Logan expansion continues

MAPNAC gets Logan hearing put off again

By Peter Werwath

The hearing on new construction projects at Logan Airport has been postponed for the third time, after pleas by the anti-airport group, MAPNAC.

Members of MAPNAC went to Gov. Francis Sargent's office to ask that the Dec. 22 hearing be put off. Sargent agreed that it should be delayed until after his long-awaited transportation report is completed.

Sargent aide Guy Rosmarin told the Community News Tuesday that the Governor "would rather have it cancelled until after (transportation advisor) Bob Bohn's report comes in."

Wednesday morning, Port Authority director Edward King was still non-committal about delaying the hearing. He asked how long MAPNAC wanted it put off. He was informed that MAPNAC wanted no hearing at all, but had agreed to compromise with the governor. King then said the hearing would be delayed until Bohn's report is done.

According to MAPNAC director John Vitagliano, "Our position has always been that there should be no hearings at all. We did compromise with the governor. We think hearings should be included in the governor's moratorium on the airport.

The subject of the hearing was to be new runway extensions and other projects funded by the federal government. Sargent's office said the new date will probably be in the spring.

Filling for Runway?

Meanwhile, Logan Airport is rapidly expanding on the Boston Harbor side. For several years crews have been building a massive bulkhead, and now the 285-acre area within it is being filled.

King was questioned about the type of fill being used on Bird Island Flats. A member of Ecology Action in Cambridge has pointed out that broken-up asphalt pavement with an oil base could pollute the harbor.

"It's solid fill," King said. "We don't think there is an oil base. I don't think that's a problem.

The Port Authority's master plan for Logan says this area will be used for a runway extension and for a completely new 'short takeoff and landing' runway.

However, NPA director King said in an interview Wednesday he was unsure what the area would be used for.
"We think part of it will eventually be a runway extension," he said. "Or it might be used for terminals if air freight develops. There is no particular definite need. No one has an option to lease space."

Airport expansion onto Bird Island Flats must be stopped

The filling of Bird Island Flats should be stopped. All expansion of Logan Airport should be stopped.

The director of the Massachusetts Port Authority said this week there is "no particular definite need" for the landfill area.

(Community News commentary)

Why go through the pretense of hearings, when the plans have already been made? Hearings are supposed to be the occasion for the public to have voice in the plans. However, the public is not allowed to advise that nothing more should be built at Logan. If the Port Authority continues to sink millions into 285 acres of Boston Harbor, it will certainly use the argument, "We have to use it to get our money back."

The filling of Bird Island Flats benefits big business in New England. There are other ways to carry freight. Other types of fast passenger transportation could be developed. But the big business wants big airports.

The filling of Bird Island Flats will put more planes over East Boston's head, and more trucks through its streets. If the filling is to continue, the people of East Boston must demand that the land be given to them for whatever use they see fit.

Legislators oppose First Realty plans

Senator Mario Obana, and representatives-elect Msgr. Minie Pitaro and Emmanuel Gus Serra, have come out against a proposed 10-story development by First Realty on Border Street.

In a letter addressed to the City of Boston, the Massachusetts Housing Finance Agency, and First Realty, the three East Boston legislators pointed out apparent irregularities in the issuance of a building permit after the expiration of the zoning variance granted to the developers.

The letter also pointed out that First Realty has avoided any cooperation with the Local Advisory Council's Master Planning and Land Use Committee, after this committee had been sanctioned by the Mayor's Office as a spokesman for the community in matters relating to physical development.

The three legislators stated "that no further First Realty Developments should proceed in East Boston" until a list of conditions contained in the letter are met.

The conditions call for "an acceptable tenant-management relations agreement" for the residents of both Brandywine and the proposed Border Street development.
East Boston
Community News

Independent bi-weekly community newspaper. 10,000 copies distributed free. Expenses paid through donations, grants, memberships, and ads. Memberships: Staff: Domenic Anara, Dorothy Brickman, Anna Maria De Camillo, Sue Devins, Marie DiFulmer, Joe Dioguardi, Joel Eisenberg, Monsik Hacobian, Wanda Jones, Bob Nakashian, Donna Ozog, Joe Porzio, Sally Vetstein, Peter Werbach.

Address: East Boston Community News, 382 Sumner St., East Boston, Mass. 02128. Tel. 567-8893 after 3 p.m.

By Sue Devins

The EB-WELL steering committee and some of the organizations using Wellesley students met at the EB-WELL Center a week ago to evaluate the program.

In addition to a full course load, Steve London, the director, has been taking care of the overload of administrative work involved in running the EB-WELL program.

In overseeing the program, London would like frequent communication with the organizations using the girls and with the girls themselves. Someone should be on hand to solve small problems involving transportation, communication with Wellesley faculty and administration etc.

In evaluating the program, the consensus was that after the bugs were worked out, the program has come to be quite valuable to the community and even more so to the students in terms of experience and a working knowledge of the East Boston community.

Mr. Kearns, a member of the faculty senate at East Boston High School, asked why none of the Wellesley students had been working at the High School. Steve London was concerned himself and explained that they had never been able to work anything out with the administration for involving the students with High School students. Mr. Kearns then said he would bring the matter to the faculty senate.

Money For Community?

Some excitement began when Mary Ellen Welch questioned Wellesley’s commitment to East Boston. Wellesley had originally earmarked $50,000 for the operation of the program, not knowing at the time exactly what it would cost. They had committed themselves to three years in East Boston, with an office, a director, and a program entirely defined by the community.

EB-WELL initially planned to buy a building on Havre Street, but some community people suggested a White Street building owned by the Social Center. They are now using this building.

Mr. London calculated that one half of the money could be spent on operating the program as it is now, and the other half would be spent in the community. Mr. London wrote to the president of the college, Ruth Adams, expressing the enthusiasm of the steering committee that the balance should be spent in some way with the community. The immediate response of the president was that the school had committed themselves to the EB-WELL Program, and not to pouring money into the community.

Then after discussion with the steering committee, a decision was made to ask for the remainder of the allotment.

At last week’s meeting, Mr. London then proposed spending the money by running an East Boston Upward Bound program which involves working with the organizations in working with the students with high school age people spending three intensive summers and time during the academic year at Wellesley utilizing the faculty and facilities in a motivational program. The program does not guarantee college acceptance, but most of the participants have gone on to college.

The community representatives reacted by saying they would prefer spending the money within the community in a project that would affect a large number of people and would improve the community.

In an effort to communicate their feelings to the college, the steering committee has made three definite appointments with the vice president of the college which have been broken by him. The fourth is set for December 17.

Considering the publicity and experience that Wellesley has received from the program, the time spent by the organizations in working with the program, and the expressed desire to have the girls continue their work here, the group directed the steering committee to inform the college that they want a total commitment of the original allotment for East Boston.

EB-WELL needs homes to board students

By EB-WELL

EB-WELL, the East Boston-Wellesley College Cooperative Program, will select from ten to twenty Wellesley College students to work and live in the community from February to June. These young women will take courses taught by Professor Stephen London of 110 White Street, East Boston, and work in such capacities as teacher aides, tutors, and assistants to community projects.

Any East Boston family that is interested in boarding a student for this period of time or renting an apartment to two or three students should call the EB-WELL Office, 560-1777. The office is open from 9 A.M. to noon, Monday through Thursday.

Residents at a recent meeting questioned EB-WELL director Steve London as to the use of program’s $50,000 budget.

EB-WELL needs homes to board students

By EB-WELL

EB-WELL, the East Boston-Wellesley College Cooperative Program, will select from ten to twenty Wellesley College students to work and live in the community from February to June. These young women will take courses taught by Professor Stephen London of 110 White Street, East Boston, and work in such capacities as teacher aides, tutors, and assistants to community projects.

Any East Boston family that is interested in boarding a student for this period of time or renting an apartment to two or three students should call the EB-WELL Office, 560-1777. The office is open from 9 A.M. to noon, Monday through Thursday.

Residents at a recent meeting questioned EB-WELL director Steve London as to the use of program’s $50,000 budget.
Area's first daycare center now has 66 children

by Dorothy Brickman

Toddler's Workshop is located in an old large three-story wooden house at 408 Meridian Street.

The day care center opened September 1 with 15 children and has since increased to the present number of 66.

Doty Hodax, the director of Toddler's, started working on setting up the school around April 1. Originally she went to government agencies like the Office of Economic Opportunity and its local counterpart APAC, East Boston's community action program, hoping to raise money for the initial costs of the center. Since there was no response she then sought and received private funds.

Two of the men who contributed to the center and own the building are on its board of directors along with six other people from Winthrop and East Boston. Mrs. Hodax, also a board member of the school hopes to add an East Boston's community action program, member of the school hopes to add an East Boston's community action program, hoping to raise money for the initial costs of the center. Since there was no response she then sought and received private funds.

The children are divided into four classes, one for five year olds, one for four year olds and two for three year olds. The usual ratio is three teachers for every 15 children.

"We are flexible," she emphasized. The staff looks out for those children who behave older or younger than their age and re-arrangements are made accordingly.

First Day Care In Area

Mrs. Hodax pointed out that there were no day care centers in Winthrop, Chelsea, Revere, or East Boston before Toddler's started. Toddler's, licensed for 80 children, services all of the above communities because these are the areas that involve the state welfare department's "WIN" program. "WIN" allows a mother to train for work or to study and pays day care costs for her child.

"About four-fifths of the children here are paid for by the Welfare Department and one-fourth of these are children of "up" parents," said Mrs. Hodax. Welfare pays $37.50 each week for each child privately enrolled, on a sliding scale according to income.

Mrs. Hodax recalled how one mother would not have been able to send her child to Toddler's for $25 per week without going on welfare and then she would have had to have given up her job. It was decided to charge the woman a very minimal sum so that she could continue to work.

Playdough For Parents

The first parents and teachers meeting was held at the school this week. Mrs. Hodax plans to have parents meetings every other month to encourage as much family participation as possible. "In February, the parents meeting will take the form of a workshop where the parents can actually get into the children's activities such as clay and painting. We hope that parents will contribute suggestions."

The house at 408 Meridian Street seems ideal for a day care center. The rooms are large and interconnected and have many windows. Each of the four classes has the use of two rooms with adjoining closest areas and bathrooms.

"I think children need a chance for solitude if they want it," said Mrs. Hodax. She feels that having two rooms close to each other will always allow some children to break away from the group if they wish to.

"I Can Do"

"I never expect all of the children in one class to participate in the same activity," she said. "That's why there are three teachers for each class. There can be two small group activities going on having an extra teacher to watch out for the child who strays from the rest." She believes that one of the most important things a teacher can give a child is a feeling of "I can do," and that this is accomplished by helping the children to like themselves.

In each class there is a head teacher, an assistant teacher and an aide. The head teachers and the assistant teachers all have college degrees and Mrs. Hodax encourages the aids to take courses in early childhood. There are four men teachers in the center, one of them from Harvard University's work-study program. Mrs. Hodax emphasizes, "I want a man teacher in each class."

Two high school students from East Boston work at the center in the afternoon. Three people from the "WIN" program are training to be aids.

E. Boston Teachers Desired

Mrs. Hodax said that most of the teachers are not from East Boston and hopes to change that as time goes on. However, she said many of the teachers have had experience with the inner city child. A social worker who visits the school regularly said to Mrs. Hodax that "this is the closest thing to the 'open school' that I've ever seen in day care."

The "open school" environment at Toddler's is especially noticeable from 7:45, when the center opens, until about 10. During this time the children have what is called "free choice" activities. But unstructured activities with guidance from the teachers is an important part of the whole day.

"I would like to follow these kids," said Mrs. Hodax. "We may even open up the third floor and the basement of this building so that children can come here after school for some recreational activity."

When asked if she would be willing to start another day care center in East Boston, Mrs. Hodax answered, "Yes, we have been talking about the need for day care centers. Just tell us where."

To order ads:

Call Marie DiFlumeri at 567-8893 after 3 p.m. If you like, one of our staff members will visit you to design your ad.

We now have classifieds, too:

Call Jean Silvestro at 567-1498 between 6 p.m. and 10 p.m. $1 for the first 25 words and $.75 for each additional 25 words. This is done as a public service, at cost.

Business classifieds, $2 for the first 25 words and $1.50 for each additional 25 words.
The deafening crescendo of noise: past and present warnings

By Joe Dioguardi

Sixty years ago Robert Koch, a Nobel laureate, predicted, "A day will come when man will have to fight pernicious noise as the worst enemy of health."

Until recently, attention on environmental matters has been directed toward increasing plagues of air, water, and solid pollution, and the health hazards the pose. Little attention was focused on the dangers of increasing noise. Now the ballooning problem of noise is forcing a change.

In the annals of environmentalism, University of California, asserts, "Noise, like smog, is a slow agent of death. If it continues for the next thirty years as it has for the past thirty, it could become lethal."

In the United States, the Federal Council for Science and Technology reported the true dimensions of the noise pollution problem by revealing, "The overall impact of environmental noise is doubling every ten years in peace with our social and industrial progress."

The intensity of a noise is measured in bels, pain is inflicted on the quality and pitch of the sound more intense than normal background noise in a suburban neighborhood at 50 decibels.

A widespread health hazard

The United States Public Health Service reports more than 7 million persons are working where noise levels are high enough to damage hearing.

The federal Council for Science and Technology said that hearing loss caused by noise amounts to "a major health hazard in American industries, and that it is expensive. The cost in compensation, lost production, and decreased efficiency because of noise and hearing damage estimated to be over $4 billion per year in America."

In Britain, the Christian Science Monitor reported in 1968, noise costs the economy $2.4 billion each year in lost production.

In Germany, abnormal heartbeat rates that have been found among German steelworkers are related to the high noise levels of their working environment.

In France, workers who are subjected to high noise levels complain more frequently than those in lower noise levels about insomnia, heart troubles, nervousness, impaired motor coordination, and physical illness.

The subtle physiological and psychological effects of noise are drawing special concern today. Prolonged high intensity noises have been found to result in loss of hearing and even total deafness. Ulcers, severe headaches, a University of Alabama, aggravations of allergies and asthma and heart conditions, insomnia, and emotional breakdowns are, in certain cases, attributed to noise.

The average person in Western societies loses 20 decibels of his hearing range by the age of 60 and 30 decibels by the age of 70. Even those in their forties have lost an average of 10 decibels of their youthful hearing range.

One may ask "what causes this, and is this normal and to be expected?" To answer that question, Samuel Rosen studied the Mabaan culture of Sudan where noise levels of these "uncivilized" people are very low; only a few times a year are their ears assailed by thunderclaps, the roar of a wild animal, or their own festival singing and shouting, and they don't use guns or drum. He recorded some of his amazing results in the Saturday Review in 1967. He wrote, "There is no obesity...there is a total lack of hypertension, coronary thrombosis, ulcerative colitis, acute appendicitis, diabetes, and bronchial asthma -- ailments common in the Western civilization. The ten-year-old and the ninety-year-old Mabaans have exactly the same blood pressure levels."

In Americans considered normally healthy, blood pressure peaks usually between the ages of forty and fifty with age, especially after forty.

An important discovery Dr. Rosen made was that "the Mabaans suffered very little hearing loss, even at high frequencies with advancing age. The hearing of the elderly Mabaans was far superior to the old or aged in civilized countries, and the Mabaans had superior hearing to any other group of humans ever tested."
"Experiencing sonic boom is like living inside a drum beaten by an idiot at insane intervals."

It is not normal to lose hearing, gain in blood pressure, and suffer stress-induced diseases with advancing age. Yet our hectic, stress-ridden, and noise polluted society is bequeathing these curses to us.

And now - supersonic transport

The problem of noise pollution goes hand in hand with the level of a nation's industrial development. Consequently, heavily industrialized nations usually have the worst noise pollution, and this mushrooming problem has spurred some attempts to control it. Many industries are working on toning down the clamorous sound of their operations. Some cities are developing noise abatement programs, particularly in relation to the regulation of airport flight patterns or the location of airports.

However, the volume of noise mounts as cities grow larger and society becomes more dependent on powerful machinery. The biggest problem that worries acoustical engineers is the burgeoning growth of air transportation with the inevitable emergence of the SST's.

The Federal Aviation Agency predicts a world air-traffic market in 1990 that will be five times the 1965 market size. By then, unless their production is halted or cut back, as many as 800 SST's may be in regular service.

At present, the U.S. has spent $700 million of the taxpayers' money to develop the SST. On December third the Senate defeated a proposal to add $290 million more for the SST development by a vote of 48 to 62; however, defeats of new and future proposals are not likely to be seen in the new Congressional Session.

When SST's start flying, they will create "sonic booms" causing bone-shaking jolts, like an explosion only a block away. A sonic boom is the shock wave produced by a plane flying faster then the speed of sound (about 740 miles per hr. at sea level). The zone where the sonic booms will be heard (and felt) will be everywhere along the whole supersonic-flight path that will be from 50 to 70 miles wide and as far as perhaps 2,000 to 3,000 miles long.

A blue-ribbon panel of scientists told the U.S. government that up to 40 million Americans could be bombarded as often as 50 times a day during the next decade by sonic booms created by SST's. A sonic boom from the SST would be equivalent to the noise from a diesel tractor-trailer truck roaring by at 60 miles an hour at 30 feet away, and add to this the unexpected nature of the thunderous clap characteristic of the sonic boom.

Professor Garrett J. Hardin, expert in acoustics at the University of California at Santa Barbara, describes a sonic boom in this fashion in "The Plain Truth:" Sonic boom is something much worse than noise. Experiencing it is like living inside a drum beaten by an idiot at insane intervals.''

New SST airport as big as five normal ones

In order to prepare for the super-sonic jet age, Los Angeles is already constructing a great new airport situated in Palmdale. This airport is planned so that when it opens in 1974, the new International Airport will be larger in area than the John F. Kennedy in New York, Chicago's O'Hare Field, San Francisco Internacional and the present Los Angeles International--combined. Because Palmdale is located beyond the San Gabriel mountains forming the northern boundary of the Los Angeles basin, trans-
"Little Mayor" Salvucci....a Community News profile

by Don Amara

More human than serious." That's the way one person described him. "He's interested in issues because he's concerned with people."

Fred Salvucci, officially Manager, dubbed the Mayor, of the East Boston Little City Hall, attends his position with unusually high credentials. The son of an Italian immigrant father and an American born mother, he has undergraduate and graduate degrees from M.I.T. in Civil Engineering and Transportation.

"I didn't realize he was only thirty," is a comment I received. "He's so knowledgeable." This perhaps underlines one of the most outstanding characteristics of the "Little Mayor": his understanding is deep. One comm-

FRED SALVUCCI

unity leader has testified that politi-
cians respect him. They may not agree with his conclusions but they seldom question his facts.

"A human computer at work, that's Fred," said one resident. "When he starts to think hard his eyes start to blink like computer lights and information bubbles out in little spurts."

Some trainee positions open

Free job placement by employment center

By Louis Loscocco

The East Boston Neighborhood Em-
ployment Center at 19 Meridian St. is a
no-fee government-sponsored agency
whose services may be used by anyone
in the community who is seeking work.

Job openings are uncovered through
contacts with businesses, through a
teletype system with the Boston office,
and through the state Job Bank.

In addition to straight job refer-
als, the ENNEC has access from time
to time to a number of trainee openings. Recently, for example, nine referrals

used for training in the auto body work trade.

Currently there are several open-
ings for architectural draftsmen.
A Post Office exam class has been
in operation for some time now and is
expected to continue until the Post Of-

"A Nice Place"

How Fred became Little City Hall Mayor is a complicated set of circum-
stances that you would care to listen
to only once. As the story is told Fred jokingly asked someone if "mini-
transportation" officers were needed
for the new "mini-auto body shop?" His
question was answered with another.

"He's known by everyone in the
community!" Hardy. However, as one
individual answered, "he's sure known
where there's been a problem around."

Freelancer files bills and opens office here

By Rep. Pitaro's Office

Monsignor Pitaro has begun his
duties as state representative by
opening an office and by filing a
number of bills. The office is located
at 163 Meridian Street, Room 4. The
telephone number is 569-5556. Mrs.
Evelyn Wirth will serve as secretary-

She was quick to add, "but he's a com-
puter with a heart," apparently to a-
void giving the wrong impression.

What one gathers from meeting
with him and with what community people feel is that he "isn't particularly
pushy," to use their own words. "He
wouldn't think anything of calling
Senator Brooke or Kennedy for anybody
like that... but he doesn't pushy with us... he works for us." One could
hardly ask for a more avid testimonial.

12-Hour Days

Unbathed shoes, typical of a man
in a hurry, and loosened tie, sign of
a man not on display but working;
these have become his trademarks.

Time. Fred puts an astronomical
amount of it into his job. A twelve-
hour day is not unusual. Perpetual
meetings that blossom here become his
nightbeat. They demand of him sacri-
ifice of family and leisure that many
accept as commonplace. I asked of
friends if Fred put in more time than
other Little City Hall managers. His
reply, "...I don't see how it's hu-
manly possible for anyone to put in
more time than he (Fred) is now."

Is he known by everyone in the
community? Hardly. However, as one
individual answered, "he's sure known
where there's been a problem around."

Fred is from Brighton, but he's really "grown in" to East Boston.

"I felt a certain resentment that an
outsider could really see East Boston and its problems," confesses
one gentleman. Now an admirer, he
told that at times Fred can sense the
pulse of the community better than he
can and he lives here. "He's irre-
placeable," he added, "no one could
do the job he's doing, no one!"

Throughout my interview similar
feelings were evident.

He is not without humor, although
someone commented about Fred that
he generates a smile about two minutes
before telling a joke.

Although the feeling expressed in
all this is admiration, Fred is doing
such a fantastic job that he would
perhaps be irreplaceable, Fred knows
that it is his job to generate leaders
in the community. He will not stay
with us forever.

wanted:
Community Development
Corporation Director

The East Boston Neighborhood Council is currently recruiting and
reviewing applications for the position of Community Development
Corporation Director.

The Director should be a
person of considerable business
experience and skilled in direct-
ing a staff in developing and
packaging new business entrepren-

eries.

A great deal of consideration
will be given to the Director's
ability to translate community
values and priorities into eco-

nomic ventures.

Knowledge of East Boston and
its concerns should be considered
essential to the new Director's
background.

Please submit resumes to Mr.
Edward Gogart at the Impact
Office, 144 Meridian Street, East
Boston.

Selected:
City hearing next step for youth center

The next step in converting the Marion Street Fire House into a youth center is a formal proposal to the city's Real Properties Division, according to Commissioner John Mulhern, head of the division. In a phone interview with the Community News in late November, Mr. Mulhern said that the conversion of the fire house into a youth center was definitely possible.

Mr. Mulhern has received a copy of the letter from APAC (federally funded service agency in East Boston) that addressed to the city's Office of Public Service requesting the use of the building. The Real Properties Division has title to the fire house, and in Commissioner Mulhern's words "the building probably could be made available."

The necessary steps in the process are 1) a policy decision by the City of Boston to turn the fire house into a youth center, and 2) a full presentation of the request to the city's Office of the Mayor's Office has already agreed to the youth center idea with the understanding that the funds to renovate the fire house would have to be raised by APAC.

Public Notice

The East Boston Area Planning Action Council, Incorporated, will hold a Special Meeting on January 5, 1971, at 8:00 P.M., in its offices at 21 Meridian St., East Boston. The purpose of this meeting is as follows:

Article III, paragraph 2, of the present by-laws reads, "The annual meeting of the members shall be held on the second Tuesday in the month of March ... " It is proposed that Article III, paragraph 2, be amended to read, "The annual meeting of the members shall be held on the third Tuesday in the month of June ... ."

SST delayed, but still alive

The SST is alive. On Dec. 3rd, the U.S. Senate blocked by a 52-to-41 vote Nixon's request for $290 million SST appropriation. On Dec. 6th, the House voted 213-134 reviving the bill. It will go shortly to a Senate House conference.

$73 billion in tax funds were expected to be appropriated by 1974 for the building of two and the testing of one of the prototypes. Senator Proxmire, democrat from Wisconsin, and Senator Muskie from Maine have led the anti-SST crusade.

NEWS BRIEFS

• Carol singing

The following is a schedule of carol singing performances at Central Square for the week of Dec. 14th:

Monday: 11 a.m., Fitton Central High School; 4 p.m., East Boston Social Center Teens.
Tuesday: 10 a.m., John Chovnu School; 4 p.m., East Boston Social Center Teens; 7:30 p.m., Orient Heights Teen Center.
Wednesday: 10 a.m., Donald McKay School; 4 p.m., East Boston Social Center Teens; 8 p.m., EB-WELL, M.I.T. and Wellesley.
Thursday: 11 a.m., Joseph H. Barnes School; noon, Fitton Jr. High; 2 p.m., Orient Heights Elderly; 4 p.m.,

From Joe's side

Proxmire claims that Boeing, who is the builder of the plane, should be encouraged to convert to "things like researching mass transit or building new railroad cars or modular housing, one of the biggest needs and most pressing priorities facing this nation."

Commercial use of the SST prototype had been expected in 1971, but due to Senate opposition, it has been put off until March, 1973. Full scale commercial service may be off until 1978.

Broadway Stationers

CARDS
STATIONERY
SCHOOL & OFFICE SUPPLIES

From Peri-Cola's Gifts

SALES AND INSTALLATION
FREE ESTIMATES

Set-Rite Tile Rug Co.
La riunione del Mass. Port Authority è stata rimandata

La riunione pubblica che il Massachusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.

Il direttore di Boston Head Start, John Schaut, il quale si è re­cato anche lui a Washington in questa occasione, spera che il governo asse­gnnerà maggiori fondi al programma.

Inoltre è stato richiesto dello spazio alla Adams School da adibirsi a centro ricreativo per pensionati.

I membri della First Section Civic Association, ad una riunione del 18 novembre, hanno discusso nuovi pro­getti per il loro programma di ricre­azione e per altre attività nella sez­ione di Jeffries Point.

Una nuova pista di decollo parallela che l'aereo­porto intende costruire accanto ad un' altra pista.

Questa riunione provvederà più spazio nell'aeroporto per i jet più grandi. E per altri progetti che questi aereoplani seguiranno sarà generalmente sopra Winthrop Point Shirley verso Est, e sopra il centro di Chelsea verso Ovest.

La riunione pubblica che il Mass­achusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.

Il direttore di Boston Head Start, John Schaut, il quale si è re­cato anche lui a Washington in questa occasione, spera che il governo asse­gnnerà maggiori fondi al programma.

Inoltre è stato richiesto dello spazio alla Adams School da adibirsi a centro ricreativo per pensionati.

I membri della First Section Civic Association, ad una riunione del 18 novembre, hanno discusso nuovi pro­getti per il loro programma di ricre­azione e per altre attività nella sez­ione di Jeffries Point.

Una nuova pista di decollo parallela che l'aereo­porto intende costruire accanto ad un' altra pista.

Questa riunione provvederà più spazio nell'aeroporto per i jet più grandi. E per altri progetti che questi aereoplani seguiranno sarà generalmente sopra Winthrop Point Shirley verso Est, e sopra il centro di Chelsea verso Ovest.

La riunione pubblica che il Mass­achusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.

Il direttore di Boston Head Start, John Schaut, il quale si è re­cato anche lui a Washington in questa occasione, spera che il governo asse­gnnerà maggiori fondi al programma.

Inoltre è stato richiesto dello spazio alla Adams School da adibirsi a centro ricreativo per pensionati.

I membri della First Section Civic Association, ad una riunione del 18 novembre, hanno discusso nuovi pro­getti per il loro programma di ricre­azione e per altre attività nella sez­ione di Jeffries Point.

Una nuova pista di decollo parallela che l'aereo­porto intende costruire accanto ad un' altra pista.

Questa riunione provvederà più spazio nell'aeroporto per i jet più grandi. E per altri progetti che questi aereoplani seguiranno sarà generalmente sopra Winthrop Point Shirley verso Est, e sopra il centro di Chelsea verso Ovest.

La riunione pubblica che il Mass­achusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.

Il direttore di Boston Head Start, John Schaut, il quale si è re­cato anche lui a Washington in questa occasione, spera che il governo asse­gnnerà maggiori fondi al programma.

Inoltre è stato richiesto dello spazio alla Adams School da adibirsi a centro ricreativo per pensionati.

I membri della First Section Civic Association, ad una riunione del 18 novembre, hanno discusso nuovi pro­getti per il loro programma di ricre­azione e per altre attività nella sez­ione di Jeffries Point.

Una nuova pista di decollo parallela che l'aereo­porto intende costruire accanto ad un' altra pista.

Questa riunione provvederà più spazio nell'aeroporto per i jet più grandi. E per altri progetti che questi aereoplani seguiranno sarà generalmente sopra Winthrop Point Shirley verso Est, e sopra il centro di Chelsea verso Ovest.

La riunione pubblica che il Mass­achusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.

Il direttore di Boston Head Start, John Schaut, il quale si è re­cato anche lui a Washington in questa occasione, spera che il governo asse­gnnerà maggiori fondi al programma.

Inoltre è stato richiesto dello spazio alla Adams School da adibirsi a centro ricreativo per pensionati.

I membri della First Section Civic Association, ad una riunione del 18 novembre, hanno discusso nuovi pro­getti per il loro programma di ricre­azione e per altre attività nella sez­ione di Jeffries Point.

Una nuova pista di decollo parallela che l'aereo­porto intende costruire accanto ad un' altra pista.

Questa riunione provvederà più spazio nell'aeroporto per i jet più grandi. E per altri progetti che questi aereoplani seguiranno sarà generalmente sopra Winthrop Point Shirley verso Est, e sopra il centro di Chelsea verso Ovest.

La riunione pubblica che il Mass­achusetts Port Authority doveva te­nere il 22 dicembre per discutere la nuova e lunga pista di decollo è stata ancora una volta rimandata.

Una nuova legge federale richiede che udienze pubbliche debbano teneresi su ogni nuovo progetto di costruzione in quegli aeroporti che usufruiscono di fondi federali.