from the wards as set forth against their names:

Ward 1. James S. Coffey, 451 Meridian street.

Ward 2. Michael Leo Kinsella, 8 Cook street.

Ward 3. Joseph Russo, 42A Green street.

Ward 4. Perlle Dyar Chase, 136 Huntington avenue.

Ward 5. A. Frank Foster, 13 Phillips street.

Ward 6. Joseph M. Scannell, 530 East Fourth street.

Ward 7. Thomas E. Linehan, 770 Columbia road.

Ward 8. William F. Hurley, 56 Mt. Pleasant avenue.

Ward 9. Daniel F. Sullivan, 9 Highland street.

Ward 10. William A. Carey, 139 St. Alphonsus street.

Ward 11. Matthew F. Hanley, 308 Amory street.

Ward 12. Charles I. Taylor, 181 Ruthven street.

Ward 13. Thomas J. Hannon, Jr., 15 Hartford street.

Ward 14. Joseph J. Gottlieb, 17 Wales street.

Ward 15. John B. Kelly, 64 Homes avenue.

Ward 16. Philip Austin Fish, 2 Fairfax street.

Ward 17. John C. Wickes, 14 Rosedale street.

Ward 18. James J. Goode, Jr., 131 Milton avenue.

Ward 19. James M. Langan, 10 Rockview street.

Ward 20. Theodore F. Lyons, 100 Ardale street.

Ward 21. William F. Dwyer, 108 Washington street, now living at 9 Braemore road.

Ward 22. Maurice H. Sullivan, 74 Antwerp street.

We also certify that for the choice of two members of the School Committee for the term of four years the following were duly elected to said office:

Patrick J. Foley, 505 East Broadway.

Michael J. Ward, 51 Wallingford road.

Respectfully yours,

WILLIAM A. MOTLEY, JR.,

FREDERIC E. DOWLING,

FRANCIS B. MCKINNEY,

HILDA HEDSTROM QUIRK,

Board of Election Commissioners.

Placed on file.

REPORT OF COMMITTEE ON PERAMBULATION OF BOUNDARY LINES.

Coun. LYONS submitted the following:

The special committee appointed to examine the lines and bound marks between the City of Boston and the cities of Revere, Everett, Somerville and Newton, and the towns of Brookline, Dedham and Milton, respectfully report that they have attended to the duty with which they were charged and have examined and verified with the committees appointed by the said cities and towns the several boundaries and bound marks in the existing boundary lines, and submit herewith descriptions of the boundary lines and marks for record.

THEODORE F. LYONS,

CHARLES I. TAYLOR,

Councilors.

JOHN B. HYNES,

Assistant City Clerk.

WILLIAM J. SULLIVAN,

Chief Engineer,

Street Laying-Out Department.

(The report of the committee and the descriptions are contained in City Document No. 57.)

The report of the committee was accepted and ordered printed.

JURORS DRAWN.

Jurors were drawn, Coun. LINEHAN presiding at the jury box in the absence of the Mayor, as follows:

Twenty-two grand jurors, Superior Criminal Court, to appear January 5, 1942:

William Latour, Ward 1; Emmanuel J. Bottari, Ward 3; Frank O'Connell, Ward 4; Vincent James MacMillan, Ward 5; Harold J. Mulrean, Ward 6; Timothy O'Leary, Ward 6; Vincent O'Neil, Ward 6; George L. Riley, Ward 7; Justin M. Brooks, Ward 10; Joseph D. McCarthy, Ward 10; Thomas F. Kerrissey, Ward 12; John J. Jaggy, Ward 15; Philip Doherty, Ward 16; John H. March, Ward 17; Ralph H. Tucker, Ward 17; James P. Burke, Ward 18; George H. Stevens, Ward 18; John P. Harrington, Ward 19; Charles C. McBride, Ward 20; Robert J. McKenna, Jr., Ward 21; Henry L. Bowman, Ward 22; Alvin C. Whitaker, Ward 22.

Ninety traverse jurors, Superior Criminal Court, to appear January 5, 1942:

William Buchanan, Ward 1; Nicholas Carpinelli, Ward 1; Alfred Dalosio, Ward 1; Nicholas DeNisi, Ward 1; William L. Enos, Jr., Ward 1; James W. McGuire, Ward 1; William F. Murphy, Ward 1; Robert Patterson, Ward 1; Daniel J. Regan, Ward 1; Alfred N. Sampson, Ward 1; Henry J. Whalen, Ward 1; Robert J. Barrett, Ward 2; Carmelo Insalaco, Ward 3; A. Frank Johnson, Ward 3; Albert C. Othmer, Ward 3; Attilio Polcari, Ward 3; Walter J. Scanlon, Ward 3; George W. Fitz, Ward 4; George C. Johnson, Ward 4; Peter Lomax, Ward 4; Carl B. Ferguson, Ward 5; John J. Deering, Ward 6; Edward J.

LaFreniere, Ward 6; John J. McDonough, Jr., Ward 6; Albert H. Brittain, Ward 7; Anthony A. Conroy, Ward 7; Frank C. Douglas, Ward 7; Henry J. Hasken, Ward 7; Joseph O'Hara, Ward 7; Cornelius A. Sullivan, Ward 7; James H. Winters, Jr., Ward 7; Joseph A. Hodge, Ward 8; George T. Seaver, Jr., Ward 8; Albert E. Willis, Ward 9; Edward Borger, Ward 10; Michael J. Dwyer, Ward 10; Cornelius J. Flynn, Ward 10; Martin T. Kieley, Ward 10; Robert Goldman, Ward 11; William Jacobson, Ward 11; Andrew S. Lisle, Ward 11; Armand J. Mathis, Ward 11; Emil F. Schueler, Ward 11; James H. Burt, Ward 12; Walter E. Davis, Ward 12; Solomon Ginsberg, Ward 12; Norris Marcus, Ward 12; Albert Ladue, Ward 13; Jeremiah V. Sullivan, Ward 13; Lionel J. Cutloaf, Ward 14; Charles H. Glazier, Ward 14; Phillip S. Phillips, Ward 14; Nathan N. Winkler, Ward 14; Andrew T. Daley, Jr., Ward 15; Michael H. King, Ward 15; Lincoln W. Mann, Ward 15; Charles H. Spragg, Jr., Ward 15; Anthony C. Calabro, Ward 16; Joseph W. Collins, Ward 16; John J. Doherty, Ward 16; Paul E. Finnegan, Ward 16; Michael E. Meehan, Ward 16; Joseph A. Ohrenberger, Jr., Ward 16; Roy C. Totman, Ward 16; Arthur R. Wharton, Ward 16; Paul Brazaitis, Ward 17; LaForrest L. Hall, Ward 17; William H. Morse, Ward 17; Charles M. Barter, Ward 18; John F. Durham, Ward 18; Chester A. Fegan, Ward 18; Charles F. Fenn, Ward 18; Wagn H. Hargbol, Ward 18; Edwin L. Kenny, Ward 18; James McGurl, Ward 18; William H. Monarch, Ward 18; Adam J. Owens, Ward 18; Edward Arnold Tynan, Ward 18; Archie Kay Walsh, Ward 18; Chester H. Baker, Ward 19; John J. Berry, Ward 19; Michael J. Killion, Ward 19; James McCallum, Ward 19; Harold F. Barrett, Ward 20; James F. Degnin, Ward 20; John M. Dempsey, Ward 20; Theodore F. Drury, Ward 20; George M. Cohen, Ward 21; Eugene W. Hayes, Ward 21; Thomas A. Bailey, Ward 22.

One hundred sixteen traverse jurors, Superior Civil Court, January Sitting, to appear January 5, 1942:

Alfred Bertulli, Ward 1; Arthur J. Bimber, Ward 1; Anthony Gregory, Ward 1; William J. McCaul, Ward 1; John B. Stasio, Ward 1; Benny Terriciano, Ward 1; Alfred Vernarelli, Ward 1; Michael McLaughlin, Ward 2; John D. Ployer, Ward 2; James H. Sullivan, Ward 2; Henry Wilson, Ward 2; James J. Connolly, Ward 3; Quincy G. Martin, Ward 3; Louis M. Nasta, Ward 3; Frank M. Packer, Ward 3; John Parker, Ward 3; Albert Stern, Ward 3; Abbott N. Colby, Ward 4; Rankin S. Dickinson, Ward 4; William A. Fortune, Ward 4; Frederick Howard, Ward 4; Paul D. Kane, Jr., Ward 4; Claude C. Leitner, Jr., Ward 4; John P. Parkinson, Ward 4; Wendell H. Small, Ward 4; Urban C. Whipple, Ward 4; William R. LaRoque, Ward 5; Arthur E. Lane, Ward 5; Harold J. Pyne, Ward 5; Edward A. Bergh, Ward 6; Melville J. Ellis, Ward 6; Joseph Bass, Ward 7; Thomas I. Curran, Ward 7; John J. Keenan, Ward 7; Edwin F. Olive, Ward 7; Frank J. Palmer, Ward 7; Archie Porter, Jr., Ward 7; Richard J. Hunley, Ward 8; Ralph B. Steeves, Ward 8; Perley V. Ward, Ward 8; Max Blumerfeld, Ward 9; Ira Layton, Ward 9; James L. Collins, Ward 10; Thomas F. Cooley, Ward 10; Frederick L. Barry, Ward 11; Chester E. Berquist, Ward 11; John H. Bronkhorst, Ward 11; Daniel H. Daylor, Ward 11; Bernard F. Reilly, Ward 11; Bernard A. Geoghan, Ward 12; John Kilday, Ward 12; Andrew Arnoldson, Ward 13; Francis L. Clancy, Ward 13; John F. Cotter, Ward 13; William H. Crosby, Ward 13; Richard F. Daley, Ward 13; Herbert J. Joliffe, Ward 13; John P. McLaughlin, Ward 13; John Williams, Jr., Ward 13; Samuel Baler, Ward 14; Julius Bromfield, Ward 14; Israel Cooper, Ward 14; Paul E. Ericson, Ward 14; Allen Ruben, Ward 14; Israel Wise, Ward 14; Arthur G. Desaulniers, Ward 15; George W. Kitchell, Ward 15; Howard I. Morse, Ward 15; James E. Riley, Ward 15; Silas J. Spencer, Ward 15; William T. Sullivan, Ward 15; Frederick V. Curtis, Ward 16; John E. Johnson, Ward 16; John F. Larkin, Jr., Ward 16; Joseph M. Ryder, Ward 16; William H. Bigwood, Ward 17; James F. Butler, Ward 17; Joseph A. Coleman, Ward 17; Louis Corey, Ward 17; George E. Driscoll, Ward 17; George A. Greene, Ward 17; Joseph F. Howley, Ward 17; Carlos A. Milliken, Ward 17; Richard E. Ryan, Ward 17; John S. Cohen, Ward 18; Eugene H. Coughlin, Ward 18; Joseph Decker, Ward 18; Roger W. Dudley, Ward 18; John F. Flaherty, Ward 18; Walter E.

Lockhart, Ward 18; John Mariano, Ward 18; Weldon D. Martin, Ward 18; John F. Powers, Ward 18; Kenneth W. Robbins, Ward 18; Bernard F. Decker, Ward 19; Martin Gerald Healy, Ward 19; John J. Hoey, Ward 19; Thomas F. Keating, Ward 19; Michael J. McLean, Ward 19; Sidney M. Silver, Ward 19; James Spellman, Ward 19; John J. Connolly, Jr., Ward 20; John M. Cremin, Ward 20; Kenneth C. Duncombe, Ward 20; James J. Mahan, Ward 20; James A. Maloney, Ward 20; George J. Pritchard, Ward 20; John J. Walsh, Ward 20; William E. Farrell, Ward 21; George E. Frink, Ward 21; John A. Mutch, Ward 21; Stanley G. Simmons, Ward 21; Ira Cheney, Ward 22; Joseph A. Devine, Ward 22; Herbert H. Huke, Ward 22; George Perry, Ward 22.

RECESS.

The Council, by direction of President GALVIN, took a recess at 2.50 p. m. The members reassembled in the Council Chamber and were called to order by President GALVIN at 3.50 p. m.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

President GALVIN called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor November 24, 1941, of Charles W. Lenaghan and Alden G. DeCourcy, to be Weighers of Goods.

The question came on confirmation of the appointments. Committee, Coun. Russo and M. H. Sullivan. Whole number of ballots 15, yes 15, and the appointments were confirmed.

FINAL PASSAGE OF FINANCIAL ORDERS.

President GALVIN called up, under unfinished business, Nos. 2 and 3 on the calendar, viz.:

2. Ordered, That under the provisions of chapter 49 of the Acts of 1933 as most recently amended by chapter 288 of the Acts of 1939 the City Treasurer be authorized to obtain the approval of the Emergency Finance Board to the issuance of one million five hundred thousand dollars (\$1,500,000) in notes, bonds or certificates of indebtedness of the city, said notes, bonds or certificates to be sold at their face value to the Commonwealth and the proceeds be, and hereby are, appropriated for the purpose of meeting outstanding revenue loans.

On November 17, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

3. Ordered, That the sum of \$1,600 be, and the same hereby is, appropriated from Sales of City Property to be expended by the Park Commission for acquiring land for playground purposes in the vicinity of Rochester and Troy streets, South End.

On November 17, 1941, the foregoing order was read once and passed, yeas 18, nays 0.

The orders were given their second and final reading and passage, yeas 16, nays 0.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) that \$20,000 be appropriated from proceeds of transfer of East Boston Airport to Commonwealth for Central Library Building, Roof Repairs, that the order ought to pass.

Report on message of Mayor and order (referred today) that \$593,157.50 be appropriated from proceeds of transfer of East Boston Airport to be paid over to Sinking Fund Commissioners, to be held by them toward paying principal and interest requirements on outstanding airport debt as they fall due—that same ought to pass.

Report accepted; said orders passed, yeas 16, nays 0.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of James F. Flahive (referred November 24) to be reimbursed for

amount of execution issued against him on account of his acts as operator of fire apparatus,—recommending passage of accompanying order, viz.:

Ordered, That the sum of seventy-five dollars (\$75) be allowed and paid to James F. Flahive in reimbursement for amount of execution issued against him on account of his acts as operator of fire apparatus, said sum to be charged to the Contingent Fund.

Report accepted; order passed.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petition of Boston Elevated Railway (referred November 10) for license to operate motor vehicles from Brigham Circle to Park square—that same ought to pass.

The report was accepted and the question came on the granting of the petition.

Coun. CHASE—Mr. President, the councilor from Ward 10 (Coun. Carey) and I during the past year have continually urged the Boston Elevated Railway Trustees to install a bus line on Huntington avenue, running from Brigham Circle to Park square, for a five-cent fare. The records of the Council meetings will show that we have done this on five or six different occasions. The trustees, through their representative, Mr. Dana, appeared before the Committee on Licenses and after considerable discussion agreed with the Committee on Licenses that they were willing to experiment with the line for a period of sixty days, running a bus line from Brigham Circle to Park square, and permission to that effect was granted by the State Department of Public Utilities. This bus line has been in operation since October, and the temporary permit which was granted by the State Department of Public Utilities expires on December 2. The State Department, under the law, is unable to extend that permit, and we now seem to have no recourse other than an appeal to the trustees. That is, we are confronted with this situation, that there is to be a discontinuance of the five-cent fare provision on the bus line operating from Brigham Circle to Park square. I see no alternative but to grant the present proposed permit, because some three thousand people are daily using that line. But under the plan now proposed, it will no longer be operated in its entire length for a five-cent fare. Under the proposition stated to the Committee on Licenses by the Elevated Trustees, they intend to make a two-zone system of this Huntington avenue bus line, under which riders can go from Brigham Circle to Copley square for five cents, and if they wish to continue further, to Park square, they will have to pay another five cents. I believe that the trustees are acting in this matter unwisely, unjustly and unfairly. I believe that the trustees are not going to gain any additional revenue from this proposition. As a matter of fact, they are only going to hinder the people in that area, placing them to the great inconvenience of walking one, two or three blocks so as to take advantage of the five-cent fare when they are going to Park square or in the other direction. The result will simply be, therefore, that they will walk for several blocks to get advantage of the five-cent fare. The people now using that bus line are doing so because they get the five-cent fare, and I maintain that, while they will continue to use the line, they will be practically forced to walk one, two or three blocks, to get advantage of the five-cent fare. Therefore, I repeat, the trustees of the Boston Elevated are acting very unwisely and are not carrying out the purpose of the act, which was that the trustees were appointed to act in a manner which should first consider the public convenience. The feeling of the public in that particular area will be very adverse to the trustees of the Boston Elevated if they insist on what they are now proposing. The position of the people of Ward 10 in this matter is the same. They, too, insist on the continuance of the present five-cent bus, and if the trustees carry out the plan they at present propose, it will result in depriving the people of that area of something which they have very much enjoyed and which they desire to have continued. It seems to be becoming evident that the trustees of the Boston Elevated are not taking into consideration the convenience of the public. The Boston Elevated is a quasi public institution. The taxpayers of Boston—and that includes everybody, whether property owners or not—are making up the deficit of the Boston

Elevated. That includes, of course, property owners, and there are plenty of large property owners in my district, large taxpayers, that district being one of the largest taxpaying districts of the city, and the taxpayers also include everybody else, whether property owners or not. Everybody contributes, through fares or otherwise, and everybody in my district and in Ward 10 is very much in favor of the continuance of the present five-cent one-zone bus ride that they have been enjoying. If the trustees try to use the proposed two-zone system, I think they will readily and very soon realize that they have made an error. I believe it is only reasonable that we, the elected representatives of the people of Boston, who are responsible in no small way for the tax rate of Boston, should have more to say about the operation of the Boston Elevated Railway than we have. We now have practically nothing to say about it, and yet they are using our streets for surface lines, bus lines and subways, and are continually coming before the City Council for permits to use the streets in connection with the operation of their lines, permits which we allow under certain conditions. So we are responsible in no small way for the operation of the road, and still, after they have obtained these privileges from us, they seem to give little or no attention to the public convenience. I trust, therefore, that this matter may be taken up with the Legislature and that there will be recognition by the Legislature of the position that the citizens of Boston are in. I trust, however, for the reasons I have stated that the Council will grant the permit.

Coun. CAREY—Mr. President, at a conference last week with the trustees of the Elevated, which Mr. Dana attended, as well as Councilor Chase and myself, I pleaded with the trustees to withdraw the proposed permit that we have before us here today to continue for the time being—especially with the Christmas season at hand—the five-cent fare bus system which was allowed two months ago, and which is just coming to a close, between Brigham Circle and Park square. I very much regret that the trustees did not give the matter proper consideration and did not accede to the request we made of them. The Elevated Trustees do not decide from month to month whether a line is profitable, but the decision is made on a yearly basis, and I certainly do not feel that the trustees have given that five-cent bus line between Brigham Circle and Park square sufficient consideration to say definitely whether it will pay. I feel that it would pay, if the Elevated Trustees were willing to continue the service. I feel that the five-cent fare would pay, when people become thoroughly accustomed to this route from Brigham Circle to Park square. I know, with the weather ahead, that people would be glad to ride and pay the five cents rather than to walk. After all, it is not such a long walk from Brigham Circle to Park square, but people will frequently ride rather than walk when they can get a five-cent fare. The fact is, however, that the line has not been properly publicized by the railway officials. It is customary when a line is established to place signs, saying, for example, that a bus line is running over such and such a route, with a five-cent fare. That has not been done in this case. Only last week a lady spoke to me, saying that for the first time it had been brought to her notice that this line was running, and she seemed much surprised. I believe that, had the line been given greater publicity, the traffic would have been much greater, that it would have been much better patronized, even in the last sixty days. I feel, of course, that I must vote for this permission, as reported by the committee, because I don't want to deny to the people of the district the service that would be granted, although wishing that the present service could be continued. I shall simply vote for it, because I don't want the people to be deprived entirely of the service they will get. I wish to emphasize that that is the only reason why I am voting in favor of the recommendation of the committee. I do trust, however, that everything will be done immediately to continue the five-cent bus privilege that we have been receiving.

Report accepted; license granted.

2. Report on petitions for driveway openings, viz.:

National Shawmut Bank (referred November 10), 160 Dudley street, at Harrison avenue, Ward 8.

Percy L. Rideout (referred November 4), at Newbury street.

Report accepted; licenses granted under usual conditions.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of December.

Report accepted; said order passed.

INVESTIGATION OF BALLOT COUNT.

Coun. SHATTUCK offered the following:

Ordered, That the Board of Election Commissioners, through his Honor the Mayor, be requested to investigate the grave errors in the counting of votes for City Councilor in Precinct 11 of Ward 5, which were disclosed at the recount of the ballots cast at the last municipal election, and to take such disciplinary or other action as their findings justify.

Coun. SHATTUCK—Mr. President, there was recently a recount of the councilor votes in Ward 5. The original count of the votes cast in Precinct 11, to which this order refers, showed 185 votes cast for Foster and 138 for Bundy. The recount of the votes in that precinct showed that Foster had received 119 votes and Bundy 134, a change of eighty-two votes in one precinct, and those changes were not in one block, as sometimes happens, but I believe there were thirteen blocks of votes involved, and there were errors in every block of the thirteen. There were nine blocks in which there were three errors, and all the errors, except in one block, were in favor of Foster and against Bundy, making a total change of eighty-two votes in the precinct. If such an error had run through all fifteen precincts, an error of eighty-two to the precinct, it would have made a difference of 1,230 votes; and if applied to all the precincts in the city, 386, it would have made a difference in the city at large of 31,652 votes. I mention those figures merely to indicate the extreme carelessness, if nothing more, with which that count was made.

The order was passed under suspension of the rule.

INFORMATION RE CERTAIN ORGANIZATIONS.

Coun. SHATTUCK offered the following:

Ordered, That the City Clerk be requested to report as to whether the Republican Voters League of Ward 5 or the Democratic Civic Club have filed any record of their organization in his office pursuant to General Laws, chapter 55, section 4, or have filed any report of receipts and expenses pursuant to General Laws, chapter 55, section 17, in connection with postal cards sent out in the names of these organizations urging the election of A. Frank Foster to the City Council in the last municipal election, said cards bearing the names of one Franklin C. Warren as President and of one George B. Wilder as Secretary of the Republican Voters League of Ward 5 and of one Thomas W. O'Connell as President of the Democratic Civic Club.

Coun. SHATTUCK—Mr. President, I have here two postal cards, one of them addressed to me at my residence, 15 River street, which reads as follows:

"Dear Voter: For the best interests of Ward 5, we sincerely urge you to endorse and vote for A. Frank Foster for City Councilor. We believe his record as a lawyer, social worker and service man makes him the logical candidate for this office. Respectfully, Republican Voters League of Ward 5, Franklin C. Warren, President; George B. Wilder, Secretary."

There is no address on the postal card of either of the men named. My order asks whether the organization named has filed with the City Clerk any record of its organization in his office, pursuant to General Laws, chapter 55, section 4, or have filed any report of receipts and expenses pursuant to General Laws, chapter 55, section 17. I find no address of these men on the postal card and, endeavoring to look them up, I find no such individuals listed in the telephone book or the city

directory. I question very much whether the organization referred to exists, or whether it is represented here by existing individuals. I raise a similar question in regard to this other post card, addressed to Frank P. Nazzaro, 27 Garden street, Boston, Mass.:

"A. Frank Foster for City Councilor. Dear Friend: Ward 5 needs a man in City Hall who is best qualified by reason of education, experience and maturity. For your best interests, vote for A. Frank Foster for City Councilor, whom we recommend very highly, and ask you to speak to your friends in his behalf. Sincerely yours, Democratic Civic Club, Thomas W. O'Connell, President."

Again, there is no address, nor does the man appear in the telephone book or the city directory. The City Clerk on investigation can state whether either of these organizations has ever filed any record of its organization or has filed a report of its expenditures.

Coun. FISH—Mr. President, this seems to call for the investigation of the election of a duly elected councilor, and it seems to me more of a personal matter than anything else. I think that information could be obtained directly from the City Clerk, without asking this Body to join in an order of this kind, directed against a duly-elected official. I am certainly going to call for a roll call on this order.

Coun. TAYLOR—Mr. President, if we are going to investigate every political contest that takes place in the City of Boston, and investigate all the literature sent out by candidates or somebody purporting to act in their behalf, we would be busy for the next two years on nothing but these investigations. We all know what these political contests for the City Council are. Sometimes one candidate desires to build up another candidate, hoping thereby to take away from the strength of a third candidate, thus trying to assist a candidate whom he really favors. That is all that many of these things amount to, and I don't think it is incumbent upon us to investigate these matters unless there is absolute evidence of fraud in an election. Many of these efforts are made to defeat somebody else, in behalf of somebody in whom the writer may be interested. So I say that orders of this kind are very questionable, unless there is some definite evidence of fraud in the election of a City Councilor which demands attention. I don't think we should be called upon to investigate in a matter of this kind. And I ask that the order be referred to the Committee on Rules.

Coun. M. H. SULLIVAN—Mr. President, I have no doubt that the councilor from Ward 5 (Coun. Shattuck) before introducing this order had already looked into the question of whether these so-called organizations had filed. I do happen to know, however, that the young man referred to, whom I know, has filed his personal campaign returns. I happened to meet him coming out of the City Clerk's office when I was going in to file my own return, and he told me that he had filed his campaign return. I know also that I have been indorsed by one or two organizations which sent out literature in my behalf, about which I knew nothing, and I think the position of this young man may have been the same. Knowing the young man, I know that he would not attempt to hide improperly under other names or try to obtain any advantage under false pretences. I can assure Councilor Shattuck that I know the young man would have no such intention. He is a young man who, I am sure from my knowledge and acquaintance with him, would not intentionally do anything wrong. I knew him when he was working in the Welfare Department in Brighton. I had occasion to have contact with him when I was trying to get help for somebody in the district, and he was very cooperative in worthy cases, being always willing to investigate and tell me honestly whether help could or should be given. He is an exceptionally clean, honest and upstanding young man, and I am more than pleased to say a word along that line in his behalf, in spite of the fact that we have no race or political affiliation. I do frankly believe, however, that this young man will be a credit to the district he is elected to represent. While I know nothing about these post cards that Councilor Shattuck refers to, or about the organizations they purport to represent, or whether they have filed, I do know — and I think you will find, councilor, if you have not found already, that the young man has filed his campaign returns. I understand that to be the fact, whether you know it or not, and I suppose you do. I

believe that there is no man who has been elected who is more worthy to be a member of this Body than Mr. Foster, and I believe when you have seen him and have seen how he conducts himself in the office, you will agree with me. Of course, we all understand what is done in elections. You yourself, councilor, understand that just as well as I do. I may say personally that I would like to have an investigation into what was done in Precinct 11 of Ward 5, because I want to know the facts, and if there are conditions which lead to irregularities, conditions which can be changed, they should be corrected. We all understand, however, the insinuations and innuendoes, such as now seem to be directed against this young man, which seem inseparable from political life. I do say, however, from my knowledge of this young man, that he has had a splendid record in civilian life, in the Public Welfare Department, as Mr. O'Hare will tell you, and that he had a fine record in the service of the country. He is a clean young man, who will be a credit to the Body. I feel that his ward on Beacon Hill will be proud of him, and I feel very sure that no evidence of wrongdoing in connection with his election can be brought against him. We all know the things that are done in political life, for one reason or another, and we also know that it is frequently hard to trace them down. I know that this young man, if he felt that he was improperly elected, would be the first man to say so. He is a fine, honest young man, who will be a credit to Ward 5. That is the conviction of every man who knows A. Frank Foster.

Coun. SHATTUCK—Mr. President, I merely want to add that this order simply relates to questioning whether these organizations have filed a record of their organization in the City Clerk's office, pursuant to the General Laws. I might add a fact that I overlooked, that upon investigation I find that neither organization has obtained the right from the Republican or Democratic state committees to use any such designation as appears on these cards, that no such permission has been granted by the Republican committee to use the word "Republican," nor by the Democratic committee to use the word "Democratic."

Coun. M. H. SULLIVAN—Mr. President, I believe there are 400 or 500 so-called Republican or Democratic organizations that have never received the consent of the state organizations to such a designation. I remember when I was starting out in politics that I had a similar experience, being offered help by an organization that apparently was not listed. But when I came to inquire into the matter, I found that there was such an organization, that was going ahead, but that had not bothered to get a charter up to that time. I would like to amend the order, so that we may find out whether A. Frank Foster filed a return with the City Clerk.

Coun. TAYLOR—Mr. President, I move that the order be referred to the Committee on Rules.

The motion to suspend the rule for the passage of the order was lost, whereupon Coun. M. H. SULLIVAN withdrew his motion to amend the order.

On motion of Coun. TAYLOR, the order was referred by a rising vote, 7 to 1, to the Committee on Rules.

FAIR EMPLOYMENT PRACTICE.

Coun. TAYLOR and D. F. SULLIVAN offered the following:

Whereas, The Committee on Fair Employment Practice appointed by the President of the United States, which committee was established as a result of an executive order of the President, the functions of which committee are to correct discrimination on account of race, creed, color or national origin in National Defense industries; be it

Resolved, That the Boston City Council, in meeting assembled, indorse the action of the President and his Committee on Fair Employment Practice.

The resolution was passed under suspension of the rule.

REFUSAL OF BUILDING PERMIT.

Coun. TAYLOR offered the following:

Ordered, That the Building Commissioner be requested through his Honor the Mayor, to refuse to issue any permit for a building to be erected by any private concern on the premises located on

Nashua street opposite the Massachusetts Public Works Department building, which property was recently sold on conditional sale to one Daniel V. McGrath.

Coun. TAYLOR—Mr. President, last week I introduced into this Body an order asking the Law Department to invalidate a certain sale of land by the state to a certain McGrath of Brockton, under a conditional sale whereby the purchaser was not to pay any taxes to the city for at least twelve years. At that time I pointed out the injustice of it all, showing that the state had no right to go into the real estate business in a manner that would deprive the City of Boston of taxes. I suppose it will be passed upon by the court, but we all know that these court procedures take a long time before coming to any decision, and in the meantime there is going to be constructed on this piece of property, I am informed, a large restaurant. This, of course, will be an injustice to other men conducting the same type of business in the City of Boston, men who will have to pay taxes to the city and who will therefore be handicapped in competition with a concern that does not. It is evident, of course, that that sort of thing is unfair to business people in the City of Boston, who are conducting certain types of business and who have the tax burden on their shoulders, and it is unfair to other taxpayers as well. I say, therefore, that where such people come in requesting the right to erect buildings on such premises, under conditions where they are not paying taxes to the city, the Building Department or any other department of the city should deny such a petition, which will operate against the people of Boston who are legitimately conducting business and paying taxes for their upkeep to the city. I say that people paying taxes to our city are entitled to preferential treatment in such cases, that private enterprises which under conditional sales are free from the payment of taxes to the city, should not be given the same consideration as others who do pay taxes. I say that the City of Boston can stop this sort of thing by denial of leave to erect any building, conducting any business, on property of this kind where the city is obtaining no taxes; and I say that the taxpayers of the City of Boston should be protected against any future conditional sales of this kind to private individuals.

Passed under suspension of the rule.

CONDITIONS AT BRIGHTON ABATTOIR.

Coun. TAYLOR offered the following:

Ordered, That the Health Commissioner be requested, through his Honor the Mayor, to investigate the unsanitary conditions now existing at the Brighton Abattoir with a view to remedying said conditions and also to compel the owners of the Brighton Abattoir to protect the health and safety of the public.

Coun. TAYLOR—Mr. President, I am informed upon pretty good authority that the sanitary conditions at the Brighton Abattoir are shocking, and I believe, in order to protect the health and safety of the public, the Health Commissioner or some other proper official should investigate the matter for the purpose of bringing the conditions to the attention of the public and also for the purpose of remedying such conditions as exist that might affect the health of the public.

Coun. M. H. SULLIVAN—Mr. President, I am not unaware of the purpose which inspires the introduction of this order by the councilor from Ward 12 (Coun. Taylor). I know that a large per cent of the slaughtering done in the Brighton Abattoir is for the kosher-eating public. For several years, I might say, the Brighton Abattoir has been one of my pet hates. I have introduced a number of orders in this Council, the purpose of which was to drive the abattoir out of Boston, but I was later apprised of the fact that because of a law enacted by the Massachusetts State Legislature, around 1877, the City Council has no jurisdiction over the abattoir. As a result of my efforts, I am assured by the Health Commissioner that substantial improvements are to be made on the grounds there, and I think, therefore, that probably this order is unnecessary today. I live close to the area discussed, and the odors emanating from the abattoir have been, to say the least, offensive. Whether or not the

improvement is temporary I cannot say, but for the past two months there has been an appreciable reduction in the odors emanating from that source. The State Health Department and the Boston Health Commissioner have informed me that many of the odors formerly ascribed to the abattoir actually emanated from the Hood Rubber dump and another dump across the Charles river in Watertown. A hearing is to be held by the Massachusetts Commission at the State House, I believe, on December 7, and I have been invited to appear there to voice my protest. I might say that the chlorine which has been used to kill odors is now difficult to obtain, in view of the fact that the Federal Government is requiring most of it for defense purposes. However, as the result of a combined effort of the Health Commissioner and myself, we have recently received priority from the Federal Government for its use in this matter. The gentleman who was supposed to control the machinery to kill offensive odors presumably, in the past, was negligent in that job, and was fired, and I think the new man is doing a much better job. As the result of a further complaint on my part, the abattoir authorities this week entered into a \$1,500 contract for rodent extermination. Three buildings on the abattoir property have been renovated, at the suggestion of the Health and Building Commissioners, and, if I understand correctly, contracts for \$1,000,000 worth of new construction work to replace the now dilapidated buildings in the area will be entered into upon the conclusion of the present emergency. Most certainly I have not been lax in my efforts to improve conditions at the Brighton Abattoir, and I think an investigation will reveal that the information accorded me by the Health Commissioner is true. I have no friendship for the abattoir, but, even though it may seem politically inexpedient, I am happy to say that they have seemingly cooperated with city officials in an effort to improve conditions. I believe, therefore, that there should be an indefinite postponement of the order, or possibly a reference to committee, so that later on if conditions do not appear to be remedied, it can be taken up.

The order was referred to the Committee on Public Safety.

RESURFACING WARD 15 STREETS.

Coun. KELLY offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface the following streets in Ward 15, under the W. P. A. plan of construction: Fox street, Percival street.

Passed under suspension of the rule.

SIDEWALKS, LINCOLN STREET, WARD 16.

Coun. FISH offered the following:

Ordered, That the Public Works Commissioner, through his Honor the Mayor, be requested to construct tar sidewalks on both sides of Lincoln street, Dorchester, Ward 16.

Passed under suspension of the rule.

SPOTLIGHT, PEABODY SQUARE.

Coun. WICKES and FISH offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install a spotlight in Peabody square, Dorchester, for the protection of the traffic officer assigned to this location.

Passed under suspension of the rule.

TRAFFIC SIGNS, WARD 17.

Coun. WICKES offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to erect suitable signs at the various important intersections in Ward 17, directing motorists to the Summer Tunnel and Franklin Park and Franklin Field.

Passed under suspension of the rule.

MASSACHUSETTS N. Y. A. SYMPHONY ORCHESTRA.

Coun. WICKES offered the following:

Whereas, Because of financial deficits in the Massachusetts N. Y. A. Symphony Orchestra, there exists a danger that this organization may be disbanded; and

Whereas, This orchestra has been of inestimable value to our youth; therefore he it

Resolved, That the Boston City Council record themselves as favoring the continuance of the aforesaid group by recommending that the Federal authorities appropriate such a sum as will meet the said deficit and guarantee the perpetuation of this worthwhile project.

The resolution was passed under suspension of the rule.

PROTEST AGAINST CEMETERY LOCATION.

Coun. WICKES offered the following:

Ordered, That the trustees of the Boston City Hospital be directed, through his Honor the Mayor, to have a representative of that Body appear at the hearing to be conducted in the City Council Chamber on December 10, and that said representative be directed to register protest against the proposed establishment of a cemetery adjoining property of the City of Boston, *i. e.*, the Boston Sanatorium on River street, Mattapan.

Coun. WICKES—Mr. President, I am sure you will agree with me that that order is an excellent order. We have over in Dorchester, Mattapan, the Boston Sanatorium, on River street, in which several hundred people are taken care of, some staying for a short time, some for a long time, and some never recovering. Adjoining that property there is a huge piece of land that has been recently sold. I understand that it is proposed to erect a cemetery there. This is a matter that concerns Ward 18 as well as Ward 17, because this property is assessed in both wards. I am also told that the clergy of Ward 16, as well as most of the citizens of these different wards, are vigorously against the establishment of a cemetery on this land which has recently been purchased. Can you imagine these poor people, when they are looking out the window, if this land is to be used for a cemetery, seeing headstones erected and graves opened, and undertaking operations going on? In only a short time we will probably have one of our undertaking friends, also, looking for an office close by. On December 10 I understand that there is a protest meeting to be held upon the matter in this hall, at which I will represent Ward 17, and I also trust that other members of the Council will take the opportunity to be here and vigorously oppose the establishment of a cemetery on that ground. I hope that the order will pass.

Coun. TAYLOR—Mr. President, I understand that this matter has not yet come to the City Council. I understand that first the Health Commissioner considers it, and if he acts favorably upon it, it comes to this Body. We can then have a public hearing. But I don't think we should pass upon it until we have heard what there is to be said by those who are for and against. I think, therefore, that the order should be referred to some committee for consideration until the time when it is to be passed upon by the City Council. I think that otherwise we will be registering an injustice to the people who would like to be heard either for or against. But after we have satisfied ourselves as to the facts, as a matter of record, we can then properly register ourselves upon the matter.

President GALVIN—I understand that there is to be a Health Department hearing on the matter on December 10.

Coun. SCANNELL—Mr. President, I want to commend the gentleman from Ward 17 (Coun. Wickes) on being alert to conditions that are going on, as shown by his order, and upon inviting the other members of the Body to appear at the hearing that is to be held in this chamber, because I know that each and every member of the City Council will be interested in the matter, knowing how the establishment of a cemetery under certain conditions affects the citizens of his district.

Coun. FISH—Mr. President, I hope every member of the Council will be present at that

meeting on December 10. I feel that there should be representatives present from every Council district. I think it is the duty of every councilor to be there.

The order was passed under suspension of the rule.

WARD 20 IMPROVEMENTS.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an arc light at the junction of Belgrade avenue and Beech street, Ward 20.

Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Powell street, Ward 20, as a public highway.

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint angle parking lines on Centre street, between Corey and Willow streets, Ward 20.

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install a light at the stairs leading to Sunset Hill path, Ward 20.

Severally passed under suspension of the rule.

COURT HOUSE JANITORS AND MALE CLEANERS.

Coun. M. H. SULLIVAN and SCANNELL offered the following:

Ordered, That the Suffolk County Court House Commission be requested, through his Honor the Mayor, to include in the budget for 1942 an increase in salary for the janitors and male cleaners employed on County Court House pay rolls.

Passed under suspension of the rule.

COST OF NEW LIBRARY ROOF.

Coun. CAREY offered the following:

Ordered, That the trustees of the Boston Public Library be requested, through his Honor the Mayor, to include in their budget for 1942 a sum sufficient to cover the cost of installing a new roof on the main building of the Boston Public Library.

Passed under suspension of the rule.

Adjourned, on motion of Coun. SHATTUCK, at 4.46 p. m., to meet on Monday, December 8, 1941, at 2 p. m.

CORRECTION.

The following is a correction in the remarks of Coun. Chase appearing at the top of column 2 of page 380 of the minutes.

Coun. CHASE—Mr. President, a number of cases have been brought to my attention in the past few months where people receiving old age assistance find that their living expenses are increasing to an extent that imposes a hardship on them. I know that his Honor the Mayor has recognized the increase in living costs because he has increased welfare allowances 10 per cent. However, no one to date has recognized this economic change as far as the people receiving old age assistance are concerned. These old people require and deserve a greater degree of help than persons who are younger, but to date the state department of old age assistance has done nothing about making allowances for increased costs of living. These people need clothing and food which they cannot, in many cases, buy because of increased costs of living. Under our present law the towns and cities have the authority to grant additional amounts. If I remember correctly, Mr. Bigelow, the watch dog of the State treasury, brought this point out when he opposed the new \$40 minimum law which I had the pleasure of voting for. Despite this acknowledgment of authority, and despite the increased costs of living, the state has not taken action, and I believe that they should do so immediately.

CITY OF BOSTON.

Proceedings of City Council.

Monday, December 8, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Coffey and Russo.

The meeting was opened with the salute to the Flag.

SUPPORT TO PRESIDENT IN WAR.

Coun. WARD offered the following:

Whereas, The Congress of the United States has declared that a state of war exists between the United States of America and Japan; and

Whereas, The citizens of Boston have ever been in the vanguard of those who responded to their country's call; now, therefore, be it

Resolved, That the Boston City Council in behalf of the citizenry of Boston hereby pledges to the President of the United States the fullest measure of devotion and support to the successful prosecution of the war that has been so treacherously thrust upon us.

Passed by a unanimous rising vote.

APPOINTMENTS BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointments, viz.:

Weights of Goods: Samuel W. Brier, 32 Leston street, Dorchester, Mass.; Joseph Lourie, 230 Beverly road, Brookline, Mass.; Benjamin Roller, 75 Shawmut street, Chelsea, Mass.

Laid over a week under the law.

VETO OF APPROPRIATION FOR LAND AT ROCHESTER AND TROY STREETS.

The following was received:

City of Boston,

Office of the Mayor, December 8, 1941.

To the City Council.

Gentlemen,—On November 17, 1941, I recommended to your Honorable Body an appropriation of \$1,600 for the purchase of a parcel of land in the vicinity of Rochester and Troy streets for the purpose of enlarging the proposed play area at that location. This play area project is being financed by the White Fund and it now appears that it will not be necessary for the money of the city to be used for this purpose. I appreciate very much the action of the Council in adopting the order without delay, but, under the circumstances, I am obliged to return it without my signature and disapproved in order that the appropriation shall not become effective.

Respectfully,

MAURICE J. TOBIN, Mayor.

Placed on file.

TAGGING OF DOCTORS' AUTOMOBILES.

The following was received:

City of Boston,

Office of the Mayor, December 8, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Police Commissioner relative to your order of November 24, 1941, concerning the tagging of automobiles owned by doctors which have emblems and which are parked in residential areas.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Police Department, December 3, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

My dear Mr. Doyle,—I am in receipt of your communication of November 27 inclosing order

passed by the City Council on November 24, 1941, requesting that the Police Commissioner, through his Honor the Mayor, instruct the police officer who is given charge of tagging automobiles, not to tag automobiles owned by doctors which have emblems on their cars and which are parked in residential areas.

In reply thereto, please be advised that the Police Commissioner, under the law, has no authority to make any discrimination in the enforcement of the present Traffic Rules and Regulations, or to instruct the officer in charge of tagging automobiles in accordance with the order of the City Council.

This is a matter that rests entirely within the province of the Boston Traffic Commission.

Very truly yours,

JOSEPH F. TIMLTY,
Police Commissioner.

Placed on file.

SKATING, ROBERTS PLAYGROUND.

The following was received:

City of Boston,

Office of the Mayor, December 8, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of November 24, 1941, concerning the placing in condition for ice skating Roberts Playground, Ward 17.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, December 2, 1941.

William T. Doyle,

Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—I have your memorandum of November 27, with inclosure, order from the City Council, that the Roberts Playground be placed in condition for ice skating.

Please be assured it will be a pleasure for the Park Department to make the usual arrangements for ice skating on Roberts Playground as soon as there is enough frost in the ground to hold the water.

Very truly yours,

WILLIAM P. LONG, Chairman.

Placed on file.

REPAIR OF TOLL GATE BRIDGE.

The following was received:

City of Boston,

Office of the Mayor, December 8, 1941.

To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 24, 1941, concerning the repair and safety for foot traffic, the overpass known as the Toll Gate Bridge, which connects Hyde Park avenue and Washington street, Jamaica Plain.

Respectfully,

MAURICE J. TOBIN, Mayor.

City of Boston,

Public Works Department,
December 3, 1941.

W. T. Doyle,

Chief Clerk, Mayor's Office.

In reply to order passed by the City Council, November 24, 1941, requesting the Commissioner of Public Works, through his Honor the Mayor, to immediately repair and make safe for foot traffic the overpass known as the Toll Gate Bridge, I respectfully report as follows:

Repairs to this bridge and approaches were included in a contract covering bridge construction work on various bridges, with Martin J. Kelly, dated September 2, 1941.

The work has been started on these repairs and should be completed within ten days.

Yours very truly,

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

INSPECTION OF MEATS AND
VEGETABLES.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Health Commissioner relative to your order of November 24, 1941, concerning the inspection of meats and vegetables which are being sold in the open-air stores in the market district on Saturday afternoons and evenings.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Health Department, December 2, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Mr. Mayor,—Complying with the recent order passed by the City Council, with reference to inspection of meats and vegetables which are being sold in the open-air stores in the Market District on Saturday afternoons and evenings, I wish to submit the following information for transmission to the Honorable City Council.

The Saturday market is covered by inspectors from the Food Inspection Division on the following schedule:

From 6 a. m. to 1 p. m., all wholesale meat houses and the receiving center for all fruit and vegetables are covered by two inspectors, and any unwholesome meats, fruit or vegetables are seized and condemned.

From 1 p. m. to midnight the retail area which includes all meat stands, wagons, fruit stands and pedlars on Blackstone and North streets are covered by a detail of four inspectors and the Superintendent of Pedlars.

Inspection of all pedlars who are planning on entering the market area is made from 1 p. m. to 3 p. m. Upon being assigned to their places, a complete tour of the market area is made, all push carts and wagons are thoroughly inspected and any unwholesome fruit or vegetables are seized and condemned. All stands and stalls are covered by the four inspectors assigned and the same procedure is followed out that applies to the inspection of pedlars.

All food that has been seized and condemned as unwholesome and unfit for food is dumped in a city disposal wagon and taken to the scow of the Coleman Disposal Company.

The number of inspections made during the year are as follows:

Market inspections, 20,148; stand inspections, 8,676; vehicle inspections, 14,536.

Any further information that you may desire will be gladly furnished.

Respectfully submitted
G. LYNDE GATELY, M. D.,
Health Commissioner.

Placed on file.

LIGHTS, BROOKLINE AVENUE AND
DEACONESS ROAD.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of September 29, 1941, concerning the installation of traffic lights for pedestrians on Brookline avenue at the corners of Deaconess road and to take every other possible means to make this particular section a safety zone.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, October 4, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated September 29, 1941, which reads as follows:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install traffic lights for pedestrians on Brookline avenue at the corners of Deaconess road and to take every other possible means to make this particular section a safety zone.

It is the opinion of the engineers of this commission that the accident rate at the intersection of Brookline avenue and Deaconess road does not warrant the installation of traffic signals.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

RESURFACING MARTIN STREET,
WARD 20.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 17, 1941, concerning the resurfacing Martin street, from Bellevue to La Grange streets, Ward 20, either as a W. P. A. project or otherwise, and to install granolithic sidewalks thereon.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 1, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Martin Street, Ward 20.

I return herewith order in City Council that the Commissioner of Public Works resurface Martin street, from Bellevue to La Grange streets, Ward 20, either as a W. P. A. project or otherwise, and to install granolithic sidewalks thereon.

This will advise you that the roadway in this street is in fairly good condition and is in no immediate need of reconstruction at this time. I will have a canvass made of the abutting owners on this street in order to determine whether or not they are willing to pay their proportionate share of the expense of the installation of granite curbs and artificial stone sidewalks thereon.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

MARKING OF DEWEY SQUARE.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to the order of November 17, 1941, concerning the erecting suitable signs, or a monument, designating Dewey square, which was named in honor of Admiral George Dewey, late hero of the Spanish-American War.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 1, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Sign designating Dewey Square.

I return herewith order in City Council that the Commissioner of Public Works erect suitable signs, or a monument, designating Dewey square, which was named in honor of Admiral George Dewey, late hero of the Spanish-American War.

Please be advised that a standard wooden hero square sign has been erected in the center island in Dewey square, the work being completed under date of November 28, 1941.

GEORGE G. HYLAND,
Commissioner of Public Works.

SIDEWALKS, BAILEY STREET, WARD 17.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works

relative to your order of November 24, 1941, concerning the replacing of the present red brick sidewalks on both sides of Bailey street, Ward 7, with the granolithic type sidewalks.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 2, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Bailey Street, Ward 17.

I return herewith order in City Council that the Commissioner of Public Works replace the present red brick sidewalks on both sides of Bailey street, Ward 17, with the granolithic type sidewalks.

Please be advised that this will be given consideration for submission for approval on a W. P. A. Project early during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

APPROPRIATIONS FOR VARIOUS DEPARTMENTS.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—There is transmitted herewith request for additional appropriations from the indicated sources to meet the requirements of city and county departments and divisions for the remainder of the current year. The major portion of this supplementary appropriation is due to additional requirements caused by the increase in the general price level.

The immediate passage of these accompanying orders is urgently requested.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That from the proceeds of the transfer of the East Boston Airport to the Commonwealth of Massachusetts, under the provisions of chapter 695 of the Acts of 1941, the sum of \$401,126 be, and hereby is, appropriated, for the following purposes.

Boston Port Authority.	
B. Contractual Services.....	\$1,500
Board of Examiners.	
D. Supplies.....	\$15
City Clerk Department.	
C. Equipment.....	\$800
City Council.	
B. Contractual Services.....	\$1,414
City Documents.....	\$10,000
Fire Department.	
B. Contractual Services.....	\$12,000
C. Equipment.....	20,000
D. Supplies.....	25,000
F. Special Items.....	40,000
	<u>\$97,000</u>
Wire Division.	
B. Contractual Services.....	\$145
D. Supplies.....	350
F. Special Items.....	209
	<u>\$704</u>
Steamer "Stephen O'Meara."	
B. Contractual Services.....	\$16,500
Mayor, Office Expenses.	
B. Contractual Services.....	\$875
C. Equipment.....	41
D. Supplies.....	17
G. Incidentals.....	7,000
	<u>\$7,933</u>

Park Department.

A. Personal Service.....	\$25,000
B. Contractual Services.....	6,100
C. Equipment.....	350
D. Supplies.....	9,500
E. Materials.....	3,500
	<u>\$44,450</u>

Police Department.

A. Personal Service.....	\$25,000
B. Contractual Services.....	25,000
C. Equipment.....	20,660
D. Supplies.....	21,800
E. Materials.....	2,900
F. Special Items.....	3,100
	<u>\$98,460</u>

Public Works Department.
Lighting Service.

B. Contractual Services.....	\$23,500
	<u>\$23,500</u>

Public Works Department.
Sewer Service.

B. Contractual Services.....	\$5,900
C. Equipment.....	5,900
D. Supplies.....	7,100
	<u>\$18,900</u>

Sanitary Service.

B. Contractual Services.....	\$11,300
C. Equipment.....	5,000
D. Supplies.....	10,000
E. Materials.....	1,800
	<u>\$28,100</u>

Ferry Service.

D. Supplies.....	\$9,600
	<u>\$9,600</u>

Bridge Service.

B. Contractual Services.....	\$5,000
E. Materials.....	6,000
	<u>\$11,000</u>

Registry Department.

B. Contractual Services.....	\$1,250
	<u>\$1,250</u>

Contingent Fund.

Special Appropriation.....	\$30,000
	<u>\$30,000</u>

City of Boston.

City Clerk Department, December 2, 1941.
Francis X. Lang, Esq.,
Budget Commissioner.

Dear Sir,—This office has now in active service fourteen Oliver typewriters which were purchased sixteen years ago. They have no value now other than a junk value and it is only by the expenditure of improvident amounts in repairs and service that we have been able to keep them in operation. An opportunity has arisen by which I can purchase a battery of ten, and possibly twelve, slightly used typewriters of a reliable make and model by the expenditure of a little less than \$800 if immediate action is taken.

It was my intention to demand in the 1942 budget an appropriation of \$1,560 for the replacement of the present antiquated machines, but if advantage is taken of this opportunity the existing situation will be relieved at a saving of at least \$700.

Accordingly I respectfully request that you will prepare and approve a transfer of \$800 from any available balance to the appropriation for C-9 in this department.

Yours very truly,
WILFRED J. DOYLE,
City Clerk.

City of Boston,
Boston Port Authority,
November 27, 1941.

REQUEST FOR TRANSFER OF FUNDS FROM OTHER AVAILABLE SOURCES TO THE BOSTON PORT AUTHORITY BUDGET, (\$1,500.00.)

We request a transfer of funds from other available sources to the Boston Port Authority budget as follows:

B-3, Advertising and Posting. (\$500.) We were allowed \$1,000 under this item for 1941, and

our usual expenses for advertising in selected port publications have been within our estimate for 1941. However, with small transfers of funds to other items in our budget, which have been necessary from time to time during the year, and on account of our commitment to purchase copies of the W. P. A. Writers' Project book, "Boston Look Seaward," at a cost not to exceed \$500, to be used for advertising purposes, we find we will need \$500 additional in this item. This commitment was made by vote of the Board on July 3, 1940, and has been allowed for in subsequent budgets. We, therefore, ask for an additional \$500 in this item.

B-4, Transportation of Persons. (\$1,000.) In this item we requested \$4,000, and were allowed \$3,800, but from time to time during the year we have had to transfer to other items amounts totaling \$750, necessary because of unforeseen expenditures in those items. It now develops that on account of the travelling expenses of Mr. John F. Fitzgerald, in connection with representation of the Port Authority at conventions in Los Angeles and Miami, authorized by vote of the Board, our funds in B-4 are exhausted. In order to pay travelling expenses of members of the Board and of our staff for the balance of the year, as well as paying expense accounts already approved during the latter part of November, we shall need an additional \$1,000, which would make our total B-4 1941 expenditures \$4,050, the amount originally requested by us. Inasmuch as our total 1941 budget appropriation has been decreased by \$10,000, transferred to the Reserve Fund on October 27, and the date of the vote of the Board authorizing Mr. Fitzgerald's travelling expenses was September 30, we feel it is entirely in order for us to request the sum of \$1,000 from the Reserve Fund be made available in our budget item B-4.

We regret the necessity of requesting a transfer from a source outside our budget, but the balances remaining in our other budget items are only sufficient for our expenses for the remainder of this year.

Referred to Executive Committee.

TRANSFERS WITHIN DEPARTMENTAL APPROPRIATIONS.

The following was received:

City of Boston,

Office of the Mayor, December 1, 1941.

To the City Council.

Gentlemen,—I am forwarding herewith requests for transfer of funds between departmental and divisional appropriations in city and county departments, and recommend adoption of the accompanying orders by your Honorable Body.

Respectfully,

MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Welfare Department, Central Office, F, Special Items, \$100, to the appropriation for Public Welfare Department, Temporary Home, C, Equipment, \$100.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Works Department, Central Office, A, Personal Service, \$350; Bridge Service, A, Personal Service, \$10,700; Ferry Service, A, Personal Service, \$1,200; Paving Service, A, Personal Service, \$16,000; Sewer Service, A, Personal Service, \$11,900, to the appropriation for Public Works Department, Sanitary Service, A, Personal Service, \$38,400; C, Equipment, \$1,050; F, Special Items, \$700.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Soldiers' Relief Department, F, Special Items, \$1,280.51, to the appropriation for Soldiers' Relief Department, A, Personal Service, \$1,280.51.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Suffolk County Court House, Custodian, A, Personal Service, \$10,000; B, Contractual Services, \$4,000, to the

appropriation for Superior Court, Criminal Session, B, Contractual Services, \$14,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Miscellaneous Expenses, Auditing Department, A, Personal Service, \$420, to the appropriation for Auditing Department, A, Personal Service, \$275; B, Contractual Services, \$125; C, Equipment, \$20.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941, the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Health Department, A, Personal Service, \$13,400, to the appropriation for Election Department, A, Personal Service, \$6,500; Fire Department, Wire Division, A, Personal Service, \$750; Market Department, A, Personal Service, \$150; Mayor, Office Expenses, A, Personal Service, \$6,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Library Department, A, Personal Service, \$3,012, to the appropriation for Weights and Measures Department, A, Personal Service, \$3,012.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Soldiers' Relief Department, F, Special Items, \$64,320, to the appropriation for Hospital Department, D, Supplies, \$31,000; Sanatorium Division, D, Supplies, \$4,000; Institutions Department, Long Island Hospital, B, Contractual Services, \$19,320; Snow Removal, Special Appropriation, \$10,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Suffolk County Court House, Custodian, A, Personal Service, \$815, to the appropriation for Municipal Court, Charlestown District, A, Personal Service, \$525; Municipal Court, Dorchester District, A, Personal Service, \$290.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Superior Court, Civil Session, General Expenses, A, Personal Service, \$7,500; B, Contractual Services, \$20,000; Supreme Judicial Court, B, Contractual Services, \$2,000, to the appropriation for Penal Institutions Department, House of Correction, B, Contractual Services, \$2,000; C, Equipment, \$5,700; D, Supplies, \$21,000; E, Materials, \$800.

Ordered, That under authority of Section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Health Department, A, Personal Service, \$14,000, to the appropriation for Mayor, Office Expenses, A, Personal Service, \$5,912.42; B, Contractual Services, \$872.48; C, Equipment, \$41; D, Supplies, \$16.87; G, Incidentals, \$7,157.23.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Alma's Lunch, Inc., for compensation for damage to property at 139 Massachusetts avenue, caused by water being shut off.

Joseph J. Callaghan, for compensation for injuries caused by an alleged defect at Champney and Faneuil streets.

Rocco Capuzzo, for compensation for damage to car caused by an alleged defect in South Huntington avenue.

Cataldo Ciocco, to be reimbursed as result of accident which occurred while in performance of duty.

Frederick Frankina, to be reimbursed for loss of articles at Hyde Park Municipal Building.

Agatha B. Mahoney, for compensation for injuries caused by an alleged defect at Geneva avenue and Holiday street.

Max Noriansky, for compensation for injuries caused by car of Police Department.

Joseph Raimo, for compensation for damage to property at 410 Hyde Park avenue, during construction of Neponset avenue.

Annie E. Richards, for compensation for damage to car caused by an alleged defect at 332 Vermont street.

Seavey's Garage, for compensation for damage to property at 632 Blue Hill avenue, caused by steam shovel throwing stones through window.

George R. Towle, to be reimbursed for execution issued against him.

Committee on Licenses.

Petitions for driveway openings:

Albany Street Realty Company, Inc., 30 Fellows street, Ward 8.

H. P. Hood & Sons, Inc., 461 Rutherford avenue, Ward 2.

Thorwald S. Ross, 119 St. James avenue, Ward 4.

APPOINTMENT OF CITY TREASURER.

Notice was received of the appointment by the Mayor of James J. McCarthy, 76 Bennett street, Brighton, as City Treasurer for term ending April 30, 1945.

Placed on file.

NOTICE OF INDEMNITY BOND.

A communication was received from the Metropolitan District Commission inclosing indemnity bond from Welding and Engineering Company of Boston *in re* contract for welding of boilers at Chestnut Hill Pumping Station No. 2.

Placed on file.

RECESS.

The Council voted at 2.35 p. m. to take a recess, subject to the call of the Chair. The members reassembled in the Council Chamber and were called to order at 5.04 p. m., Coun. WARD in the chair.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on petition of Gertrude T. Dolan (referred June 23) to be paid an annuity on account of death of her husband, William E. Dolan, late member of the Fire Department—recommending passage of accompanying order, viz.:

Ordered That under the provisions of chapter 340 of the Acts of 1933, an annuity of twelve hundred dollars be allowed and paid to Gertrude T. Dolan, widow of William E. Dolan, a member of the Fire Department, who died on May 16, 1940, on account of injuries received in the performance of his duty, said annuity being made up of allowances as follows:

For the widow, Gertrude T. Dolan, so long as she remains unmarried, \$1,000 per annum.

For the following-named child, during such time as he is under the age of eighteen or over said age and physically or mentally incapacitated from earning, \$200 per annum: William E. Dolan, born March 11, 1926.

The payments to date from May 16, 1940, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

Report accepted; order passed.

2. Report on order (referred November 24) that Corporation Counsel draft legislation to prevent Commonwealth from making conditional sales of state-owned land which will prevent collection of taxes, and that legal action be taken against Daniel V. McGrath compelling him to pay future taxes on property on Nashua street—that same ought to pass.

Report accepted; said order passed.

3. Report on message of Mayor and order (referred December 1) appropriating \$12,000 from income of George F. Parkman Fund, to be expended under direction of the Park Commissioners—that same ought to pass.

Report accepted; said order passed, yeas 20, nays 0.

4. Report on message of Mayor and orders (referred today) for transfers within departmental appropriations—that same ought to pass.

Report accepted; said orders passed, yeas 20, nays 0.

5. Report on message of Mayor and orders (referred today) for appropriations from proceeds of transfer of Boston Airport for various departments, amounting to \$401,126—that same ought to pass.

The report was accepted and the question came on the passage of the order.

Coun. SHATTUCK—Mr. President, these orders came to us only an hour ago, and we have not had a chance to properly scrutinize the items. We have not had a chance, except very briefly, to ask any questions concerning the items or to look into them. I think a matter of this magnitude, involving over \$400,000, should go to the Appropriations Committee which considered the original appropriations, should be heard by them, and that they should summon before them heads of the departments involved, and then report back to the Council. That could all be done this week. I don't think there would be much delay in taking that action, and I think that procedure should be followed. I think it will establish a bad precedent if we should act upon these matters sight unseen. Therefore, I shall vote against the order at this time.

Coun. KELLY—Mr. President, while I agree with Councilor Shattuck that we should be given more time upon this particular order, I shall not vote against it, because of the salaries involved in the Election and other departments. I do believe, however, that we should be given at least a week's notice on matters of this kind.

Coun. TAYLOR—Mr. President, while I will agree that as much notice as possible should be given in matters of this kind, the fact remains that we are approaching the end of the year and that the passage of such an order becomes necessary, particularly because of the salary needs in certain departments. It is necessary, in order to clean up this year's business. The Mayor has been planning, of course, for the coming year, to put through economies in all departments because of the demands that will be made because of the defense program, and we must necessarily expect that the budget for the coming year will be increased considerably because of that demand. So far as the order before us is concerned, however, in my opinion the treasury of the City of Boston is not to be affected, because these monies will come out of funds received by the City of Boston that were not expected at the beginning of the year. I cannot for the life of me see why we should jeopardize the salaries or supplies in any department, as might result from holding this matter over for one week. In my opinion, the Budget Commissioner has given us a good reason for the increase in expenditures. I am sure that if this went before the Appropriations Committee we would not be enlightened any more than we have been enlightened today. Therefore, I ask that this order go through without further delay.

Coun. CHASE—Mr. President, I, too, feel as Councilor Shattuck and Councilor Kelly have stated. The Council should have ample time to consider matters of this kind, so that we might have opportunity to go over the items thoroughly. I do not believe, however, that it would be proper for me to hold up the salaries of certain departments, and I, sir, through you, Mr. President, would like to ask the Council if it would be possible for us to have a separation, so that the salary items might go through today, and the other matters might go over.

Chairman WARD—The Chair will rule that that cannot be done.

Coun. FISH—Mr. President, I think most of the Council believe that we should be given a bit more information on this matter, but I don't think any of us wish to hold up the salaries. So far as the other items are concerned, I don't think it would do us any good. We have had a conference with the Budget Commissioner upon this matter, he has given us information upon it, and personally I see no reason, therefore, why the order should not go through today.

The order was passed, yeas, 18, nay—Coun. Shattuck—1.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petitions for driveway openings—recommending that permits be granted, under usual conditions, viz.:

National Shawmut Bank (referred November 10), 1850 Centre street, Ward 20.

Albany Street Realty Company, Inc. (referred today), 30 Fellows street, Ward 8.

Report accepted; said permits granted under usual conditions.

SIDEWALK, NORWOOD STREET,
WARD 16.

Coun. FISH offered the following:

Ordered, That the Commissioner of Public Works make a sidewalk along Norwood street, west side, from about 320 feet south of Conley street to Tolman street, Ward 16, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under suspension of the rule.

PLANS FOR POSSIBLE EMERGENCY.

Coun. CHASE offered the following:

Ordered, That the Fire Commissioner, Police Commissioner, Public Works Commissioner and the Director of the Civilian Defense Commission be requested, through his Honor the Mayor, to arrange for an immediate meeting with the City Council and his Honor the Mayor, for the purpose of reviewing plans made, and also for formulating additional plans for immediate action by municipal authorities in the event of an emergency which may arise in the City of Boston as a result of an act by an enemy nation.

Passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE
APPOINTMENT.

Chairman WARD called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointment submitted by the Mayor December 1, 1941, of Mark H. Devlin, to be a Weigher of Goods and a Measurer of Grain.

The question came on confirmation, Committee, Coun. Chase and Wickes. Whole number of ballots 16, yes 16, and the appointment was confirmed.

REPAIRS, COLUMBUS PARK.

Coun. LINEHAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to make the proper repairs to the old locker building on Columbus Park as soon as possible.

Passed under suspension of the rule.

STAIRS, COLUMBIA ROAD BRIDGE.

Coun. LINEHAN offered the following:

Ordered, That the Park Commission be requested, through his Honor the Mayor, to construct a flight of stairs leading from Columbia Road Bridge, on the side nearest Old Harbor Village, to the sidewalk below so that pedestrians going to the Village will not have to cross at the intersection of the road leading to Quincy, near Lynch's gasoline station.

Passed under suspension of the rule.

BUDGET ALLOWANCE FOR PARKS AND
PLAYGROUNDS.

Coun. LINEHAN, D. F. SULLIVAN, LYONS, SCANNELL and CAREY offered the following:

Ordered, That the Park and Budget Commissioners be requested, through his Honor the Mayor, when considering the Park Department budget for 1941, to allow a sum sufficient to place

all the parks and playgrounds throughout the city in proper condition.

Passed under suspension of the rule.

PURCHASE OF SIRENS.

Coun. WICKES offered the following:

Ordered, That his Honor the Mayor be requested to confer with the Commissioner of Public Safety with a view to taking immediate steps for the purchasing of such sirens and other alarm equipment as will be necessary to warn all the people of Boston in the event of any emergency which may result from the danger of the war in which our country is now involved; and be it further

Ordered, That the said commissioner be requested to take such steps as may be necessary for the control of all factory whistles and other sound devices which may be used pending the purchase of said equipment, or in conjunction with said equipment.

Passed under suspension of the rule.

COMMENDATION OF CONGRESSMAN
McCORMACK.

Coun. WICKES offered the following:

Whereas, The Honorable John W. McCormack, Democratic Majority Leader of the United States House of Representatives, has this day exemplified the noble tradition of the Minutemen of Massachusetts by the decisive action he has demonstrated in expediting a declaration of war against the Japanese invader; therefore be it

Resolved, That the Boston City Council, in meeting duly assembled, congratulates Congressman McCormack for the patriotism which prompted his expeditious dispatch of this matter and for the splendid example it furnishes at this time when action is the keynote of our great country and our great leader, the President of the United States of America, Franklin D. Roosevelt.

Passed under suspension of the rule.

ALLOTMENT FOR CHRISTMAS GIFTS.

Coun. D. F. SULLIVAN offered the following:

Ordered, That his Honor the Mayor increase the allotment for the purchase of Christmas gifts for those foster children under the care and supervision of the Child Welfare Division of the Institutions Department from the present budget allotment of approximately 23 cents for each child to a sum which would guarantee these unfortunate children an adequate Christmas gift.

Coun. D. F. SULLIVAN—Mr. President, my attention has been directed to this situation where the present budget allotment for Christmas gifts for foster children under the care and supervision of the Child Welfare Division of the Institutions Department amounts to approximately 23 cents per child. This sum was arrived at by dividing the number of foster children, amounting to 1,528, into the sum of \$350, which was the sum intended in the budget to purchase Christmas presents for these children. Out of this allotment of 23 cents must come postage and wrapping charges. Certainly not a large sum left, probably about 17 cents to make these unfortunate children happy during the coming Christmas season. I know that my colleagues would not knowingly be miserly in presenting paltry gifts to these unfortunate children if they actually knew that such a small sum was contained in the budget. I am calling on this Honorable Body at this time to correct this apparent injustice. We know that Christmas is a time for little children. Certainly these unfortunate ones should receive special consideration at this time. If there is to be economy practiced, let us not practice it at the expense of poor and unfortunate children. Gentlemen, this is a sample of the need for a more definite and itemized budget to be presented for consideration by this Body. Evidently such a small sum was lost in the total budget figure submitted by the department in question. I know that my colleagues would have been only too happy to enlarge this particular sum so that these poor and unfortunate children might have an adequate gift to brighten up their Christmas season. I move that this order be passed under suspension of the rule.

The order was passed under suspension of the rule.

PAY TO CITY EMPLOYEES IN
SERVICE.

Coun. GALVIN and LANGAN offered the following:

Ordered, That his Honor the Mayor request the Corporation Counsel to present for consideration of the Legislature emergency legislation requesting that the City of Boston be allowed to pay to those who enlist in the armed forces of the United States in the present war the difference in salary which they receive as a member of the United States service and as an employee of the City of Boston.

Passed under suspension of the rule.

DEATH OF JAMES A. WATSON.

Coun. GOODE and WARD offered the following:

Resolved, That the Boston City Council expresses its deep regret at the death of the late James A. ("Jerry") Watson, for many years a member of the Boston City Council, and extends its sympathy to his widow.

Adopted unanimously by a rising vote.

SIDEWALKS, BOWER STREET, WARD 12.

Coun. TAYLOR offered the following:

Ordered, That the Public Works Commissioner be requested, through his Honor the Mayor, to install new sidewalks on Bower street, in Ward 12.

Passed under suspension of the rule.

TRAFFIC SIGNALS, COLUMBIA ROAD AND
QUINCY STREET.

Coun. KELLY offered the following:

Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to install

automatic traffic signals at the junction of Columbia road and Quincy street, Ward 15.

Passed under suspension of the rule.

REPORT REGARDING EMERGENCY
PREPARATIONS.

Coun. LYONS offered the following:

Ordered, That his Honor the Mayor be requested to contact the Civilian Defense Commission with a view to furnishing the City Council with a complete report showing, in detail, the preparations that have been made for the protection of the civilian population in Boston in the event of a bombing attack or other emergencies.

Passed under suspension of the rule.

ADDITIONAL LIGHTS, CENTRE STREET.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install additional lights on Centre street, in front of St. Theresa's Church, Ward 20.

Passed under suspension of the rule.

Adjourned, on motion of Coun. HURLEY, at 5.25 p. m., to meet on Monday, December 15, 1941, at 2 p. m.

CORRECTION.

In the Minutes of December 1, 1941, in Coun. Shattuck's remarks on "Investigation of Ballot Count," first column of page 387, commencing with the twelfth line, where it says, "There were errors in every block of the thirteen," the remarks should read:

"There were errors in every block of the thirteen except four. In the nine blocks in which there were errors, these errors, except in one block, were in favor of Foster and against Bundy."

CITY OF BOSTON.

Proceedings of City Council.

Monday, December 15, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN in the chair. Absent, Coun. Coffey and Goode.

The meeting was opened with the salute to the Flag.

APPOINTMENT BY THE MAYOR.

Subject to confirmation by the Council, the Mayor submitted the following appointment, viz.:

Constable for term of one year, beginning with first day of May, 1941, with authority to serve civil process upon filing of necessary bonds: Max Kaplan, 1220 Blue Hill avenue, Ward 14.

Laid over a week under the law.

ORDINANCE RE CIVILIAN DEFENSE.

The following was received:

City of Boston,
Office of the Mayor, December 15, 1941.
To the Honorable the City Council.

Gentlemen,—On Sunday, December 7, 1941, Japan without provocation attacked our country. We are now at war with Japan, Germany, and Italy.

Last spring the City of Boston Committee on Public Safety was set up on a volunteer basis to provide an agency for planning and carrying out the civilian defense of life and property in Boston in time of war, disaster, or other emergency. The committee has been functioning for over six months. The committee's work is based on a comprehensive plan for protecting life and property. The plan combines all existing municipal and public utility services with the services of thousands of volunteers. The excellence of the plan is attested by the fact that Baltimore, Philadelphia, and other cities have used it as a model for their civilian defense organizations.

The committee is organized in three departments—Executive, Staff, and Operations. The Staff Department includes Planning, Public Relations, Training, Cooperating Agencies, and Liaison with Metropolitan Communities Divisions. The Operations Department includes Protection, Health Services, Social Services, and Services and Supplies Divisions. Attached to this letter is a copy of the original organization chart of the committee.

Since its organizations, the committee has trained over 6,000 air raid wardens. Additional thousands, who have been registered, will receive their training in classes to be held in twenty Boston public schools starting this week.

The committee has available over 3,000 auxiliary firemen. Additional volunteers are required in this service and courses are in process at the present time.

The committee is mobilizing doctors, nurses, and other emergency services. It is working closely with the Federal Office of Civilian Defense, the State Committee on Public Safety, The American Red Cross, and the Community Fund agencies.

Within a week the committee's twelve district air raid report centers will be completely established, fully equipped with signal-system telephone service, and manned with trained personnel. The most modern air raid signal system is now being installed throughout the city. The committee is thus becoming the nerve-center of the city.

During the last week the committee has been taking every possible step, in cooperation with me, to carry into full effect previously prepared, comprehensive programs for the civilian defense of life and property in Boston.

Now that the nation is at war, it is advisable by appropriate ordinance to give the City of Boston Committee on Public Safety a formal municipal status. Such a step will be in line with the plans of the Federal Office of Civilian Defense. It will clothe the committee with authority to act for the city in civilian defense activities, conformably to

the provisions of the Commonwealth Emergency Defense Act of 1941 (St. 1941, c. 719). It will definitely establish the municipal service which is to receive and expend moneys in the future for the city's civilian defense.

I attach a draft of ordinance "Concerning Civilian Defense" which has been prepared by the Corporation Counsel, after study of Federal and other municipal models, to accomplish for Boston what is now needed. Under this ordinance the existing committee and organization will be continued, without interruption or confusion in its vital work. I urge you to adopt this ordinance without delay, so that the city's civilian defense program may go forward with all speed.

Very truly yours,
MAURICE J. TOBIN, Mayor.

An Ordinance Concerning Civilian Defense.

SECTION 1. There is hereby established the City of Boston Committee on Public Safety, which shall have charge of civilian defense of lives and property in Boston. The Committee shall be composed of the Mayor, as Chairman, and of such department heads and other persons, not exceeding twenty in number, as the Mayor may appoint from time to time. From the members so appointed the Mayor shall designate an Executive Director, who shall receive such compensation as the Mayor may determine. Each member of the Committee shall serve at the pleasure of the Mayor or until the repeal of this ordinance. The Committee may appoint and compensate an Executive Secretary and other technical and staff personnel necessary to the performance of its functions.

SECTION 2. In the discharge of its functions the Committee shall cooperate with federal, state, and municipal authorities. To the extent permitted by law, the Committee shall act for the City of Boston in carrying out the provisions of chapter 719 of the Acts of 1941, including, without implied limitation, the conduct of blackouts, air raid warnings, and other defense activities and the appointment, training and equipping of volunteer, unpaid public protection units.

SECTION 3. The Committee may expend for the purposes herein stated such funds as may be appropriated or as may be otherwise made available.

SECTION 4. The Police Commissioner may furnish, on such occasions and to such extent as he may deem advisable, the assistance of the Police Department to another city or town in the suppression of riots or other forms of violence therein, in accordance with the provisions of section 5 (b) of chapter 719 of the Acts of 1941.

SECTION 5. This ordinance shall remain in force during the effective period of chapter 719 of the Acts of 1941, or any act in substitution therefor or continuation thereof.

Referred to Executive Committee.

LOAN FOR PUBLIC SAFETY PROGRAM.

The following was received:

City of Boston,
Office of the Mayor, December 15, 1941.
To the City Council.

Gentlemen,—Under the provisions of chapter 487 of the Acts of 1941 municipalities are authorized to appropriate such sums of money as are deemed necessary for the preservation of health and protection of persons and property during the existing national emergency. At the present time a full and adequate public safety program is being carried forward by city agencies and departments. In order to provide for expenditures involved in such a program I feel that the sum of \$150,000 should be made available immediately. I accordingly submit the accompanying loan order and respectfully recommend its immediate consideration and adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under the provisions of chapter 487 of the Acts of 1941 the sum of one hundred fifty thousand dollars (\$150,000) be, and the same hereby is, appropriated to be expended for the preservation of health and protection of persons and property during the existing national emergency, and that the City Treasurer be authorized to issue upon request of the Mayor bonds or certificates of indebtedness to the city to said amount.

Referred to Executive Committee.

TRANSFER FROM PARKMAN FUND.

The following was received:

City of Boston,

Office of the Mayor, December 15, 1941.

To the City Council.

Gentlemen,—I am in receipt of the attached communication from the Board of Park Commissioners requesting the transfer of the sum of \$1,070.09 from the income of the George F. Parkman Fund to the Maintenance and Improvement of the Common and Parks in Existence on January 12, 1887.

I submit herewith an appropriation order and respectfully recommend its passage by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Park Department, December 12, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—By vote of the Board of Park Commissioners you are respectfully asked to request the City Council to transfer from the income of the George F. Parkman Fund the sum of \$1,070.09 which is now available, to be expended under the direction of the Board of Park Commissioners as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of	\$1,070 09
---	------------

When making up the budget estimates for the year 1941, a sum equal to the total yearly income of the George F. Parkman Fund was deducted from Item A-1, Permanent Employees, with the understanding that this deduction was to be replaced by the total yearly income of said Parkman Fund for 1941, to be transferred as it accrued from time to time during the year to the regular maintenance appropriation of the Park Department.

This will be the final request for 1941.

Respectfully yours,
WILLIAM P. LONG, Chairman.

Ordered, That the sum of \$1,070.09 be, and hereby is, appropriated from the income of the George F. Parkman Fund, to be expended under the direction of the Park Commissioners, for the Maintenance and Improvement of the Common and Parks in existence on January 12, 1887, as follows:

Common and Parks in Existence on January 12, 1887, Maintenance and Improvement of	\$1,070 09
---	------------

Referred to Executive Committee.

REMOVAL OF VEHICLES FROM STREETS.

The following was received:

City of Boston,

Office of the Mayor, December 15, 1941.

To the Honorable the City Council.

Gentlemen,—The Commissioner of Public Works has submitted to me a form of ordinance, approved by the Law Department, authorizing, in accordance with the provisions of chapter 346 of the Acts of 1941, the removal from the public streets of the city of all vehicles that interfere with snow removal and plowing operations.

The original legislation authorizing the above-referenced removal work was sponsored by the City of Boston and resulted from the conditions that obtained in the various streets of this city during and subsequent to the St. Valentine's Day storm of 1940. At that time the Public Works Department of the city and the contractors were greatly handicapped in the snow plowing and removal work because of the large number of vehicles that were parked on the streets and abandoned by the owners.

In order to eliminate any possibility of any such condition existing at any time in the future, it is absolutely essential that the inclosed draft of ordinance be adopted, thereby making the above-referenced statute law effective. It is particularly important that this ordinance be adopted at this time to make certain that all of the streets of the city will be kept open during the coming winter, thereby assuring no interruptions in the flow of that traffic which is essential to the National

Defense Program, with particular reference to Army convoys that might be required to use the streets of the city in the event of any emergency condition that might arise.

I respectfully urge your Honorable Body to adopt this ordinance as soon as possible.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,

Public Works Department,
December 15, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Mr. Mayor,—Under the provisions of chapter 346 of the Acts of 1941 the Commissioner of Public Works of this city is given authority, if an enabling ordinance to that effect is adopted by the city, to remove or cause to be removed to some suitable location, such as a public garage or parking area, any and all vehicles interfering with the plowing or removal of snow.

With the assistance of the Law Department, a suitable form or ordinance has been prepared, four copies of which are inclosed.

I respectfully recommend that this draft of ordinance be forwarded to the City Council today, in order that it may be adopted at as early a date as possible.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

An Ordinance Concerning the Removal and Storage of Vehicles Interfering with the Removal of Snow.

SECTION 1. The commissioner of public works, for the purpose of removing or plowing snow, or removing ice, from any street, may remove, or cause to be removed, to some convenient place, including in such term a public garage and outdoor parking area, any vehicle interfering with such work.

SECTION 2. If the commissioner, acting under the provisions of section one, orders the removal of any vehicle by a person or agency other than the city, a written order for such removal shall be given by the commissioner or his authorized representative at the time of removal, provided, however, that in an emergency such order may be given orally. Any such written order shall state that it is subject to the provisions of this ordinance, a copy of which shall appear thereon. Any such oral order shall be accompanied by the statement that it is subject to the provisions of this ordinance and shall be confirmed in writing within twenty-four hours.

SECTION 3. The commissioner shall keep a record of vehicles removed under the provisions of section one. Not later than ten hours after any such removal the commissioner shall give notice thereof to the police commissioner, and not later than the second business day following any such removal the commissioner shall publish notice thereof at least once in a newspaper published and having a general circulation in the city of Boston. The record kept and the notices given and published by the commissioner shall include: (a) the registration number and general description of the vehicle removed, (b) the time of removal, and (c) the place from which and to which the vehicle was removed.

SECTION 4. The cost of the removal of any vehicle under the provisions of section one and the storage charges, if any, resulting therefrom shall be paid by the owner of such vehicle.

SECTION 5. The amount to be paid by such owner for all costs of removal, exclusive of storage charges, shall not exceed five dollars. The amount to be paid by such owner for storage charges shall not exceed the rate of one dollar for each twenty-four-hour period. Subject to the foregoing limitations, the commissioner shall determine the cost of removal and storage of vehicles removed or stored by the city.

Referred to Executive Committee.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

James E. Breslin, to be reimbursed as result of accident which occurred while in performance of duty.

Cecil J. Campbell, for compensation for damage to car by city car.

Marie J. Coste, for compensation for damage to property at 458 Massachusetts avenue, caused by bursting of water main.

Marion Crowley, for compensation for injuries caused by an alleged defect at 121 Harvard avenue.

Michael De Luca, for compensation for injuries caused by an alleged defect at 199 North street.

Theresa DeSimone, for refund on dog license.

William F. Ellis, for compensation for damage to car caused by an alleged defect at Evans way and Huntington avenue.

Patrick Hart, for compensation for damage to property at Kilsyth terrace, caused by falling tree.

A. C. McCaffrey, for compensation for damage to property at 52 Pleasantview street, Roslindale, caused by blasting.

Henry J. O'Brien, to be reimbursed for execution issued against him.

Henry J. O'Brien, to be reimbursed for execution issued against him.

Carolyn W. Rice, for compensation for injuries caused by alleged defect in front of Columbia Elevated Station.

Frederick A. Robinson, for compensation for damage to car caused by an alleged defect in West street.

Paul L. Rowell, for compensation for damage to car caused, by an alleged defect at 44 Cohasset street.

Wood Realty Trust for refund on building permits.

Committee on Licenses.

Petition of Boston Elevated Railway for license to operate motor vehicles between junction of Gallivan Boulevard and Marsh street and junction of Hallet, Hill Top and Cedar Grove streets over Gallivan Boulevard and Hallet street.

APPROVAL OF TAX TITLE LOAN.

Notice was received from the Emergency Finance Board of vote passed December 9, 1941, approving borrowing of \$1,500,000, for tax title loan.

Placed on file.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works together with order assessing half cost of construction of sidewalks against owners of property bordering thereon, viz.: Willow street, Ward 20, half cost, \$2,466.92.

The order was passed under suspension of the rule.

FINANCE COMMISSION REPORT RE CITY HOSPITAL LAUNDRY.

The following was received:

City of Boston,

Finance Commission, December 11, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Honorable Sir,—Many times within the past decade the Finance Commission has endeavored to bring about orderly, efficient and economical administration of the City Hospital laundry.

The high operating cost in this plant, the continual complaints from various other hospital units of inadequate laundry service, and the frequent disputes between executives and employees over the responsibility for the poor service rendered have combined to make it one of the chief sore spots in hospital administration.

A laundry is an important feature of hospital administration. Efficient laundering and prompt distribution of the great amount of linen, toweling, blankets, etc., used in a large institution of this character are of vital importance to its successful operation. To build and equip this particular plant cost approximately \$400,000. More than \$100,000 of hospital appropriation is spent annually to carry on its work.

To those who visualized a substantial saving in city maintenance cost by the construction and operation of a plant at the hospital capable of supplying all municipal laundering needs, this laundry, to the present time, has been a bitter disappointment. At no time during the ten

years in which it has been in operation has it given satisfaction, even to those units in the main hospital to which its services have been confined. Having in mind that the main hospital does not include either the tuberculosis or the contagious diseases division, each of which by itself is very nearly as large as the so-called main hospital and requires much laundering service, it may be realized that its accomplishments have fallen far short of the aims of its sponsors.

To refresh your recollection of the situation, the Finance Commission briefly recites the high spots of past criticisms.

There was an entire lack of discipline in the laundry staff of 70 to 80 employees, due in large part to interference with one-man direction and control of the laundry both from within the hospital organization and from official circles outside it. A union-conscious hospital employee group, affiliated with organized labor groups, among others, attempted to dominate. As a result, morale was low. The production cost was excessive. The extent of this excess has been shown in reports of experts retained by the hospital authorities, and has been discussed in many conferences in which the Finance Commission has participated. The laundry staff contained many incompetents. There were inequities in the pay plan of employees. The laundry machinery was poorly serviced. Repairs were frequently necessary, but there was so little financial provision for such repair that frequently, for long periods, some units of equipment were not usable. There was complaint of inadequate washing, attributed by laundry employees to lack of hot water. There was also complaint of the unavailability of fresh linen, despite an ample quantity purchased, the reason being that the system of linen distribution in vogue was unscientific. Often some units had an over supply of linen while other units were complaining of shortage.

About two years ago the situation had become so unsatisfactory and had provoked so much comment that a representative of one of the major companies in the laundry machinery manufacturing field was asked to investigate and make recommendations. He recommended replacement of much of the existing laundry equipment with modern machinery. He expressed the opinion that such investment would permit substantial reduction in number of employees, which, combined with substitution of skilled workers for many of those there employed whom he considered not suitable for the work, would result in more efficiency at less cost.

Conferences of various officials were held, the situation in the laundry was discussed and deplored, and the "go ahead" signal was given to put the new plan in operation. Nevertheless, in a few months it was abandoned when another expert was brought into the picture. He also insisted that reorganization must begin with replacement of antiquated machinery, but he had a less expensive plan which, like that of his predecessor, envisioned expansion to permit all municipal laundering in this plant. Eventually, his scheme was also discarded. Somebody had decided that the laundry could be made efficient and economical without new capital expenditure and that it would be unwise to attempt to supply all the city's laundering needs in this plant.

The laundry supervisor then in office had had much experience in laundry operation before he went to the hospital job more than ten years ago, but during the whole period of his incumbency at the hospital he had been in almost continual conflict with other hospital executives on laundry policy. About six months ago he decided to transfer his activity to the fighting forces of the United States Government. The reason he gave for his resignation to a Finance Commission representative is significant of the atmosphere in which he had been compelled to operate. He said that since he was spending all of his time fighting, he might as well transfer his activities to a service where fighting was the purpose of the outfit.

In due time the hospital trustees advertised far and wide for applicants for the vacancy thus created. Eventually, after consideration of many, one candidate was selected. This choice was later reconsidered and rejected when the trustees found in an executive of a local lunchroom chain just the man they thought they needed. The new appointee has had experience in laundry management and in linen distribution as well. One is as important in hospital administration as the other and both are of great importance.

The trustees have given the new supervisor a free hand in management. They have acted promptly and comprehensively on his requests for authority to make minor and major changes. With a new atmosphere thus created, the continuous decline in efficiency of the laundry has been halted.

The new supervisor has gained the confidence of his staff. He has improved discipline as evidenced by the fact that the daily absentee list now numbers 5 to 10 employees where formerly it numbered 20 to 30. He has reassigned some employees on the basis of fitness for the specific task. He has started to iron out inequalities among the personnel.

However, much remains to be accomplished and the extent to which results can now be achieved depends on your active cooperation with the new supervisor. Most of all, funds must be provided for repairs to machinery.

Next, there is urgent need of a change in the practices followed in recruiting laundry employees. The laundry supervisor has never had any voice in the selection of employees. Both the old and the new supervisors have complained that many who were given employment could not perform the tasks assigned to them. Some arrangement should be made whereby those who are unsuitable for laundry work may be transferred to another unit of the hospital. Authority should be obtained to permit revision of the assignments of those remaining as good judgment would dictate. More care must be exercised in the certification of candidates for employment. A mere claim of experience supplemented by a confirmatory letter from a friend of the applicant has proven a poor basis for certification.

In this situation, it is essential that some one agency be directed to confer with the Civil Service Commission to emphasize the necessity for revising the rules and regulations in so far as they relate to certification of laundry employees.

The situation in regard to the linen control system is in similar need of your cooperation. The trustees have already paid \$5,000 for expert service to supervise the installation of a new system. However, the contract with the expert expired many months ago, and although he has continued to give service without compensation, only two units in the hospital have yet received the benefit of the new system. There are not enough employees available for extension of it to all units. At the present rate of proceeding, it will take years to finish the job. Having already spent \$5,000 to make a beginning, obviously it must be carried through to completion.

To summarize the steps which must be promptly taken to insure the success of the laundry reform program:

1. Action upon the requested personnel and pay changes must be speeded. The authorizing papers now lie somewhere between the hospital trustees and City Hall.

2. The facts showing the handicaps to efficient operation of the laundry by the application of present Civil Service Commission rules must be explained to the Civil Service Commissioner and a more sympathetic attitude obtained.

3. If new equipment is not to be provided, the old equipment must be promptly repaired. There is enough laundry machinery in this plant needing skilled mechanical attention regularly to warrant the permanent employment of at least one employee capable of supplying this service.

The Finance Commission is not reconciled to the rejection of the plan to make this hospital laundry plant serve all departments. The objection of hospital executives that it might spread contagion or infection has been adequately disproven in experience elsewhere. The very experts hired by the hospital authorities have refuted such objection. Centralization of laundering in one plant would give efficient and economical service. The need for such economy in maintenance cost becomes greater each day.

Respectfully submitted,

CHARLES M. STOREY, Chairman,
DAVID LASKER,
JAMES H. FLANAGAN,
ELIAS F. SHAMON,
RICHARD E. JOHNSTON,

The Finance Commission.

Placed on file.

SALARIES OF CITY COUNCIL OFFICERS.

President GALVIN offered the following: Be it ordained in the City Council as follows:

Section five of chapter three of the Revised Ordinances of 1925, as most recently amended by chapter three of the Ordinances of 1937, is hereby further amended by striking out the words "twenty-two hundred and fifty dollars" in the salary of the second assistant city messenger, and inserting in place thereof the words "twenty-five hundred dollars," and in the salaries of twostenographer-clerks connected with the City Council by striking out the words "twenty-two hundred and fifty dollars" and inserting in place thereof the words "twenty-five hundred dollars."

Referred to Executive Committee.

RECESS.

By direction of President GALVIN the Council at 3 p. m. took a recess. The members reassembled and were called to order by Coun. WARD at 4.31 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred June 9 to Committee on County Accounts and on September 22 referred by them to Executive Committee) for amendment of Compensation and Classification Plan, establishing classification of Managing Custodian, Suffolk County Court House—recommending reference back to Committee on County Accounts.

Report accepted; said reference ordered.

2. Coun. SHATTUCK—Mr. President, I hope that the Committee on County Accounts will take this matter up immediately and report to the next meeting of the Council. This order has been resting in Executive Committee for two months or so. It is an order providing for the creation of a position in the courthouse for a technically trained man to look after the complicated mechanical equipment in the building. There is no one there now who is trained for that purpose. The members of the commission do not have the necessary training, and, in any event, it is simply their duty to supervise. It is expected that they will have a trained man under them to report, while they supervise. This is an unpaid commission. I hope, therefore, that the Committee on County Accounts will take the matter up as soon as possible, and will report at the next meeting of the Council. I move that the committee be so requested.

The motion to request the Committee on County Accounts to take the matter up as soon as possible and report to the next meeting of the Council was carried.

3. Report on message of Mayor and order (referred today) for transfer of \$1,070.09 from Parkman Fund to Park Department—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

4. Report on ordinance (referred today) concerning civilian defense, giving formal municipal status to Committee on Public Safety—that same ought to pass.

The report was accepted and the question came on the adoption of the ordinance.

Coun. GOTTLIEB—Mr. President, while I intend to vote for this ordinance, I would like to go on record, speaking for myself, of course, and not for the other members of the City Council, as believing that the members of the City Council should be part and parcel of this Committee on Civilian Defense. I am certain that every member of the City Council is willing and eager to do everything within his power to make Boston the safest city in the country so far as its civilian defense policies are concerned, and I also feel that there can be no other possible member of the committee who could be as familiar with our respective wards as the members of this Council. I do not believe there is anyone in the Ward 14 section of Dorchester more familiar with the location of the registration centers or with the streets and locations of the schools and other public buildings and business locations than myself. I personally would like to volunteer to serve on this committee in some capacity or other, feeling that I would be able to render good service to the people in my

district; and I hope that those having the appointing power on this Civilian Defense Committee will see fit to appoint me, as a member of the Council, as well as other members of this Body, to positions where we can devote our efforts to the service of the people of Boston.

The ordinance was adopted.

4. Report on message of Mayor and order (referred today) for loan of \$150,000 for public safety program—that same ought to pass.

The report was accepted and the order was given its first reading and passed, yeas 19, nays 0.

5. Report on ordinance (referred today) increasing salaries of second assistant city messenger and two Council stenographer-clerks—recommending reference to Committee on Ordinances.

Report accepted; said reference ordered.

6. Report on message of Mayor and ordinance (referred today) re removal of vehicles from streets for snow removal—recommending reference to Committee on Ordinances.

Report accepted; said reference ordered.

REPORT OF COMMITTEE ON SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of December.

Report accepted; said order passed.

CONDUCT OF CIVILIANS DURING AIR RAIDS AND BLACKOUTS.

Coun. TAYLOR offered the following:

Whereas, Under chapter 719, Acts of 1941, it is within the powers of the Governor's Defense Committee to establish rules and regulations for the conduct of civilians during air raids and blackouts, be it

Resolved, That for the protection of the people of the City of Boston, the Boston City Council, in meeting assembled, request his Excellency the Governor to instruct his Defense Committee to immediately draw up such rules and regulations to be put in effect at once.

Coun. TAYLOR—Mr. President, the City of Boston, although unknown to a great many people, has for a period of six months been devoting a good deal of time and study to the matter of civilian defense. Under the lead of many public-spirited citizens a great deal has been accomplished, so much so that many of the large cities, such as Baltimore and Philadelphia, have come to Boston for the purpose of copying the system that we have been following here. As a result of work during the past six months, Boston today is in better shape than most of the large cities in this respect, notwithstanding the opinions we have read from different sources to the contrary. We have six thousand air wardens and three thousand auxiliary firemen. We have mobilized doctors, nurses and other emergency services, and within a week there will be twelve district air raid report centers established with fully trained personnel. Under chapter 719 of the Acts and Resolves of 1941, the Governor has appointed a Public Defense Committee that has the power to make rules and regulations concerning civilians during air raids and blackouts. While almost every individual in the city, in the event that we do have an air raid, no doubt will desire to cooperate with the officials in charge to have a complete blackout, unfortunately we have many people who, through negligence or perhaps through a lack of understanding of the importance of carrying out the instructions of the committee at such time, do not cooperate. Unless something is done to compel people to refrain from doing things which are not in compliance with the instructions, in air raids, there might be serious danger from destructive bombs. It is, therefore, necessary that rules and regulations be laid down by the Board established under chapter 719 of the Acts and Resolves of 1941. As you probably know, there are very severe penalties under that act for people who do not properly observe the regulations, involving a fine of \$500 or imprisonment for not more than one year, or both penalties. So I say that we should follow the practice in cities in foreign countries in this matter, in order to pro-

tect the people of our city. Unless these rules are set forth and strictly enforced, the safety of our people will be jeopardized. That is the reason why I am introducing this resolution asking his Excellency the Governor to instruct his Defense Committee to immediately draw up such rules and regulations as are necessary, to be put in effect at once, in order to protect the people of our city.

Coun. GOTTLIEB—Mr. President, I would like to ask, through you, if it is not in the power of the Mayor's committee to draw up rules and regulations for this purpose?

Coun. TAYLOR—Let me say, Mr. President, that I don't think it is. I think it comes within the powers given to the Defense Committee appointed by the Governor.

Coun. GOTTLIEB—Mr. President, speaking on this resolution, I am not certain that the councilor from Ward 12 (Coun. Taylor) is correct, and I am not in favor of delegating to any outside committee the drawing up of rules and regulations that should properly be drawn by a member of our Committee for Civilian Defense. I would, therefore, move that this resolution be amended to read, in the second paragraph, "that for the protection of the people of the City of Boston the Mayor and the Boston City Council in meeting assembled immediately take steps to draw up such rules and regulations, to be put into effect at once."

Coun. TAYLOR—Mr. President, in the first place I don't see why we should quibble as to what authority should do this. We are more interested in the protection of our civilian population than we are in the question of what body should act. I don't care whether the City of Boston committee or the state committee draws up the rules and regulations. That is of little interest to me. I am simply interested in having the rules and regulations drawn up, so that the people of Boston may be protected. In my opinion, the City of Boston has no right to draw up such rules and regulations, under chapter 719 of the Acts of 1941. I don't know whether my colleague has read that chapter or not, but I have read it, and I am not sure that we would have the power to draw up such rules and regulations. In fact, I feel quite sure that we would not have power under the act.

Coun. Gottlieb's proposed amendment was rejected, and the question came on the passage of the resolution.

Coun. CAREY—Mr. President, it might be well to lay the resolution on the table until the next meeting, until we can see whether the city can draw up such rules and regulations.

Chairman WARD—The City Clerk has a copy of the act, and under section 8 there seems to be no question that the power lies solely with the Governor and his Emergency Commission.

The resolution as offered was adopted.

DEMOLITION OF ATLANTIC AVENUE EL STRUCTURE.

Coun. RUSSO offered the following:

Ordered, That the Corporation Counsel be requested, through his Honor the Mayor, to expedite negotiations relative to the demolition of the El structure on Atlantic avenue, in order that the metals may be used for national defense.

Coun. RUSSO—Mr. President, for the past two years I have been putting into this Council several orders similar to this one. What has inspired me to present this order at this time is the fact that if we enter upon the demolition of this structure at the present time, due to the war emergency that is confronting us with other nations throughout the world, we will be taking action that will help our country in its war effort. I trust, therefore, that the demolition of the El structure on Atlantic avenue may be expedited, in order that the metals in the structure may be used for national defense. While I understand that there are some legal technicalities in the way, I trust that some immediate action may be taken to surmount those technicalities, so that the desired results may be attained. I certainly hope work of tearing down the structure may be commenced, if possible, this year,—a structure that is of no use, and the demolition of which will afford metals that can be used in this national emergency. The structure is certainly useless for any other purpose, and it might be of great use for national defense, if the demolition should take place. I hope that the order will pass.

Chairman WARD—The Chair would say, for the information of the councilor, that the Mayor and Corporation Counsel have taken every possible step in this matter and it is now awaiting a decision by the Supreme Court. Therefore, the Chair will refer the matter to the Committee on Rules.

The order stood referred to the Committee on Rules.

AIR RAID SHELTERS.

Coun. LANGAN offered the following:

Ordered, That his Honor the Mayor confer with his department heads and other public officials relative to the advisability of erecting air raid shelters under the Boston Common.

Coun. LANGAN—Mr. President, I think about two years ago we all felt sure of the safety of our city and our nation, and felt confident that we would never be attacked by any foreign power. But that feeling of safety and security has now disappeared, and we are facing the reality of foreign powers coming to our shores, destroying the structures that we have erected and threatening the lives and safety of our people. Our homes are in danger, and the lives of the people of Boston are imperiled. That threat is not as far off today as it was two years ago, so I think it is well for us to make some actual preparation. There is in times such as these the psychology and necessity of keeping our civilian population actively engaged in its duties. That is an important thing in times of crisis, and if that idea is carried out there will be hundreds of thousands of people in downtown Boston from day to day. At present there is no adequate place for them to go for shelter during air raids. I have, therefore, introduced this order.

Time is of the essence in starting preparation for air raids, and if we are to have air raid shelters we should act at once. It seems to me that a good place for an air raid shelter is under the Common, and it seems to me we might well at a time like this ask the Federal Government for financial aid in establishing such a shelter. I have, therefore, introduced the order so that as soon as possible we might prepare for the proper defense and shelter of citizens of Boston.

Coun. M. H. SULLIVAN—Mr. President, I think this is a highly constructive order that Councilor Langan has offered. It proposes similar action to that which has been taken by Mayor Angelo Rossi, the chief executive of the city of San Francisco. Several months ago, when they had an idea on the Pacific Coast that there was going to be trouble, similar work was started under one of the city's parks, Union Park, and space was afforded underneath the ground for seventeen hundred automobiles, so that in case there was a threat to traffic they could go to that place. The background of that park in San Francisco is similar to the background of Boston Common. So they established an underground garage there which would accomplish two purposes—that of a garage and of a shelter to people at the time of an air raid. After the work had been started, there was an interruption because of the threatened shortage of steel, but the Mayor went to Washington and had the Federal Government help them out. So they are to have there this underground structure, which, as I say, can be used either as an underground garage for seventeen hundred automobiles, or as a shelter for people at the time of an air raid. I think the same thing could be done in Boston. I know the fetish that we have in regard to Boston Common and its use for commercial purposes, a feeling in which I confess I share myself; but I know that that sentiment would probably change at the present time where the safety of the public is involved, and I think the present would be a very good time to engage in this work. We might immediately start the work of excavation for this bomb shelter or place for automobiles under Boston Common, and I think it would make a fine place for protection from air raids in time of war.

Coun. SHATTUCK—Mr. President, the gentleman has referred to what has been done in San Francisco. But we all know how long it takes to build subways, and I think we can all realize the amount of construction that would be required in an enterprise of this kind. It would involve concrete and steel construction, and the work would undoubtedly take many months, if not years, so that the emergency might be all over before it was finished. Furthermore, I understand that these air shelters, such as they have had in

London, are less and less used over there. People have decided that they would rather be killed separately in the open than en masse, like rats, underground. I think the experience of London for the past year will show that the air raid shelters are not very much used.

Coun. LANGAN—Mr. President, it may well be that we can benefit by the experience of London and other places abroad. It may well be that we can learn a lesson from them, that what has been done in London and other places in working out a type of air raid shelter might well be studied here. It may well be that what has proved ineffective over there might be a guide to what we shall build here. Certainly science has made it possible to work out many problems while these war conditions have been going on the world over, and it may be that certain things have been found inadequate and that new steps can be or have been taken. And so the experience of London and other places may be very useful to us in erecting better and stronger shelters.

Coun. M. H. SULLIVAN—Mr. President, I understand that in London the air raid shelters have been of a great deal of service to the people, and no doubt what has been done over there has been taken advantage of in the construction that has taken place in San Francisco. I understand that the question of the use of steel and so on was taken up there with the O. P. M. and was satisfactorily worked out, and no doubt the matter would be handled in the same way here. This afternoon we have appropriated \$150,000, which includes the expenditure of \$12,000 or \$15,000 for fifteen sirens, which I understand are to be immediately installed. But we must get to work on these matters. The emergency is here, and if effective work is to be done it must be started. Today, for example, we had what was supposed to be a siren test, but it completely failed, making it clear that there is necessity for immediate action in the matter of furnishing proper sirens to warn the people of this city in case of an air raid. Time will be necessary to work the thing out, as Councilor Shattuck has said, and I don't think there will probably be an air raid this afternoon or tomorrow. But we should start and get action under way. Let us do something; and if we get things under way we may be prepared when they do come. These threats probably will not come tomorrow, or Christmas day, or New Year's day, but there is a threat, and something should be done. I think we had better get started. I think Councilor Langan's order is a fine order.

Coun. CAREY—Mr. President, I think while we are on this subject we ought to consider those who are not handy to Boston Common. There are other sections where there might be danger from an air raid—parts of Charlestown, Dorchester Heights, the Mission Hill district, Brighton and other sections. I would therefore move to amend the order by adding, after the words, "under the Boston Common," the words "and other available locations throughout the city."

Coun. LANGAN—Mr. President, I will accept that amendment.

The amendment was adopted and the order as amended was passed.

NEW FIREBOATS, ETC.

Coun. SCANNELL offered the following:

Ordered, That his Honor the Mayor be requested to confer with the proper Federal authorities for the purpose of obtaining sufficient funds from the special Government appropriation of one hundred million dollars to purchase one or more new fireboats and special apparatus for fighting fires caused by bombs along the South Boston and Boston Harbor waterfronts.

Passed under suspension of the rule.

PAYMENT OF WELFARE RECIPIENTS BEFORE CHRISTMAS.

Coun. SCANNELL offered the following:

Ordered, That the Overseers of Public Welfare be requested, through his Honor the Mayor, to pay all recipients of aid on their rolls before Christmas.

Passed under suspension of the rule.

TELEPHONE NUMBERS OF DEPARTMENT HEADS.

Coun. WICKES offered the following:
 Ordered, That his Honor the Mayor be requested to furnish the City Council with the home telephone numbers of all department heads, whether listed or non-listed, in order that it may be possible to contact them in case of emergency.
 Passed under suspension of the rule.

APPOINTMENT OF COUNCILORS ON PUBLIC SAFETY COMMITTEES.

Coun. WICKES offered the following:
 Ordered, That his Honor the Mayor be requested to appoint each member of the City Council as Chairman of the Committee on Public Safety for his respective ward and a member of the Executive Committee for Civilian Defense for the City of Boston.

Coun. WICKES—Mr. President, I would like to be a volunteer in civilian defense work. I am sure that I am more familiar with conditions in my ward than almost anybody else would be, and I also feel that every member of the Council here knows better about conditions in his ward than anybody else. Therefore, I believe all the councilors here, including myself, would like to be soldiers in civilian defense, giving to our constituents the benefit of the knowledge we possess in regard to our districts. I am sure that we can do about as good a job as soldiers in that line as we would marching to the defense of our country in another capacity. I believe we are all well qualified, in our respective districts, to be chairmen of such a committee on public safety, and I trust that the order will pass.

The order was passed under suspension of the rule.

PROGRAM FOR SNOW REMOVAL.

Coun. LYONS, for Coun. M. H. SULLIVAN, offered the following:

Ordered, That the Public Works and Park Commissioners, through his Honor the Mayor, be requested to submit to the City Council their programs for the removal of snow during the coming winter; and be it further

Ordered, That the Public Works and Park Commissioners in view of the existing war emergency make every necessary arrangement and preparation for the speedy removal of snow from the city's streets since this will be vitally important during the coming months.

Passed under suspension of the rule.

SIDEWALK, CALEDONIAN AVENUE.

Coun. LYONS offered the following:
 Ordered, That the Commissioner of Public Works make a sidewalk along Caledonian avenue, between No. 38 and No. 59, inclusive, Ward 20, in front of the estates bordering thereon; said sidewalk to be from 3 to 10 inches above the gutter

adjoining, to be from 5 to 12 feet in width, and to be built of artificial stone, with granite edgestones, under the provisions of chapter 196 of the Special Acts of 1917.

Passed under the suspension of the rule.

ACCEPTANCE OF MONTGOMERY STREET, WARD 20.

Coun. LYONS offered the following:
 Ordered, That the Board of Street Commissioners be requested, through his Honor the Mayor, to accept and lay out Montgomery street, Ward 20, as a public way.

Passed under suspension of the rule.

SURVEY OF DOWNTOWN BUILDINGS FOR SHELTERS.

Coun. CAREY offered the following:
 Ordered, That his Honor the Mayor be requested to instruct his Public Safety Committee to make a survey of all buildings in the downtown area to determine what buildings will afford the greatest degree of shelter to the public in case of air raids and to identify such buildings by placing a conspicuous sign on same.

Passed under suspension of the rule.

CONFIRMATION OF EXECUTIVE APPOINTMENTS.

Chairman WARD called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointments submitted by the Mayor, December 8, 1941, of Samuel W. Brier, Joseph Lourie and Benjamin Roller to be Weighers of Goods.

The question came on confirmation of the appointments. Committee, Coun. Lyons and Russo. Whole number of ballots 13; yes 10, no 3, and the appointments were confirmed.

REMOVAL OF FLAGPOLE, CENTRAL SQUARE.

Coun. GALVIN, for Coun. COFFEY, submitted the following:

Ordered, That the City Messenger be instructed to take immediate steps for the removal of the flagpole in Central square, East Boston, which is in a condition dangerous to the public safety.

Passed under suspension of the rule.

THE NEXT MEETING.

On motion of Coun. GALVIN, it was voted that when the Council adjourn it be to meet on Monday, December 29, 1941, at 2 p. m.

Adjourned at 5.10 p. m., on motion of Coun. TAYLOR, to meet on Monday, December 29, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

SPECIAL MEETING.

Monday, December 22, 1941.

Special meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., President GALVIN presiding. Absent, Coun. Coffey, Goode and Shattuck.

The meeting was opened with the salute to the Flag.

CALL FOR MEETING.

The meeting was held pursuant to the following call:

City of Boston,

Office of the Mayor, December 19, 1941.

To the Members of the City Council.

Gentlemen,—You are hereby requested to assemble in the City Council Chamber, City Hall, on Monday, December 22, 1941, at 2 o'clock p. m., for the purpose of taking action on an appropriation order from the Airport receipts and orders for necessary transfers in department appropriations.

Both of these matters are pressing and urgent.

Respectfully,

MAURICE J. TOBIN, Mayor.

Placed on file.

APPROPRIATION FOR CERTAIN LOANS.

The following was received:

City of Boston,

Office of the Mayor, December 22, 1941.

To the City Council.

I am advised by the City Treasurer that counsel employed by the bond syndicate to whom an award for bonds of the city was recently made, is of the opinion that in computing the amount to be provided from taxation for all loans authorized under the provisions of section 7 of chapter 44 of the General Laws that consideration must be given not only to the valuation of real estate and personal property within the city but also to the value of motor vehicles subject to excise taxes. This latter item has never been included in the city's calculations and no prior objection has ever been raised. In order, however, that no obstacle may stand in the way of the issuance of the bonds in question I feel there is no other course but to comply with the opinion of bond counsel. To do so it becomes necessary to increase the original appropriations provided within the tax levy by \$2,049.94, or since three appropriations are involved a total additional appropriation of \$6,149.82. I submit herewith an order providing for the appropriation of this amount from the unused portion of the revenue received from the state in connection with the transfer of the East Boston Airport. I respectfully recommend immediate consideration and adoption of this order by your Honorable Body.

Respectfully submitted,

MAURICE J. TOBIN, Mayor.

City of Boston,

Treasury Department, December 19, 1941.

Hon. Maurice J. Tobin,

Mayor of Boston.

Dear Sir,—The award has been made for the several loans of

\$500,000 Public Ways, Construction of,
\$100,000 Bridges, Construction of,
\$200,000 Sewerage Works,

and everything is in readiness for the delivery of the certificates. These loans, under the statutes, had to be based on an appropriation in each case of 10 cents for each \$1,000 assessed valuation of the city for the previous year.

The appropriations provided for these orders, were based on an assessed valuation of \$1,483,234,500. It now appears that the counsel for the purchasers of the loans has advised that the total assessed valuation upon which these loans were

based should have been \$1,503,733,869, which would include motor vehicle assessments less abatements.

While it is possible that the opinion of the counsel is open to argument, the fact remains that unless the city wishes to abandon these particular loans at the present time, it will be necessary to provide the additional amount in each case of \$2,049.94, or a total of \$6,149.82.

I accordingly request that this amount be provided from whatever source may be available.

Respectfully,

JAMES J. MCCARTHY,

City Treasurer.

Ordered, That the sum of \$6,149.82 be, and hereby is, appropriated from the revenue received from the Commonwealth in connection with the transfer of the East Boston Airport for the following purposes:

Public Ways, Construction of	\$2,049.94
Bridges Construction of	2,049.94
Sewerage Works	2,049.94
	<u>\$6,149.82</u>

Referred to Executive Committee.

TRANSFERS BETWEEN DEPARTMENTAL APPROPRIATIONS.

The following was received:

City of Boston,

Office of the Mayor, December 22, 1941.

To the City Council.

Gentlemen,—I am forwarding herewith requests for transfer of funds between departmental and divisional appropriations in city and county departments, and recommend adoption of the accompanying orders by your Honorable Body.

Respectfully,

MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Collecting Department, B, Contractual Services, \$2,500; Budget Department, A, Personal Service, \$1,800; Boston Traffic Commission, A, Personal Service, \$842, to the appropriation for Assessing Department, A, Personal Service, \$5,142.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Library Department, A, Personal Service, \$499.11, to the appropriation for Boston Retirement Board, A, Personal Service, \$135.88; B, Contractual Services, \$304.31; C, Equipment, \$0.63; D, Supplies, \$58.29.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Reserve Fund, \$3,409.24; Library Department, B, Contractual Services, \$1,179; City Planning Board, A, Personal Service, \$254.04, to the appropriation for Building Department, A, Personal Service, \$4,842.28.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Building Department, B, Contractual Services, \$2,041.22; C, Equipment, \$15.60; D, Supplies, \$11.64; E, Materials, \$26.87, to the appropriation for Building Department, A, Personal Service, \$2,095.33.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Library Department, A, Personal Service, \$421.99, to the appropriation for City Council, A, Personal Service, \$421.99.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Institutions Department, Long Island Hospital, Special Improvements, and Repairs, \$20,000; City Loans, Redemption of, \$5,000, to the appropriation for Hospital Department, D, Supplies, \$25,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Collecting Department, B, Contractual Services, \$4,000, to the appropriation for Hospital Department, Sanatorium Division, D, Supplies, \$4,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Institutions Department, Long Island Hospital, B, Contractual Services, \$3,000, to the appropriation for Institutions Department, Child Welfare Division, C, Equipment, \$3,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Finance Commission, G, Incidentals, \$1,500, to the appropriation for Public Buildings Department, A, Personal Service, \$1,500.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Welfare Department, Central Office, F, Special Items, \$11,000 to the appropriation for Public Welfare Department, Central Office, A, Personal Service, \$11,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Welfare Department, Wayfarers' Lodge, B, Contractual Services, \$701.31, to the appropriation for Public Welfare Department, Temporary Home, B, Contractual Services, \$148.63; C, Equipment, \$58.81; D, Supplies, \$493.87.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Welfare Department, Wayfarers' Lodge, B, Contractual Services \$100, to the appropriation for Public Welfare Department, Wayfarers' Lodge, A, Personal Service, \$100.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Reserve Fund, \$2,205.50, to the appropriation for Treasury Department, A, Personal Service, \$1,525; B, Contractual Services, \$441.50; C, Equipment, \$39; D, Supplies, \$200.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for County of Suffolk, Work Relief Program, \$8,500 (Court House, Custodian, \$7,000); County Buildings Department, \$1,500, to the appropriation for City of Boston, Work Relief Program, \$8,500 (Public Buildings Department).

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Bridges, Repairs, Etc., \$2,500, to the appropriation for Snow Removal, \$2,500.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Public Works Department, Bridge Service, \$300, to the appropriation for Snow Removal, \$300.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Jail, B, Contractual Services, \$1,700, to the appropriation for County Buildings, A, Personal Service, \$1,700.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Jail, B, Contractual Services, \$432.78, to the appropriation for Municipal Court, West Roxbury District, A, Personal Service, \$425.37; B, Contractual Services, \$7.41.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Jail, B, Contractual Services, \$2,956, to the appropriation for Municipal Court, Roxbury District, A, Personal Services, \$1,429; B, Contractual Services, \$1,145; C, Equipment, \$207; D, Supplies, \$175.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for East Boston District Court, A, Personal Service, \$396.79, to the appropriation for District Court of Chelsea, A, Personal Services, \$100; B, Contractual Services, \$237; C, Equipment, \$59.79.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Miscellaneous Expenses, County of Suffolk, Auditing Department, A, Personal Service, \$53.03, to the appropriation for Medical-Examiner Service, Southern Division, A, Personal Service, \$53.03.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Granite Avenue Bridge, B, Contractual Services, \$100.13, to the appropriation for Granite Avenue Bridge, A, Personal Service, \$100.13.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for miscellaneous expenses, County of Suffolk, Budget Department, A, Personal Service, \$1,063.27, to the appropriation for Penal Institutions Department, Steamer "Michael J. Perkins," A, Personal Service, \$666.82; B, Contractual Services, \$396.45.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Printing Department, B, Contractual Services, \$3,109.75; C, Equipment, \$1,204.86; D, Supplies, \$461.72; E, Materials, \$1,316.32; F, Special Items, \$190, to the appropriation for Printing Department, A, Personal Service, \$6,282.65.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Contingent Fund, \$1,200, to the appropriation for Supply Department, A, Personal Service, \$1,200.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Contingent Fund, \$3,000, to the appropriation for Conventions and Entertainment of Distinguished Guests, \$3,000.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Fire Department, C, Equipment, \$131, to the appropriation for Fire Department, A, Personal Service, \$131.

Referred to Executive Committee.

RECESS.

By direction of President GALVIN, the Council took a recess at 2.24 p. m., subject to the call of the Chair. The members reassembled and were called to order by President GALVIN at 2.43 p. m.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on message of Mayor and order (referred today) appropriating \$6,149.82 for certain loans—recommending that same ought to pass.

Report accepted; said order passed, yeas 16, nays 0.

2. Report on message of Mayor and orders for

transfers within departmental appropriations—recommending that same ought to pass.

Report accepted; said orders passed, yeas 17, nays 0.

President GALVIN—The purpose for which this meeting was called having been accomplished, the Council now stands adjourned.

Adjourned at 2.53 p. m., to meet on Monday, December 29, 1941, at 2 p. m.

CITY OF BOSTON.

Proceedings of City Council.

Monday, December 29, 1941.

Regular meeting of the City Council in the Council Chamber, City Hall, at 2 p. m., Coun. SHATTUCK presiding in the temporary absence of President Galvin. Absent, Coun. Coffey and Goode.

The meeting was opened with the salute to the Flag.

JURORS DRAWN.

Jurors were drawn under the law, Coun. LINEHAN presiding at the jury box in the absence of the Mayor, as follows:

Twenty additional traverse jurors, Superior Civil Court, to appear January 5, 1942.

John Corrado, Ward 1; William J. Monahan, Ward 2; Daniel C. Quinlan, Ward 2; Louis J. Patetta, Ward 3; William A. Dietz, Ward 4; George C. Goodwin, Ward 4; Daniel J. Harney, Ward 4; Reuben Lewis, Ward 5; Eugene M. Cronin, Ward 10; John P. A. Schwaneman, Ward 13; James H. Sheehan, Ward 13; Morris Wasserman, Ward 14; David A. O'Keefe, Ward 15; William A. Applegate, Ward 17; William G. Carroll, Ward 17; Harry R. Houston, Ward 17; Loran F. Kelley, Ward 17; Matthew Brannelly, Ward 19; George Norman Drake, Ward 20; Arnold P. Harris, Ward 21.

APPROPRIATION FOR PUBLIC BUILDINGS DEPARTMENT

The following was received:

City of Boston,
Office of the Mayor, December 29, 1941.
To the City Council.

Gentlemen,—Under the provisions of section 38 of chapter 33 of the General Laws, the Commonwealth reimburses cities and towns for payments made from municipal funds for the rent and maintenance of armories other than those provided by the state. This year the amount paid to Boston for the purpose of meeting rental and maintenance expenses at the armory located at the corner of Arlington street and Columbus avenue is \$11,800. The Superintendent of Public Buildings has received a bill for these additional charges, but before payment may be made it is necessary that an appropriation be provided.

I submit herewith an order providing for an appropriation to meet this expense, said appropriation to be met from the payment already received from the Commonwealth.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That the sum of eleven thousand eight hundred dollars be, and the same hereby is, appropriated from the income received from the Commonwealth under the provisions of section 38 of chapter 33 of the General Laws, said sum to be expended for the following purposes:

Public Buildings Department.
F. Special Items.....\$11,800

Referred to Executive Committee.

APPROPRIATION FOR SUMNER TRAFFIC TUNNEL.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I am in receipt of the attached request from the Commissioner of Public Works for an additional sum of \$6,800 from Tunnel Income to provide for payment of electricity for the balance of the year.

I submit herewith an order providing for the additional appropriation of \$6,800, and recommend adoption by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 19, 1941.

To Mr. Francis X. Lang, Commissioner, Budget Department.

From Thomas H. Sexton, Division Engineer, Public Works Department, Bridge and Ferry Division.

Subject: Appropriation-Tunnel Service.

After a conference with City Auditor Charles J. Fox, regarding deficit in Item B-8, Light, Heat and Power, Tunnel Service, he informs me that it will be necessary to appropriate \$6,800 from Tunnel Income to Item B-8, to cover deficit in this item.

The deficit in this item is partially due to the additional demands put upon the electric current, which takes care of the air conditioning in the tunnel, due to the increase volume of traffic.

I respectfully recommend that this appropriation be made at once.

Yours very truly,
THOMAS H. SEXTON,
Division Engineer.

Ordered, That to meet the current expenses payable during the financial year beginning with the first day of January, 1941, an additional sum of \$6,800 be, and the same hereby is, appropriated from the income of the Sumner Traffic Tunnel, for the following purposes:

Sumner Traffic Tunnel.
B. Contractual Services.....\$6,800

Referred to Executive Committee.

TRANSFERS WITHIN APPROPRIATIONS.

The following was received:

City of Boston,
Office of the Mayor, December 29, 1941.
To the City Council.

Gentlemen,—I am forwarding herewith request for transfer of funds between departmental and divisional appropriations in city and county departments, and recommend adoption of the accompanying orders by your Honorable Body.

Respectfully,
MAURICE J. TOBIN, Mayor.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Boston Port Authority, G, Incidentals, \$50.00, to the appropriation for Boston Port Authority, A, Personal Service, \$50.00.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Institutions Department, Long Island Hospital, A, Personal Service, \$1,105; A, Personal Service, \$150, to the appropriation for Institutions Department, Child Welfare Division, A, Personal Service, \$1,105; D, Supplies, \$150.

Ordered, That under authority of section 3B of chapter 604 of the Acts of 1941 the City Auditor be, and hereby is, authorized to transfer:

From the appropriation for Penal Institutions Department, House of Correction, A, Personal Service, \$65.74, to the appropriation for Penal Institutions Department, Office Expenses, A, Personal Service, \$65.74.

Referred to Executive Committee.

SALE OF LAND IN ROXBURY.

The following was received:

City of Boston,
Office of the Mayor, December 29, 1941.
To the City Council.

Gentlemen,—I am informed that a parcel of land located at Dudley street, Howard avenue and Folsom street, Roxbury, and containing approxi-

nately 67,585 square feet was taken by the city some time ago for nonpayment of taxes. Under date of December 2, 1940, this entire parcel of land was transferred to the care and custody of the Park Department.

I am now informed that approximately 17,000 square feet of this area is no longer needed for public purposes by the Park Department; that department being of the opinion that the remaining 50,000 feet is of sufficient size to construct a play area meeting the requirements of the district. In view of the fact that the portion of this parcel of land no longer needed for public purposes is in a desirable location for commercial or business purposes, I am of the opinion that it should be sold at public auction. Sale of this land for this purpose will provide additional sources of taxation for the city and will interfere in no way with the use of the remainder of the parcel.

I therefore recommend adoption of the accompanying order for the sale of 17,713 square feet of land at the above designated location at public auction.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, December 26, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—Under date of December 2, 1940, an order passed the City Council in which a parcel of land located at Dudley street, Howard avenue and Folsom street, Roxbury, was transferred to the custody of this department. The parcel contained approximately 67,585 square feet. The order was approved by your Honor on December 3, 1940.

This parcel of land was taken as foreclosed tax title property and this is to inform you that part of this property containing 17,713 square feet, now is in the care, custody and control of this department, and is no longer needed for public purposes. The remainder of the parcel is of sufficient size to construct a play area and will, I know, meet the requirements of this district.

Very respectfully yours,
WILLIAM P. LONG, Chairman.

Whereas, The City of Boston by a decree of the Land Court, Suffolk Registry District, dated December 27, 1938, foreclosed a right of redemption under a tax deed recorded with Suffolk Deeds, Book 5442, page 293, on about seventy-three thousand eight hundred eighty-five (73,885) square feet of land on the southwesterly side of Dudley street; and

Whereas, By an order passed in City Council on December 2, 1940, and approved by the Mayor on December 3, 1940, a part of said parcel of foreclosed tax title property containing approximately sixty-seven thousand five hundred eighty-five (67,585) square feet of land was transferred to the Park Department of the City of Boston for playground purposes; and

Whereas, A certain part of said parcel of foreclosed tax title property transferred to the Park Department, hereinafter described, is no longer needed for public purposes; now, therefore, it is hereby

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to sell at public auction at an upset price of \$1,800 the parcel of said land, hereinafter described; and it is hereby further

Ordered, That his Honor the Mayor of the City of Boston be, and he hereby is, authorized in the name and behalf of the City of Boston to execute and deliver to a purchaser, at said auction sale, a written instrument satisfactory in form to the Law Department of the City of Boston, conveying said parcel of land, bounded and described as follows:

Northwesterly by Howard avenue, sixty-seven (67) feet; northeasterly, in three measurements, by land now or formerly of Standard Oil Company of New York, eighty-three and 37-100 (83.37) feet; by land now or formerly of City of Boston, ninety-seven and 31-100 (97.31) feet; by land now or formerly of Shell Oil Company, Inc., eighty-five (85) feet; southeasterly by Folsom street, sixty (60) feet; southwesterly by land now or formerly of City of Boston, two hundred seventy-five and 28-100 (275.28) feet, containing seventeen thousand seven hundred thirteen (17,713) square feet of land, more or less.

The above parcel of land and all of said measurements are shown on a plan marked "City of Boston, Dudley street, Folsom street, Harlow street, Howard avenue, Dorchester, December 17, 1941, William J. Sullivan, Chief Engineer, Street Laying-Out Department," a copy of said plan is on file in the office of the Street Laying-Out Department, City Hall, Boston, Massachusetts.

Referred to Committee on Public Lands.

UNDERPASS, TOLL GATE FOOTWAY.

The following was received:

City of Boston,
Office of the Mayor, December 8, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 24, 1941, concerning the arranging for the construction of an underpass under the railroad to replace the so-called Toll Gate Footway connecting Hyde Park avenue and Washington street, Jamaica Plain.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 8, 1941.

William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—This is in reference to the following order that was passed in the City Council on November 24, 1941:

"Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to arrange for the construction of an underpass under the railroad to replace the so-called Toll Gate Footway connecting Hyde Park avenue and Washington street, Jamaica Plain."

Proposals for the construction of a pedestrian underpass to replace the existing overhead bridge at the above-referenced location, have been made on several occasions within the past ten or fifteen years, and studies of the proposed change have been made by the department. It is estimated that it would cost \$50,000 to construct an underpass, and it is questionable if the benefits would justify such an expenditure of funds.

The only appreciable advantage that an underpass would have over the present structure, is that the number of steps that the pedestrians would be required to climb would be reduced from forty—which is the number in the present structure—to twenty-eight, in the proposed underpass. This advantage is not, however, of such importance as to justify the expenditure of \$50,000, particularly when pedestrians are averse to walking through underpasses.

At the present time the existing structure is being repaired by a contractor, thereby assuring the pedestrians of the district of a safe structure for their use.

Respectfully yours,
GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

BUS LINE, COLUMBIA STATION TO ANDREW SQUARE.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of November 24, 1941, concerning the establishing a bus line from Columbia Station to Andrew Square, through Old Harbor Village, particularly during the morning and evening rush hours.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
December 15, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—Consideration has been given to request of the City Council on order accompanying

your letter of November 27 for establishment of a bus line from Columbia Station to Andrew Square, through Old Harbor Village.

Old Harbor Village is located in close proximity to the Andrew Station of the Dorchester Tunnel and there are outlets at Kemp and Ralston streets onto Dorchester avenue where there are stopping places for existing bus service.

The new defense housing project is skirted on one side by the Bay View line and on another side by the City Point line.

The only route which would provide additional service for Old Harbor Village and the defense housing project would be over Columbia road and it is not feasible to provide it by diversion of service from other lines.

In view of the service which now exists we do not feel that anything further can at the present time be justified.

Very truly yours,
EDWARD DANA,

President and General Manager.

Placed on file.

REPAIRS TO COLUMBUS PARK LOCKER BUILDING.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the chairman of the Park Department relative to your order of December 8, 1941, concerning the making the proper repairs to the old locker building on Columbus Park as soon as possible.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Park Department, December 15, 1941.
William T. Doyle,
Chief Clerk, Mayor's Office.

Dear Mr. Doyle,—I have your memorandum of December 11, with inclosure, order from the City Council, that the Park Commission be requested to make the proper repairs to the old locker building on Columbus Park.

Please be assured an immediate estimate of the cost of such repairs will be instituted.

Very truly yours,
WILLIAM P. LONG, Chairman.

Placed on file.

SHELTER, CENTRAL SQUARE, EAST BOSTON.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the President and General Manager of the Boston Elevated Railway Company relative to your order of November 10, 1941, concerning the erection of a shelter at Central square, East Boston.

Respectfully,
MAURICE J. TOBIN, Mayor.

Boston Elevated Railway,
November 24, 1941.

Mr. William T. Doyle,
Chief Clerk-Secretary, Mayor's Office.

Dear Sir,—In reply to your letter of November 17th, with order of the City Council requesting the erection of a shelter at Central square, East Boston, I would say that the matter of providing shelters at stopping places and transfer points on the system has been given careful consideration by the trustees, but in view of the expense involved and frequency of service operated, they do not feel that shelters can be justified. Their maintenance would, of course, add considerably to the deficit.

Very truly yours,
EDWARD DANA,
President and General Manager.

Placed on file.

ANGLE PARKING LINES, CENTRE STREET.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of December 1, 1941, concerning the painting angle parking lines on Centre street, between Corey and Willow streets, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, December 10, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—The following Council order dated December 1, 1941, has been received:

"Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint angle parking lines on Centre street, between Corey and Willow streets, Ward 20."

Our painting project has been closed until next spring and our spray apparatus dismantled so that it is not possible at this time to paint the lines requested at this time.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

PAINTING OF HARRISON AVENUE CROSSWALKS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of the Boston Traffic Commission relative to your order of November 24, 1941, concerning the painting the crosswalks at all busy intersections on Harrison avenue, between Union Park street and Dudley street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, December 6, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated November 24, 1941, which reads as follows: "Ordered, That the Traffic Commissioner be requested, through his Honor the Mayor, to paint the crosswalks at all busy intersections on Harrison avenue, between Union Park street and Dudley street."

Because of cold weather we have had to eliminate our street painting project for this year. You may be assured that immediate consideration will be given to Harrison avenue when we commence our painting program in the spring.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

"STOP" SIGNS, HARRISON AVENUE.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 24, 1941, concerning the installation of "Stop" signs on all streets entering Harrison avenue, between Union Park street and Dudley street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Traffic Commission, December 6, 1941.
Hon. Maurice J. Tobin,
Mayor of Boston.

Dear Sir,—This is in reply to Council order dated November 24, 1941, which reads as follows: "Ordered, through his Honor the Mayor, to install

Stop' signs on all streets entering Harrison avenue, between Union Park street and Dudley street."

We do not believe that the making of Harrison avenue a through way, by erecting "Stop" signs in the streets entering Harrison avenue, would cut down the accidents in this street. It has been our experience that where "Stop" signs have been erected the motorists driving on the through way have the impression that they have the right of way and do not give the attention that they originally would on approaching an intersection. Because of this increase in speed, accidents on a through way are apt to be more severe.

We do not recommend therefore that Harrison avenue be made a through way.

Respectfully yours,
WILLIAM P. HICKEY, Commissioner.

Placed on file.

ARC LIGHT, PATTEN AND WASHINGTON STREETS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 17, 1941, concerning the installation of an arc light at the corner of Patten and Washington streets, Ward 19.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 13, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Arc Light at the Corner of Patten and Washington Streets, Ward 19.

In reply to the attached order in City Council that the Commissioner of Public Works install an arc light at the corner of Patten and Washington streets, please be advised that Patten street does not touch Washington street.

Wachusett street was probably the location intended and there is a gas lamp at this corner at the present time. This is a residential area and compares favorably with similar areas all over Boston.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RESURFACING OF WARD 15 STREETS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 1, 1941, concerning the resurfacing of the following streets in Ward 15, under the W. P. A. plan of construction: Fox street, Perival street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 8, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Fox Street, Perival Street.

I return herewith order in City Council that the Commissioner of Public Works resurface the above-named streets in Ward 15, under the W. P. A. plan of construction.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, LINCOLN STREET, WARD 16.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 1, 1941, concerning the construction of tar sidewalks on both sides of Lincoln street, Dorchester, Ward 16.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 8, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Lincoln Street, Ward 16.

I return herewith order in City Council that the Commissioner of Public Works construct tar sidewalks on both sides of Lincoln street, Dorchester, Ward 16.

Please be advised that the district foreman has been instructed to install bituminous concrete sidewalks on this street where gravel sidewalks now exist.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

WARD 9 IMPROVEMENTS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Public Works Commissioner relative to your order of November 10, 1941, concerning resurfacing and installing sidewalks and edgestones on the following-named streets in Ward 9: Highland avenue, Norfolk street, Kenilworth street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 6, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Highland Avenue, Norfolk Street, Kenilworth Street.

I return herewith order in City Council that the Commissioner of Public Works install sidewalks and edgestones and resurface the above-named streets in Ward 9.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, WARD 7 STREETS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 10, 1941, concerning the installation of granolithic sidewalks on both sides of the following streets in Ward 7: East Fifth street, between G and H streets; G street, between East Fourth street and Columbia road.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 6, 1941.
To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: East Fifth street, between G and H Streets; G Street, between East Fourth Street and Columbia Road.

I return herewith order in City Council that the Commissioner of Public Works install granolithic sidewalks on both sides of the above-named streets in Ward 7.

Please be advised that this will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS ON H AND I STREETS.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 17, 1941, concerning the installation of cement concrete sidewalks on both sides of H and I streets, in Wards 6 and 7.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 6, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: H and I Streets.

I return herewith order in City Council that the Commissioner of Public Works install cement concrete sidewalks on both sides of the above-named streets in Wards 6 and 7.

Please be advised that this work will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

SIDEWALKS, BOWER STREET, WARD 12.

The following was received:

City of Boston,
Office of the Mayor, December 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 8, 1941, concerning the installation of new sidewalks on Bower street in Ward 12.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 23, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Bower Street, Ward 12.

I return herewith order in City Council that the Commissioner of Public Works install new sidewalks on Bower street, in Ward 12.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ARC LIGHT, BELGRADE AVENUE AND BEECH STREET.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 1, 1941, concerning the installation of an arc light at the junction of Belgrade avenue and Beech street, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 13, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Arc Light at the Junction of Belgrade Avenue and Beech Street.

I return herewith order in City Council that the Commissioner of Public Works install an arc light at the junction of Belgrade avenue and Beech street, Ward 20.

This will advise you that there is an existing large electric lamp at the junction mentioned above, and I do not feel that any additional illumination is necessary at this point as it compares favorably with similar intersections.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

STREET LIGHTING SURVEY, WARD 8.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 24, 1941, concerning the making a survey of the street lighting conditions on the following streets in Ward 8: Forest street, Brook avenue, Batchelder street.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 13, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Lighting Conditions on Forest Street, Brook Avenue, Batchelder Street.

I return herewith order in City Council that the Commissioner of Public Works make a survey of the street lighting conditions on the above-named streets in Ward 8.

Please be advised that an inspection of these streets has been made and it is found that they are all residential streets and compare favorably with similar areas all over Boston.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

ADDITIONAL LIGHTS, CENTRE STREET, WARD 20.

The following was received:

City of Boston,
Office of the Mayor, December 29, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 8, 1941, concerning the installation of additional lights on Centre street in front of St. Theresa's Church, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 23, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Lights on Centre Street.

I return herewith order in City Council that the Commissioner of Public Works install additional lights on Centre street, in front of St. Theresa's Church, Ward 20.

Please be advised that arrangements are being made for the installation of lights in the area requested.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

LIGHTING STAIRS AT SUNSET HILL PATH.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of December 1, 1941, concerning the installation of a light at the stairs leading to Sunset Hill Path, Ward 20.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 13, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Installation of a Light at the Stairs at Sunset Hill Path.

I return herewith order in City Council that the Commissioner of Public Works install a light at the stairs leading to Sunset Hill Path, Ward 20.

Please be advised that a lamp has been ordered installed at this location.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

RECONSTRUCTION OF GAINSBOROUGH STREET, WARD 4.

The following was received:

City of Boston,
Office of the Mayor, December 22, 1941.
To the City Council.

Gentlemen,—I transmit herewith communication from the Commissioner of Public Works relative to your order of November 17, 1941, concerning the reconstruction of Gainsborough street, Ward 4.

Respectfully,
MAURICE J. TOBIN, Mayor.

City of Boston,
Public Works Department,
December 6, 1941.

To William T. Doyle, Chief Clerk, Mayor's Office.
From George G. Hyland, Commissioner, Public Works Department.

Subject: Gainsborough Street, Ward 4.

I return herewith order in City Council that the Commissioner of Public Works construct the above-named street with smooth type asphalt pavement under the W. P. A. plan of construction.

This will advise you that this work will be given consideration for submission for approval on a W. P. A. project during the coming year.

GEORGE G. HYLAND,
Commissioner of Public Works.

Placed on file.

MEMBERS OF COMMITTEE ON PUBLIC SAFETY.

The following was received:

City of Boston,
Office of the Mayor, December 16, 1941.
Wilfred J. Doyle, Esq.,
City Clerk.

Dear Sir,—As members of the Committee on Public Safety, established by chapter 5 of the Ordinances of 1941, I have this day designated the following persons:

Hon. Maurice J. Tobin, Mayor of Boston,
30 Hopkins road, Jamaica Plain, chairman.

Paul G. Courtney, 370 Beacon street, Boston.

Carl Dreyfus, 312 Dartmouth street, Boston.

George G. Hyland, 21 Ainsworth street, Roslindale.

Ernest A. Johnson, 16 Tennyson street, West Roxbury.

William J. Galvin, 49 Monument avenue, Charlestown.

Joseph C. White, 12 Ruskin road, West Roxbury.

Richard F. Cunningham, 13 Hartford street, Dorchester.

Philip Kramer, 23 Hildreth street, Dorchester.

Michael T. Kelleher, 63 May street, Jamaica Plain.

Joseph L. Malone, 296 Bellevue street, West Roxbury.

John C. Nicodemus, 32 Summer street, Boston.
William Stanley Parker, 148 Mt. Vernon street, Boston.

Henry Parkman, Jr., 243 Beacon street, Boston.
William Arthur Reilly, 14 Arborway, Jamaica Plain.

Joseph H. Sasserno, 30 Bellevue street, West Roxbury.

Mrs. Joseph E. Scanlon, 137 Church street, West Roxbury.

Joseph F. Timilty, 120 Beacon street, Hyde Park.

John J. Walsh, 15 Pond View avenue, Jamaica Plain.

Dr. Charles F. Wilinsky, 30 Bay State road, Boston.

John E. Lee, 61 G street, South Boston.

Respectfully,
MAURICE J. TOBIN.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committees named, viz.:

Claims.

Andrew K. Adair, to be reimbursed for execution issued against him.

John Alessi, for compensation for loss of coat while patient at City Hospital.

Vincent M. Chaimo, for refund on sign permit.

Walter J. Clancy, to be reimbursed as result of accident which occurred while in performance of duty.

Ambrose & Magdalena Claus, for compensation for damage to property at 312 Roxbury street, caused by police cruising car.

H. J. Dowd Company, Inc., to be paid for paper and towels delivered in Courthouse in 1939.

Thomas Gannon, for compensation for damage to property at 992 Washington street, during installation of sidewalk.

Reuben Garfinkle, to be reimbursed as result of accident which occurred while in performance of duty.

Nathan Kepnes, for compensation for damage to truck caused by an alleged defect in Western avenue, Brighton.

Charles B. Kinch, to be reimbursed as result of accident which occurred while in performance of duty.

Anton LeFort, for compensation for damage to property at 68 Ridgewood street, caused by city hospital ambulance.

Agnes M. McLellan, for compensation for damage to car by city car.

Frederick G. Menghi, to be reimbursed as result of accident which occurred while in performance of duty.

Esther Murray, for compensation for injuries caused by an alleged defect in Oak street, Brighton.

Dennis J. Regan, to be reimbursed as result of accident which occurred while in performance of duty.

Ralph H. Rogers, to be reimbursed for watch ruined while employed on steamer "O'Meara."

Margaret Sarsfield, for compensation for injuries caused by an alleged defect at 73 Heath street, Roxbury.

Mary J. Spear, for compensation for injuries caused by an alleged defect in Vermont street, West Roxbury.

Committee on Licenses.

Petitions for driveway openings, viz.:

Charlestown Five Cents Savings Bank, at Beacon and Mountfort streets.

Standard Oil Company of New York, at Chelsea street, Ward 3.

MINORS' LICENSES.

Petitions for minors' licenses were received from ten newsboys. Licenses granted, under usual conditions.

INTEREST IN CONTRACT.

Notice was received from William H. Ellis, member of Board of Appeal, of interest in contract of W. H. Ellis & Son Company for repairs to Dorchester Avenue Bridge.

Placed on file.

APPROVAL OF TRANSFER TO INSTITUTIONS DEPARTMENT.

Notice was received from the Emergency Finance Board of vote passed December 15 approving transfer of \$19,320 from Soldiers' Relief Department to Institutions Department, Long Island Hospital.
Placed on file.

SIDEWALK ASSESSMENTS.

A communication was received from the Commissioner of Public Works together with order assessing half-cost of constructing sidewalks in front of estates bordering thereon to owners thereof, viz.:

	Half-Cost.
Wachusett street, Ward 19.....	<u>\$1,243 90</u>

The order was passed under suspension of the rule.

REPORT OF COMMITTEE ON VOTING MACHINES.

Coun. TAYLOR, for the Special Committee on Voting Machines, submitted the following report:

A special committee was appointed by the President to investigate the question of whether or not voting machines would be advisable for use in the elections in the City of Boston. The committee wishes to report that after an exhaustive study and research that they have come to the following conclusions. The advantages of voting by machines are:

1. Voting is easier and faster.
2. Secrecy in voting.
3. No spoiled or defective ballots.
4. An accurate count of the votes.
5. Immediate election returns.
6. A permanent record of the count.
7. No expensive recounts.
8. A saving in the cost of conducting elections.

These conclusions have been reached by the committee from an examination of the machine itself at a meeting held in the City Council Chamber and also by an inspection by the committee of these machines in actual use at an election held in the town of Brookline and also by an inspection of these machines not only by the committee, but by the public at large in four precincts of the City of Boston where voters, casting their ballots at the last election, were given an opportunity to inspect these machines. It might be added that return postal cards were given to the voters who inspected these machines and that 250 people replied, 100 per cent of them stating that they approved of the voting machines.

These machines are now in use in 3,500 cities and towns throughout the country, including New York, Philadelphia and Baltimore. The election officials in all of these cities testify to the fact that these machines are a great improvement over the paper ballot. The town of Brookline has now adopted the use of many of these machines. At first they were used in one precinct. Postal cards were sent to all of the people who voted on these machines, asking them to express their approval or disapproval. Fifty-six per cent of these cards were returned and of this number 95 per cent were in favor of the machines.

The chief objection which may arise is that the initial expense of the purchase of these machines would be large. The committee feels that the sanctity of the ballot is of greatest importance and, while the initial investment would be great, probably in the neighborhood of \$750,000 to \$1,000,000, that over a period of years the savings by the use of these machines would eventually pay for the initial expense. The report of the town of Brookline shows, in the elections held in 1940, that with the use of paper ballots the cost was \$10,995 and the cost with voting machines would be \$6,030, a saving of \$4,965 or a saving of close to 45 per cent. The city of Baltimore reports that they saved in two years the sum of \$175,000. An interesting set of statistics is given out by the state of Iowa where some counties use paper ballots and others use voting machines and there the average cost per vote in counties using paper ballots in the election of November 3, 1936, was 30 cents and the average cost per vote in counties using voting machines was 15 cents. The committee has in its possession many other reports

illustrating that the cost of elections by the use of voting machines is materially reduced. These machines have proved such a success in the town of Brookline, that the *Boston Post*, the *Boston Herald* and the *Boston Transcript*, in the issues of March 18, 1941, editorially commented favorably upon the use of these machines. The *Boston Post* stated in referring to the measure before the Town Meeting for the purchase of voting machines, "It is a measure which ought to pass."

The *Transcript* stated, "There is every reason to believe that by adopting the voting machine system Brookline will take a step toward greater efficiency and economy in a basic function of government."

The *Boston Herald* stated, "The machines also pay dividends in convenience. This system has grown steadily in popularity during recent years. Governor Lehman of New York, who nine-tenths of the 8,000 election districts use the machines and where all the big cities have used them for several years, declares that no district would go back to the old paper ballots. Senator Vandenberg certifies the success of the machines in his own city of Grand Rapids, Michigan."

The state election in 1940 in Massachusetts and the city election in Boston in 1941 have demonstrated clearly that improvements must be made in our system of electioneering. In 1940 it cost the state and the City of Boston a considerable amount of money to have a recount of close to 2,000,000 ballots, which expense would be entirely avoided in the use of machines. Many ballots were voided, due to the fact that voters marked their crosses underneath or above the line and other ballots were voided because the voters voted for more than one candidate. The mechanics of the machine are such that it would be impossible for these votes to have been voided in the use of the voting machine. In the mayoralty election in Boston in 1941 there was a protest by a mayoralty candidate that there were illegal practices in the conducting of the election. This would be impossible if machines were used.

In view of all these facts, where the committee has in mind that the sanctity of the ballot is of paramount importance and that, while great expense is incidental, expenses will be paid for in savings over a period of fifteen years, the committee believes that the City of Boston ought to go forward and keep up to date with other cities of the United States in the protection and the safeguard of the ballot and recommends that a still further study be made of these machines and that some concrete steps be taken for the purchase or rental of machines in at least a portion of the city in the next election.

The report was accepted.

RECESS.

The Council, at 2:39 p. m., at direction of Chairman SHATTUCK, took a recess to go into executive session. The members reassembled in the Council Chamber and were called to order at 3:15 by Chairman SHATTUCK.

EXECUTIVE COMMITTEE REPORTS.

Coun. LANGAN, for the Executive Committee, submitted the following:

1. Report on petition of Anne R. Hart (referred October 2, 1939) to be paid an annuity on account of death of her husband, late member of Fire Department—recommending passage of the following order, viz.:

Ordered, That under the provisions of chapter 340 of the Acts of 1933, an annuity of \$1,000 be allowed and paid to Anne R. Hart, widow of William Hart, a member of the Fire Department, who died on August 26, 1939, on account of injuries received in the performance of his duty, said annuity to continue so long as she remains unmarried; the payments to date from August 26, 1939, and to be charged to the appropriation for Fire Department, Pensions and Annuities.

Report accepted; said order passed.

2. Report on message of Mayor and order (referred today) for appropriation of \$6,800 from income of Sumner Traffic Tunnel for B. Contractual Services—that same ought to pass.

Report accepted; said order passed, yeas 17, nays 0.

3. Report on message of Mayor and orders (referred today) for transfers within appropriations—that same ought to pass.

Report accepted; said orders passed, yeas 18, nays 0.

4. Report on message of Mayor and order (referred today) for appropriation of \$11,800 for Public Buildings Department—that same ought to pass.

Report accepted; said order passed, yeas 18, nays 0.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

1. Report on petitions for driveway openings—recommending that licenses be granted under usual conditions, viz.:

Adams & Swett Cleansing Company (referred August 18), at Kemble and Magazine streets.

Thorwald S. Ross (referred December 8), 119 St. James avenue, Ward 4.

Charlestown Five Cents Savings Bank (referred today), at Beacon street and Mountfort street, Ward 21.

2. Report on petition of Boston Elevated Railway (referred October 27) for license to operate motor vehicles from Beech and Kittredge streets and Walter and Meridian streets to Sacred Heart Church—recommending that license be granted.

Report accepted; said license granted under usual conditions.

Report on petition of Boston Elevated Railway (referred December 15) for license to operate motor vehicles between junction of Gallivan Boulevard and Marsh street and Hallet square—recommending that license be granted.

Report accepted; said license granted under usual conditions.

SOLDIERS' RELIEF.

Coun. ENGLERT, for the Committee on Soldiers' Relief, submitted report recommending passage of order for payment of aid to soldiers and sailors and their families in the City of Boston for the month of December.

Report accepted; said order passed under suspension of the rule.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

1. Report on petition of Henry J. O'Brien (referred December 15) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Sewer Division, Public Works Department—recommending passage of accompanying order, viz.:

Ordered, That the sum of one hundred thirty-two dollars and twenty-one cents (\$132.21) be allowed and paid to Henry J. O'Brien in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Henry J. O'Brien (referred December 15) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Sewer Division, Public Works Department—recommending passage of the accompanying order, viz.:

Ordered, That the sum of one hundred eight dollars and seventeen cents (\$108.17) be allowed and paid to Henry J. O'Brien in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Sewer Division, Public Works Department, said sum to be charged to the Contingent Fund.

Report on petition of Andrew K. Adair (referred December 29) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to Police Department—recommending passage of the accompanying order, viz.:

Ordered, That the sum of four hundred seventy dollars and nine cents (\$470.09) be allowed and paid to Andrew K. Adair in reimbursement for

amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the Police Department, said sum to be charged to the Contingent Fund.

Report on petition of George R. Towle (referred December 8) to be reimbursed for amount of execution issued against him on account of his acts as operator of motor vehicle belonging to City Hospital—recommending passage of accompanying order, viz.:

Ordered, That the sum of five hundred seventy dollars and sixty-four cents (\$570.64) be allowed and paid to George R. Towle in reimbursement for amount of execution issued against him on account of his acts as operator of a motor vehicle belonging to the City Hospital, said sum to be charged to the Contingent Fund.

Report accepted; said orders severally passed.

RECESS.

Chairman CHATTUCK—The Chair understands that Mr. Walsh, for whom we were waiting in the Executive Committee, has arrived.

The Council voted at 3:33 p. m., on motion of Coun. TAYLOR, to again go into executive session. The members reassembled in the Council Chamber and were called to order by Coun. WARD at 4:31 p. m.

PROTECTION DURING NATIONAL EMERGENCY.

Chairman WARD called up, under unfinished business, No. 2 on the calendar, viz.:

2. Ordered, That under the provisions of chapter 487 of the Acts of 1941 the sum of one hundred fifty thousand dollars (\$150,000) be, and the same hereby is, appropriated, to be expended for the preservation of health and protection of persons and property during the existing national emergency, and that the City Treasurer be authorized to issue, upon request of the Mayor, bonds or certificates of indebtedness to the city to said amount.

On December 15, 1941, the foregoing order was read once and passed, yeas 19, nays 0.

The order was read a second time and again passed, yeas 19, nays 0.

CONFIRMATION OF EXECUTIVE APPOINTMENT.

Chairman WARD called up, under unfinished business, No. 1 on the calendar, viz.:

1. Action on appointment submitted by the Mayor December 15, 1941, of Max Kaplan to be a Constable, authorized to serve civil process upon filing bonds.

The question came on confirmation of the appointment. Committee, Coun. M. H. Sullivan and Russo; whole number of ballots 16; yes 12, no 4, and the appointment was confirmed.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

1. Report on message of Mayor and ordinance (referred November 24) concerning display and distribution of advertising and other matter in city streets—that same ought not to pass, without prejudice.

Report accepted; said ordinance rejected, without prejudice.

2. Report on message of Mayor and ordinance (referred November 24) re collection of water income—that same ought to pass.

Report accepted; said ordinance passed.

3. Report on message of Mayor and ordinance (referred from Executive Committee on December 15) re removal and storage of vehicles interfering with snow removal—that same ought not to pass.

The report was accepted, and the ordinance was passed by roll call, yeas 17, nays 1:

Yeas—Coun. Carey, Chase, Englert, Fish, Gottlieb, Hurley, Hutchinson, Kelly, Linehan,

Lyons, Russo, Shattuck, D. F. Sullivan, M. H. Sullivan, Taylor, Ward, Wickes—17.

Nays—Coun. Scannell—1.

Later in the session Coun. SCANNELL said:

Coun. SCANNELL—Mr. President, I move a reconsideration of the passage of the proposed ordinance pertaining to the removal and storage of vehicles interfering with the removal of snow. I understand that that applies particularly to the removal of cars on the streets at the time of snow removal.

The motion to reconsider the passage of the ordinance was declared lost.

Coun. SCANNELL doubted the vote, and asked for the yeas and nays.

Reconsideration prevailed, yeas 15, nays 0:

Yeas—Coun. Carey, Chase, Englert, Fish, Gottlieb, Hurley, Hutchinson, Kelly, Linehan, Lyons, Russo, Scannell, D. F. Sullivan, Taylor, Ward—15.

Nays—0.

The question came on the passage of the ordinance.

Coun. SCANNELL—Mr. President, this proposed new ordinance would give the Commissioner of Public Works permission at such times to take automobiles off the streets of the City of Boston. I believe that it has good parts and also that it has had parts. I wish to explain some of the bad parts. Take the case of the removal of automobiles, for example, on Commonwealth avenue, to make room for the snowplows. As the members of the Council well know, the lower part of Commonwealth avenue is filled with doctors, specialists, to whom people are continually going from various parts of the city, to be cured or helped. Under this ordinance, automobiles going to such offices might be removed without any notice—the autos of the doctors themselves or of those going to see them—and those owning the autos might be subjected to such removal and a charge for transportation and storage of the cars, besides leaving the owners without any means of transportation. As I say, the ordinance undoubtedly has good parts, and it is very likely that an ordinance along these lines should be adopted, but I certainly feel that before the committee recommends "ought to pass," it should go into the question again and bring into this Body a new or amended ordinance which will meet the needs of the situation and at the same time not impose a serious hardship on many people.

Chairman WARD—The Clerk will call the roll on the passage of the ordinance.

Coun. RUSSO—Mr. President, while I am prepared to vote for an ordinance of this kind, as I said in executive, I do hope that the Public Works Commissioner will use no discrimination against any individuals. The person who owns an automobile may go into a theater or some other place, and while he is there the auto may be removed without any notice to him. I do not feel that it is right for a person to have his car removed without giving him notice. I do think the Public Works Commissioner might take into consideration a recommendation that various theaters throughout the city may notify their patrons in such a case that an auto is to be removed, thus giving notice to those inside that it is to be done, and giving them an opportunity to get their cars off the street. As I say, I realize the good parts in the ordinance and its importance at certain times. I do feel, however, that contracts for snow removal should be promptly made, so that quick action in the way of snow removal may be taken when it is known that plows are going through the streets of the City of Boston, not waiting until we are confronted with the situation, but taking action that will expedite the removal of snow when it becomes clear that it will have to be done. I trust that the commissioner will take that into consideration.

Coun. LINEHAN—Mr. President, I don't feel that I am quite familiar with the ordinance at this minute, and I would like to be informed by the committee. Isn't it a fact that if cars are properly parked at the curbstone, it is not necessary to tow them away, but that it is necessary when they are stalled in the middle of the street? There is that uncertainty about the ordinance in my mind, and that is why I voted for reconsideration. If it is proposed to take away cars that are stalled in the middle of the street, I am for the ordinance, but where cars are properly parked alongside the curbstone, it seems to me to be a different question, and I would be against the ordinance. I would like to have somebody on the committee inform us in regard to the matter.

Coun. FISH—Mr. President, the ordinance proposes to remove all cars, whether legally or illegally parked. It does not deal only with cars that may be stalled.

Coun. TAYLOR—Mr. President, I don't think the councilor from Dorchester (Coun. Fish) has the proper slant on this. As explained by the Public Works Commissioner, he simply wishes authority to remove from the street any automobile that may impede traffic. Naturally, we understand that it is only going to be necessary to remove a small percentage of the cars. There will be no reason in the world to remove a car that is properly parked. Certainly such a car will not be impeding traffic. The reason for the ordinance is more psychological than anything else. It will simply warn people that in case of a snowstorm which threatens to be bad, they should not bring their cars in town, where there is a chance of their being stalled in the middle of the street, and that if that happens their cars will be removed and there will be a charge for the removal and storage. Of course, there will be no discrimination. The ordinance is simply for the purpose of removing from the streets any cars that may be impeding the passage of traffic. In my opinion, it will have a good psychological effect, and that is the intention. It will prevent people from bringing their cars in town when they should leave them at home.

Coun. SCANNELL—Mr. President, under this proposed ordinance the Commissioner of Public Works or one of his subordinates will have the authority orally to remove an automobile from the streets of the City of Boston, in order to give snowplows an opportunity to pick up the snow, and it does not say anything in regard to impeding traffic in the City of Boston. It simply says that the Public Works Commissioner shall have authority to pick up any automobile on the streets and garage it for safe keeping, so that the Department of Public Works will be able to remove the snow. I wish the clerk would read the ordinance for the benefit of the rest of the Council.

(The clerk read the ordinance, which was submitted by the Mayor on December 15 and which is printed on page 399 of the Minutes, as follows:

An Ordinance Concerning the Removal and Storage of Vehicles Interfering with the Removal of Snow.

SECTION 1. The commissioner of public works, for the purpose of removing or plowing snow, or removing ice, from any street, may remove, or cause to be removed, to some convenient place, including in such term a public garage and outdoor parking area, any vehicle interfering with such work.

SECTION 2. If the commissioner, acting under the provisions of section one, orders the removal of any vehicle by a person or agency other than the city, a written order for such removal shall be given by the commissioner or his authorized representative at the time of removal, provided, however, that in an emergency such order may be given orally. Any such written order shall state that it is subject to the provisions of this ordinance, a copy of which shall appear thereon. Any such oral order shall be accompanied by the statement that it is subject to the provisions of this ordinance and shall be confirmed in writing within twenty-four hours.

SECTION 3. The commissioner shall keep a record of vehicles removed under the provisions of section one. Not later than ten hours after any such removal the commissioner shall give notice thereof to the police commissioner, and not later than the second business day following any such removal the commissioner shall publish notice thereof at least once in a newspaper published and having a general circulation in the city of Boston. The record kept and the notices given and published by the commissioner shall include: (a) the registration number and general description of the vehicle removed, (b) the time of removal, and (c) the place from which and to which the vehicle was removed.

SECTION 4. The cost of the removal of any vehicle under the provisions of section one and the storage charges, if any, resulting therefrom shall be paid by the owner of such vehicle.

SECTION 5. The amount to be paid by such owner for all costs of removal, exclusive of storage charges, shall not exceed five dollars. The amount to be paid by such owner for storage charges shall not exceed the rate of one dollar for each twenty-four-hour period. Subject to the foregoing

limitations, the commissioner shall determine the cost of removal and storage of vehicles removed or stored by the city.)

Coun. FISH—Mr. President, the councilor from Roxbury (Coun. Taylor) says that I have the wrong slant on this ordinance when I suggest that a car, whether legally or illegally parked, may be removed under this ordinance. As I understand it, when a street is filled with snow, the object of plowing is to remove that snow between the edgestones of the street. The purpose of the removal of cars under the ordinance is to facilitate plowing, and my conception of plowing is that it takes place between the two edgestones, and that any vehicle that interferes with that plowing may be removed. If I may quote the ordinance, it says that "any vehicle interfering with such work" may be removed. I may have the wrong slant, but I do think that a car, even legally parked, may still interfere with plowing.

Coun. LYONS—Mr. President, I believe if we will call for another meeting of the Ordinance Committee on Wednesday, the ordinance can be reconsidered and a report made to our Saturday meeting. At the meeting of the committee we can have the Commissioner of Public Works and any other official who may be interested present, and there will be an opportunity to amend the ordinance, if desired, so that simply cars parked or stalled in the middle of the street shall be removed, the expense of removal and storage to be charged up to the car owner. Of course, any car that impedes plowing should be removed, and if it is removed and stored at a garage, it will be at the expense of the car owner. I might also suggest that the newspapers could probably have a special radio broadcast of the whole thing, so that the public generally will understand the situation. Where the expense of removal and storage is charged up to the car owner, of course that expense is not imposed upon the taxpayers. It might well be, therefore, that there should be another meeting of the committee on the matter, and that the ordinance can be amended in certain particulars. I feel, therefore, that the matter might well be considered by the committee on Wednesday, and the ordinance possibly amended so as to apply, for example, not to cars that are properly parked in the streets of Boston, but to those that are parked or stalled in the middle of the street. As I understand it, the idea of the commissioner is simply to deal with cars that are illegally parked or stalled in the middle of the street, and that have to be towed to some garage. Such cars, of course, impede traffic, and should be removed. Of course, if it were a question of moving all cars in such a way, I don't believe it could be done. I do not think, having in mind the experience we have suffered in the past in times of snowstorms, that there would be trucks enough to get all the cars away in such an event. I feel, therefore, that the ordinance might be amended so as to apply simply to cars parked or stalled in the middle of the street, not to those legally parked.

Coun. TAYLOR—Mr. President, there is no question, as Councilor Fish has suggested, that the commissioner would have the right, orally or otherwise, to remove any car parked on a street, for the purpose of cleaning up the street, and that is the big psychological point in the ordinance. I do not think that the commissioner would ever be called upon to make such a sweeping removal in order to carry out the purpose of the ordinance. The whole point in the ordinance is its psychology. There would probably not be sufficient towing cars in the City of Boston to remove every car that is legally parked. It would probably be hard to do it even on one small street, let alone on all the streets. But that is not the point. The point is psychological. If the people of Boston know that after a snowstorm has filled the streets of Boston with snow, and they still bring their cars down into the congested area of the city, they will run the risk not only of having the cars removed but also stored at the owners' expense, in large part the car owners of the city will not care to bring their cars into the City of Boston. That object having been accomplished, the streets can be cleaned with less trouble and in less time. But if the right to remove cars and store them is taken away, if the ordinance is going to be changed as proposed by some, you will be taking the teeth out of the ordinance and might as well not pass it at all.

Coun. SCANNELL—Mr. President, as far as removing of snow from the streets in the City of Boston is concerned, if they have men enough to clear the streets and if they act promptly, clearing the snow away from the middle of the road, there will be no traffic or other difficulty in the city. We all know that snow does not fall without some warning, and there is an opportunity to prepare for handling it. Of course, however, where snow is piled four or five feet deep in the middle of the street, that is another question. But I say that if the streets of Boston were cleaned at the right time, the conditions that we are sometimes threatened with would not exist. I do feel that this ordinance should be considered again by the committee, and I respectfully ask that it be referred back to the Committee on Ordinances.

The ordinance was recommitted to the Committee on Ordinances.

Coun. LYONS—Mr. President, the Committee on Ordinances will hold a meeting tomorrow, Tuesday, at eleven o'clock, in the executive chamber, and we are going to invite the Public Works Commissioner and the Police Commissioner to attend.

Coun. SCANNELL—And I ask unanimous consent to make a statement, Mr. President, in regard to the Committee on Ordinances. There are seven members of that committee in this Body, and the members of this Body who are on that committee can recommend changes in the ordinance whether the Public Works Commissioner, the Police Commissioner or anybody else does not favor them. We have brains, Mr. President; we know right from wrong, and I believe the Committee on Ordinances should meet and reconsider this matter carefully. If there is any good advice to be taken from any department head, well and good. Any proper suggestions should be received and considered, and the matter should then be voted upon by the members of the Committee on Ordinances and sent to this Body.

RESURFACING OF CONWAY STREET, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to resurface Conway street, Ward 20, with smooth pavement.

Passed under suspension of the rule.

UNDERPASS, SOUTH STREET, WARD 20.

Coun. LYONS offered the following:

Ordered, That the Commissioner of Public Works be requested, through his Honor the Mayor, to install an iron hand railing in the center of the underpass at South street, Ward 20, at Rosindale Station, for the protection of pedestrians using same.

Passed under suspension of the rule.

WAIVING OF BIRTH CERTIFICATE FEE TO SERVICE MEN.

Coun. KELLY offered the following:

Ordered, That the City Registrar be requested, through his Honor the Mayor, to waive the usual fee of \$1.00 for certified copies of birth records issued to men inducted into the armed forces of the United States.

Coun. KELLY—Mr. President, we all know that in times of war, when young men are enlisting in the service of the country, they are required to furnish certified copies of their birth certificates, and I understand that the usual fee for such a certificate is one dollar. I think the City Registrar should be requested, through the Mayor, to waive the usual fee of one dollar for certified copies of birth records of such young men, where they are called into the selective service.

Coun. D. F. SULLIVAN—Mr. President, I would like to go along on this order with the gentleman from Ward 15, but I would also like to

suggest that at the State House a copy of the same birth record can be obtained for fifty cents. I see no reason, therefore, why, in any event, the cost of these certificates, as issued by the City Registrar, should not be reduced to fifty cents.

The order was passed under suspension of the rule.

PROVISION IN 1942 BUDGET FOR RESURFACING STREETS.

Coun. KELLY offered the following:

Ordered, That his Honor the Mayor be requested to confer with the Commissioner of Public Works for the purpose of including in the budget for 1942 a sum sufficient to provide for the resurfacing of all streets in the city, especially Ward 15, that are in immediate need of repair, due to the fact that the W. P. A. forces formerly engaged in this work are now being transferred to defense projects.

Coun. KELLY—Mr. President, I realize that in these times of emergency, probably when we get around to next March or April, the work of the W. P. A. on resurfacing the streets of Boston will be curtailed. I realize also that during 1941 very little such work has been done in Boston, and certainly streets have not been resurfaced in Ward 15. There are a lot of such streets, and certainly either W. P. A. work or other work is necessary for such resurfacing. This order simply requests the Mayor to confer with the Commissioner of Public Works with the purpose of including in the budget for 1942 a sum sufficient to provide for the resurfacing of all streets in the city, especially those in Ward 15, that are in immediate need of repair, due to the fact that the W. P. A. forces formerly engaged in this work are now being transferred to defense projects.

The order was passed under suspension of the rule.

RECOGNITION OF SERVICES OF LIEUTENANT PHILIP RASMUSSEN.

Coun. HURLEY, for Coun. LANGAN, offered the following:

Because of his outstanding accomplishment in the first aerial battle in Hawaii, and because he was part of the squadron which, with Colin Kelly, Jr., performed such outstanding service; therefore, he it

Resolved, That the Boston City Council request the Boston Representatives in Congress and the Senators from Massachusetts to take action so that the "distinguished service medal" be awarded to Lieutenant Philip Rasmussen.

Because Philip Rasmussen, a lieutenant in the Aviation Forces of the United States, in company with Colin Kelly, Jr., and others, acted so gallantly and courageously in an aerial battle, and in so doing, Lieutenant Rasmussen engaged in combat single-handed and destroyed a Japanese bomber which was attempting to destroy the Schofield Barracks which housed thousands of American soldiers; therefore, be it

Resolved, That the Boston City Council, in meeting assembled, recommend to the Boston School Committee that the school on Louder's lane be named in his honor.

The resolutions were adopted under suspension of the rule.

THE FINAL MEETING.

Chairman WARD—The Chair will announce that the final meeting of the City Council for this year will be held Saturday morning in this chamber at eleven o'clock.

On motion of Coun. D. F. SULLIVAN, it was voted that the Council adjourn, to meet on January 3, 1942, at 11 a. m.

Adjourned at 5.06 p. m., to meet on Saturday, January 3, 1942, at 11 a. m.

CITY OF BOSTON.

Proceedings of City Council.

FINAL MEETING.

Saturday, January 3, 1942.

Final meeting of the City Council of 1941, in the Council Chamber, City Hall, at 11 a. m., President GALVIN in the chair. Absent, Coun. Goode.

The meeting was opened with the salute to the Flag.

CONSTABLE'S BOND APPROVED.

The constable's bond of Max Kaplan, having been approved by the City Treasurer, was received and approved by the Council.

NOTICES OF CHANGES IN ASSESSMENT DISTRICTS.

The following was received:

City of Boston,

Board of Assessors, December 27, 1941.

Wilfred J. Doyle, Esq.,
City Clerk.

Dear Sir,—In accordance with the provisions of General Laws, chapter 59, section 38, whereby "The assessors may in any year divide the City into convenient assessment districts," the Board of Assessors at a meeting held this day voted to revise the present existing assessment districts of the City of Boston as follows:

1. Former District No. 3 and District No. 4, each formerly comprising a part of Ward 2, Charlestown, namely, Charlestown East and Charlestown West, respectively, are hereby combined so as to cause District No. 3 to be described as "The whole of Ward 2 (Charlestown)."

2. Former District No. 25 and District No. 25A created in December, 1937, each formerly comprising part of Ward 9, are hereby revised so as to cause District No. 25 to be known as "The whole of Ward 9 (Roxbury Centre)."

3. Former Districts Nos. 28 and 29, each formerly comprising a part of Ward 12, known as Roxbury East, are hereby revised so as to cause the assessment district No. 28 to be known as "The whole of Ward 12 (Roxbury East)."

4. Former District No. 45 and District No. 46, each formerly comprising a part of Ward 21 (Brighton South), are hereby revised so as to cause District No. 45 to be known as "The whole of Ward 21 (Brighton South)."

5. All of the numbers of all the assessment districts for all of the wards in the City of Boston are hereby revised so as to cause each of the districts beginning with No. 1 to be numbered in accordance with this new and last revision of assessment districts to and including No. 44.

By vote of the Board of Assessors.

JOHN P. DOHERTY, Secretary.

Placed on file.

PETITIONS REFERRED.

The following petitions were received and referred to the committee named, viz.:

Claims.

H. E. Batchelder, for compensation for damage to car by city truck.

Barnett Brass, for compensation for damage to property at 242 Paris street, caused by city car.

Marie Davidson, for compensation for damage to car caused by persons breaking into car.

H. C. Greenstein, for compensation for injuries caused by an alleged defect at St. Stephen street and Massachusetts avenue.

John P. Harnett, to be reimbursed for execution issued against him.

Michael J. O'Brien, for compensation for damage to property at 97 and 99 Chesbrough road, caused by lowering of grade of street.

Haig Parnagian, for compensation for damage to property at 67 Hancock street, caused by bursting water main.

Joseph Rains, for compensation for damage to car by fire truck.

Lena Sedar, for compensation for damage to property at 140 Intervale street, caused by blasting work.

Jeremiah G. Sullivan, for compensation for injuries caused by an alleged defect at Edgeworth and Ferrin streets.

Anna Wagner, for compensation for damage to coat at City Hospital.

Walker Condon South Boston Express, for compensation for damage to truck caused by an alleged defect at 36 Lincoln street.

David Harris, for compensation for damage to car caused by city truck.

Richard Doherty, to be reimbursed as result of accident which occurred while in performance of duty.

William F. Kinsman, to be reimbursed as result of accident which occurred while in performance of duty.

Fortunato Pistorino, for compensation for injuries caused by an alleged defect at 100-116 Richmond street.

REPORT OF COMMITTEE ON CLAIMS.

Coun. M. H. SULLIVAN, for the Committee on Claims, submitted the following:

The Committee on Claims respectfully submits the following report showing the disposition of claims during the municipal year 1941:

Claims pending January 1, 1941	1,137	
Claims received during 1941	671	
Claims disapproved during 1941	338	
Inactive claims returned to Committee on Claims	285	
Claims approved during 1941	155	
Amount paid on approved claims		\$6,180 56
Reimbursements (claims against city employees, not suits)	70	
Amount paid on reimbursements (claims against city employees, not suits)		3,091 95
Reimbursements (cases against city employees, suits)	56	
Amount paid on reimbursements (cases against city employees, suits)		24,514 87
Total amount paid during 1941		<u>\$33,787 38</u>
Claims pending January 1, 1942	904	

For the Committee,
MAURICE H. SULLIVAN, Chairman.

The report was accepted.

INSPECTION OF PRISONS.

Coun. LYONS, for the Committee on Inspection of Prisons, submitted the following:

In accordance with the provisions of chapter 126 of the General Laws, the Committee on Inspection of Prisons submits herewith its annual report.

Suffolk County Jail.

Your Committee made the usual semi-annual inspections of the Suffolk County Jail, and received no complaints concerning conditions at this institution. The jail was found to be in a clean and wholesome condition. The rear wall of the jail has been condemned by the city as being unsafe and should be rebuilt immediately. The baking oven is in very poor condition and a new oven should be provided as soon as possible. The jail van, which is twelve years old, is a serious menace to the lives and safety of those who are forced to ride in it as well as to the general public. Immediate replacement is an absolute necessity.

House of Correction.

The customary number of visits were made to the House of Correction during the year and conditions at this institution were found very acceptable.

For the Committee,
THEODORE F. LYONS, Chairman.

The report was accepted and ordered printed.

REPORT OF COMMITTEE ON LICENSES.

Coun. FISH, for the Committee on Licenses, submitted the following:

Report on petition of Standard Oil Company of New York (referred December 29) for driveway opening at Chelsea street—recommending that license be granted.

Report accepted; license granted on usual conditions.

REPORT OF COMMITTEE ON ORDINANCES.

Coun. LYONS, for the Committee on Ordinances, submitted the following:

Report on message of Mayor and ordinance (referred from Executive Committee December 29) re removal and storage of vehicles interfering with snow removal—that same ought not to pass.

Report accepted; said ordinance rejected, yeas 5, nays 11:

Yeas—Coun. Chase, Linehan, Shattuck, Taylor, Ward—5.

Nays—Coun. Coffey, Englert, Fish, Gottlieb, Hutchinson, Kelly, Russo, Scannell, D. F. Sullivan, M. H. Sullivan, Wickes—11.

YOUTH CENTER, WARD 13.

Coun. HUTCHINSON offered the following:

Ordered, That the trustees of the George Robert White Fund be requested, through his Honor the Mayor, to consider the advisability of erecting a Youth Center in Ward 13, the expense of same to be met from the income of the George Robert White Fund.

Passed under suspension of the rule.

REFERENCE OF UNFINISHED BUSINESS.

Coun. ENGLERT offered the following:

Ordered, That any orders and petitions in the hands of committees of this Council, which the City Clerk shall decide are properly matters of unfinished business, be referred to the City Council of 1942.

Passed under suspension of the rule.

THANKS TO PRESIDENT GALVIN.

Coun. SHATTUCK offered the following:

Resolved, That the thanks and appreciation of the members of this City Council be extended to its President, William J. Galvin, who has presided over our meetings during the present municipal year with courtesy, dignity and impartiality.

The resolution was read a second time, and the question came on its passage.

Coun. SHATTUCK—Mr. President, before asking for the passage of the resolution, I want to take this occasion, at the end of my term in this Body, to thank not only the President but, through him, all the members of the Body and the attachés and representatives of the press, for their courtesy to me at all times, and to express the pleasure I have had in serving with them.

Coun. HUTCHINSON—Mr. President, I want to second the words of Councilor Shattuck, thanking the attachés for the courtesy and help they have given me during my membership in this Body.

Coun. ENGLERT—Mr. President, in the closing hours of my twelve years of service in this Body, I just want to say a few words. I want to thank the people of my district for giving me the honor and privilege of twelve years' service here. I wish also to thank you, Mr. President, City Clerk Doyle, Assistant City Clerk Hynes, Ned Leary, our City Messenger, our stenographer, Ned Harnden, and our Clerk of Committees, Roy Green and his staff, with their assistants, as well as the representatives of the press, for the assistance they have been to me during my years of service in this Body. In closing, I wish to you all a very happy and prosperous New Year.

Coun. WARD—Mr. President, in leaving the Body I want to voice the sentiments already expressed by the speakers upon this resolution. I wish to say to you, Mr. President, that it has been a great pleasure to me in the past two years to serve under you as a member of the Body. I wish also to thank the attachés, particularly singling out Wilfred Doyle for his wise counsel and advice from which we have all benefited as members of the Council. I wish also to express my thanks and appreciation to you, Mr. President, at the close of my two years' membership in this Body, feeling that it is largely due to you as well as to the wise guidance we have received from our staff that the Council merits the respect of all the citizens of Boston.

The resolution was passed by a unanimous rising vote.

President GALVIN—Members of the City Council, I want to express my appreciation of the kind and cooperative spirit that every member of the Council has shown me in the past four years. The attachés of the City Council have been very, very helpful also in making my job an easy one. The members of the Council have cooperated with me 100 per cent, for which I am very grateful. As my good friend Englert has said, I wish to you, each and all, a very happy and prosperous New Year. I thank you. (Applause.)

Adjourned, *sine die*, at 12.03 p. m., on motion of Coun. WARD.

