Tell your government to stop the runway

by Peter Werwath

The Port Authority wants to build another runway at Logan Airport.

Before it can happen, two branches of the federal government must give their approval.

The last chance for the public to influence their decision will be coming next Friday, Feb. 26. A hearing will be held that day at 2 p.m. in New England Life Hall, on Clarendon Street in Boston.

The Community News has learned that two legally required hearings on the runway will be combined into one.

The Feb. 26 hearing will be held by the Army Corps of Engineers, which is considering an MPA request to fill in Boston Harbor for the runway.

Another hearing on the runway was to be held by the Federal Aviation Administration, which approves 50 per cent federal funding for new runways. On Thursday, the MPA had made a tentative agreement with the FAA to combine their hearing with the Army Corps'.

MPA director Edward King said Thursday, "All sides have agreed to it...It's just a matter of getting back to everybody."

The Corps of Engineers has said that it will make its decision on the runway based on "the public interest." The Corps has defined this term as including: "navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, ecosystems, and in general, the needs and welfare of the people."

King says the MPA board has given him authority to buy homes within specific boundaries. He described them to interviewers Peter Werwath and Dan Fawcett as follows:

- Bayswater Area - from St. Edward Road on the west to Annavoy Street on the east, and from Bayswater Street inland to Barnes Avenue. The westward side of St. Edward was excluded.
- Nepean Road - the area south of the MBTA tracks, including all homes on the short sections of Nepean Road, Lovell, and Frankfort Streets.
- Jeffries Point - both sides of Maverick Street from Geneva Street toward the end of the point, and the entire area bounded by Jeffries Street, Marginal Street, Lameon Street, Ruth Street, and Maverick.

King said he does not "foresee" any of the homes bought being torn down, except for those in "substandard" condition.

As of November, 1970, the MPA had purchased 46 homes in East Boston, had negotiated for 36 more. At least 13 of the homes were bought this year.

The interview follows on page 4.

MPA director tells where he buys homes, and why

Massachusetts Port Authority director Edward King was interviewed February 12 by two Community News reporters on the subject of land and home buying by the authority.

King stated that purchases by the MPA are limited to three well-defined areas...around Neptune Road, in the Bayswater Street area, and in Jeffries Point.

King maintained that the main reason for the MPA buying properties is to relieve the owners from noise problems created by the airport.

The MPA director said that the construction of the proposed "parallel" runway would not require the purchase of additional homes. He said he has personally rejected an MPA staff plan to extend runways toward Bayswater Street...a proposal that would have required the authority to take over 200 homes for a runway approach "clear zone."

The News opens an office

A second newspaper is settling into East Boston.

On Monday, the East Boston Community News will open an office at 31 Bennington St., a few doors down from Central Square.

The public is invited to an open house Monday.

Until now, the Community News has been produced solely by volunteer labor, except for $250 to $280 in printing work each issue at Harwich Lithograph in Hyde Park. Starting in March, staff member Peter Werwath will be paid $100 a week to coordinate production work and write news stories.

Shown in the photo of the new office are (from left) Dorothy Brickman, Dom Amara, Mark Di Flumeri, Marie Di Flumeri, and Marie Di Flumeri, Jr.

No doubt, good arguments can be made against the runway on every point except water supply and flood prevention.

The MPA claims that the new runway will "spread out" the noise at Logan in such a way that more populated areas will be less affected. Yet the MPA offers no documentation of this claim.

The new runway would allow Logan to increase its capacity by 20 per cent. This means that other facilities, and auto traffic would grow, too.

Say no to this expansion. Urge the federal government to fund high-speed rail as readily as it does runways. Half of Logan's passengers are flying less than 250 miles. Rail is an alternative that could mean contraction of the airport.


Rev. Sallese replies to King. Story, page 5

Interview with Police Detective Fawcett, page 6
King: new runway will spread noise

by Dom Amara

Proposed runway construction at Logan was the subject of a talk by Port Authority director Edward King at a Holy Name Society breakfast last Sunday at Our Lady of Lourdes in Beachmont.

King submitted data claiming that 71 per cent of the noise complaints come from Beachmont (Revere), Orient Heights (East Boston) and Court Road (Winthrop). About 19 per cent of the complaints were generated from the Neptune Road area (East Boston) and 9 per cent from Point Shirley (Winthrop)," he said.

"Spreading" Noise Out

"Construction of the parallel runway," King said, "is essential for airport operations and noise abatement purposes." He suggested that the additional runway would reduce noise by spreading it. In King's opinion, the new runway would not generate more air traffic, only "expedite the flow." King indicated that while there would be a 20% increase in capacity, noise would be reduced by 20% over certain areas.

In his talk, King indicated that Bayswater Street area, with the exception of Navanoy Street, where things are "tough," the greatest complaints were the result of jet idling noise at the end of the runway. In his view the idling would continue without the additional runway.

"I am not saying that Beachmont should be for the runway and punish them (East Boston)," King said. Neccessarily, King said, many residents would be subjected to a "new noise experience."

Hits Kennedy, White

Responding to questions, King suggested that Senator Edward Kennedy was likely "totally misinformed" in reference to his telegram opposing the granting of a permit by the Army Corps of Engineers for the new runway. Mayor White of Boston did not escape a tongue-lashing either.

"The Mayor of Boston is flooding the area with tears of poverty," he said, and attributed the city's financial condition to White's administration.

Beachmont Versus East Boston

Anthony Cecere, a member of MAPNAC, stated that King "continued his tactics of pitting one community against another...In this instance telling the Beachmont people the new 15-23 runway was not going to do them...although it will bring a 'new noise experience' into an area of East Boston."

"I asked Ed King what measures would be taken in the event the new runway was constructed to protect at least the schools and churches in the St. Mary's Parish area from the 'noise experience.' King replied, 'What do you care, you don't live there.'"

Cecere continued, "What he failed to understand or point out in his discussion of the Beachmont people the new runway was constructed to protect at least the schools and churches in the St. Mary's Parish area from the 'noise experience.'"

King: new runway will spread noise

sell my home, or when I may sell it, or under what conditions. MAPNAC is not going to buy them. If MAPNAC wants them, let them go out and buy them and rent them, do whatever they want. That is my house, I bought it.

The only purpose for buying homes is to relieve people in noise areas...

King: Yes, that's fair enough.

News: In Jeffries Point, if people continue to approach you and you buy homes, is it possible you'd tear down homes in that area?

King: Oh, you're going to tear down some. But the reason is that they're substandard and deficient in many ways. News: Is it a possibility that that area could be used, as you said, for Hot Shoppes, in as much as you're buying into it.

King: I can't help it, how long or short it is to anybody. All I can tell you is what it is. And I think you should put down the reasons why I don't think, how to extend the runway and don't want to, what the point is.

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Economics, prestige used to defend SST

by Joseph Dioguardi, Donna Ozog
and Dorothy Brickman

A hearing by the Joint Committee on Transportation was held on Feb. 17 to review six bills filed by legislators to ban the SST from landing in Massachusetts.

The U.S. Congress will vote in April to decide whether to appropriate $210 million for further SST development by the Boeing Company.

"If a state can affect national policy, the time is now before the issue is settled, not ten years," remarked Paul Rourke, D-Newton.

Senator Umana, one of the strongest opponents to the SST, claimed that if Massachusetts pass such bills to ban the SST, there would be a snowball effect.

First Realty stops Border Street work

by Mossik Hacobian

First Realty has stopped work on the site of their proposed 10-story apartment building on Border Street.

Lester Gross, vice-president of the development corporation informed Mr. John Hinckley, president of the East Boston Neighborhood Council, that after completion of loading tests piles last Tuesday no further work would be done on the site. Mr. Gross added in a letter that he expected to discuss the proposed building with community leaders on Tuesday, Feb. 23.

The building permit for construction of the x-shaped building was revoked by the city's Building Department two weeks ago, but work on the site had continued under a foundation permit that the department had allowed to stand.

The lawyer representing the community in the suit against First Realty are preparing briefs to ask for a court injunction against the developer's foundation permit.

The original suit brought against First Realty by two community groups and ten East Boston residents will probably be heard as late as April, because of the court's crowded calendar.

Boeing Defends The SST

Main arguments favorable to the SST were that it is a new product, that it will increase productivity and at the same time stem inflation.

Vice President of Boeing Aircraft, H. W. Withington, presented the committee with a variety of charts and statistics to show how beneficial the SST would be to the economy.

Withington was asked to appear before the transportation committee at the request of K. E. Oliver, Executive Director of the Massachusetts Port Authority.

"Profits and prestige were both strongly pushed arguments by the Boeing official. Withington emphasized that 55 per cent of all Boeing aircraft are sold overseas. "If we do not have the SST, our airlines will buy foreign products," he said. "The Russians have been flying an SST. We were the first to fly it."

Boeing's Vice President revealed that Boeing spent 10 per cent of their own money to develop the SST and that the Boeing Co. just "barely was in the black."

Other possible competition in the foreign market mentioned by Withington is the Concorde, jointly financed by France and England, overburdened with "do we have an entry?" asked Withington. "The market is there."

Edward King, who spoke before Withington, said that Logan is capable of having an SST land here tomorrow.

An Economic And Domestic Disaster

If economics was used as an argument for the SST, it was also used by opponents.

Bearing in mind the need to build 500 SSTs, Rep. Charles Flaherty of Cambridge questioned how many SSTs would actually be purchased.

"Since most airlines can hardly keep out a few, what would be able to afford it," said the opponent to the SST.

Withington claimed that 30,000 jobs would be created directly as a result of full SST production. It was argued that as much if not more employment could be created if the SST money was used for the development of ground transportation facilities.

Senator James MacIntyre, D-Springfield, co-sponsor of one of the bills to ban SST landings in Massachusetts, stressed that our domestic problems should take priority over the production of SST. "What the average American can needs for transportation should be considered and not what a select jet needs," he said.

"Transportation on the ground is always a tremendous problem. We have an inadequate rapid transit system and inadequate highways," MacIntyre added. "Let us not be lured into the trap that the USSR has, we should have."

Local Reps Defend East Bostonians

Withington admitted that the SST engine is excessively noisy now, but that by 1983, when the SST is ready to fly commercially, the noise and air pollution levels will be reduced to that of the 747.

"You assume that we are happy with the present noise level," said Minnie Pitaro, transportation committee member. "Now can we add more traffic to an area where we are overburdened with noise from what we now have?" he asked.

Another argument presented against the SST by Rep. Emmanuel Serra was the adverse psychological and physiological effects of noise on the human body.

Everyone responded in a startled manner when a loud noise reverberated through the auditorium. A biology professor from Tufts, who had banged the speakers' podium said, "There is not a human being who can adapt to noise."

The most important factor at the hearing was that suburbia had voiced their opinion against the SST. "What is ready to fly?" asked Minnie Pitaro, transportation committee member. "The SST."

The MBTA service cuts announced two weeks ago have been canceled for the time being.

The cuts would have meant reduced service in the Orient Heights to Maverick and Bellingham Square (Chelsea) to Maverick lines, and total cancellation of the Lexington Street bus.

School Committee to have meeting here

by Kileen Kuzeka

A special meeting of the Boston School Committee is scheduled to be held in East Boston on Tuesday, Feb. 23 at 8 p.m. The public is invited.

The meeting was called by School Committee Chairman Paul Tierney for the general purpose of allowing six East Boston residents to make the School Committee aware of particular problems of the schools in East Boston, according to Edward King, secretary of the School Committee.

Some of the topics to be discussed at the meeting included the relocation of East Boston High School, both physical and academic, the authorization of Parents and Teachers Who Care as the official advisory parent-teacher council in East Boston, and the relocation of the Paris Street swimming pool.

A more complete agenda is presently being prepared by members of Parents and Teachers Who Care.
King says Jeffries Point area "needs thorough cleaning up"

Community News: The three areas of home buying you described...what will the Port Authority have for these homes?

King: We don't know yet. We don't have any particular plans. You can see what the area looks like down there. It would be hard to put anything there that has people going back and forth. When you look at that mess of the City of Boston property down there that Milano is occupying. It's a total disgrace...

News: Do the areas of home-buying have firm boundaries?

King: I think so, I know where I can buy and can't buy.

News: Are there any maps that have this information?

King: I don't know, but I think it could be put on a map with no great problem. I don't think that necessarily solves the problem, because I did that a couple of years ago at the Holy Redeemer Rectory and all they've done is try to confuse it over since.

News: So if any time the board wanted to, it could change these physical boundaries?

King: Yes. If you look at it, you'll see that complaints of 69 per cent come from the general area of Beachmont, Court Road in Winthrop and Orient Heights near the Annanoy side. Twenty-one per cent come from the Neptune Road area. Every time we buy a home we eliminate the aggravation of someone living in a home and wanting to sell.

So I've recommended that we buy homes in Beachmont right in the flight path and Point Shirley right in the flight path.

News: Is it unreasonable to ask for a really firm master plan saying this is the absolute limit we will go? King: There is one. It says Neptune Road, it's everything inside the tracks.

News: Do you solicit places to buy?

King: They have to come to us. I think a lot of them know by now, they have to send a letter... we get together with about, I'd say, three out of five. Some want too much, so we haven't bought a lot.

News: You've never gone out looking for homes to buy?

King: No, that's correct.

News: Except in cases of eminent domain takings?

King: In which case we advise the people directly probably four or five years ahead of the time of the taking...We've only taken three by eminent domain in 12 years.

News: What's the general purpose of having homes in the Bayswater area?

King: Well, the general purpose is to satisfy people who call in complaints about noise and asking how long it will continue. Well, it's certainly going to continue for quite a while, and unless you assume that the airport is going to stop operating, it's going to continue to be noisy for quite a while. And they claim they have no place to go and sell the home to, so we adopted the policy of buying them.

News: Are there any plans for extending runways 4-22 toward Bayswater Street?

King: No. That has been recommended. It's a logical answer to the problem we have on the runway at the other end, with its displaced threshold... I turned that down way back in 1963, 64, 65.

I'm telling you plainly, this authority has no plans, nothing under consideration, I extend either of the 22 ends of those runways... There now is a study (a two-year $85,000 MFP study begun several months ago) to solve the problem which will eliminate the need for this.

News: If the parallel runway is built, will it require more hometakings for a clear-zone?

King: No, none. Some people up there have been calling, though asking to sell their property.

News: When homes are bought, the MPA board doesn't give final approval on every particular sale?

King: Well, no. I'm not sure. The information is available to them.

News: Considering the shortage of housing, has any thought been given to rehabing homes you buy?

King: Why rehab homes?

News: East Boston has a shortage of housing.

King: Why rehab then if they (the homes) don't want to be rehabbed?

News: You mentioned tearing down substandard homes...

King: Oh yeah. We wouldn't rehab those. I don't think anybody else would either.

News: For instance, as you bought homes in this area of Jeffries Point, would any thought be given to...

King: Yes, we've given some thought to it and decided not to. It's just not economical, you know. You know, with that mess and that unlightliness of that Milano thing down there, you certainly wouldn't attract anything like that. The whole area needs a thorough cleaning up.

News: So when you buy homes, you don't necessarily evict the people?

King: We don't evict anyone. If the tenant is there, he stays there.

News: I was under the impression that you had torn down homes in Jeffries Point...

King: We have torn down homes in Jeffries Point for different reasons. There was one tenant there or whatever. Some of them had fires there immediately after someone moved out... Our policy there is that if there's nobody living in them, the wiring is defective, tear them down.

News: The houses in the Heights...

King: There's no intention of tearing them down?

King: None. It would be senseless because people are living there. They are nice homes, they're not complaining, and they're paying their taxes, or we're paying them for them...

I don't see how anybody has got any complaint unless they like to mind other people's business. I said to a large group down at the Elks and other places, some months ago, that MAPPAC is not going to tell me to whom I may...

(KING INTERVIEW cont. p. 2)
Sallese reply: home purchases are "solely for future expansion"

by Peter Werwath

Rev. Albert Sallese has taken issue with some of the statements of MPA Director Edward King concerning airport expansion and home-buying. Sallese, a critic of the Port Authority who sits on its board, says he believes King is buying homes primarily to expand the airport, not to relieve noise problems.

"There's no question that he is relieving a problem for a few by buying homes," said Sallese. "But he's relieving a situation that they created, and by so relieving, will expand the airport further."

Fuel Farm for Inlet?

Sallese also questioned King's statement that there are no plans to use Belle Isle Inlet. He said he got a report from an MPA consultant last summer that opened the possibility of a "fuel farm" in the inlet.

He said the consultant, the Frederick Harris Co., recommended that the MPA develop a fuel farm. "They recommended the Lynn marshes," said Sallese. "The board rejected it, and the staff proposed Belle Isle. As far as I know, it's still active."

Sallese challenged the Port Authority's right to act as a "buyer of last resort." He said this attitude "creates the authority as a superior real estate agent, and thus prevents other agents of individuals from entering into an authentic market, since they are not financially situated as is the authority."

He said he does not think the enabling act that created the MPA intended to create a real estate agency.

Sallese contends that purchasing homes to "relieve a problem" is beyond the scope of the MPA enabling act. He quotes the portion of the law that says the MPA may buy land "it may deem necessary or convenient for the construction of or for the operation of any project."

"What is this construction?" Sallese said. "What is the operation of a project? This must be clearly stated."

Alternative: Soundproof Homes

He said he believes the solution to noise problems in the Neptune Road and Bayswater areas is soundproofing of homes.

Sallese concluded, "I feel the purchase of any property is not because of any grandiose position of concern for the communities afflicted. I maintain that the acquisition of property is solely for the purpose of future expansion."

King statements differ from MPA records

The director of the Port Authority said in 1969 that the MPA was buying homes in areas where it had a "logical future interest."

In his recent interview with the Community News, director Edward King referred several times to a 1969 meeting at the Holy Redeemer Rectory in which he described the areas where the MPA would buy homes.

During that evening of Feb. 15, Magr. Minnie B. Pitaro asked King why the MPA was "spot-buying" homes around East Boston. King then described the areas home-buying was limited to.

Minutes of the meeting went to King for corrections and comments. King gave this reply to the portion of the minutes that dealt with "spot-buying."

"I suggested several times during the meeting to Monsignor Pitaro and others if any other raised the same question that they call the owner of the property and ask why they sold to the MPA."

"I did say," King continued, "that I thought we provided the only real market for those who wished to sell in areas where we would have a logical future interest."

"I can remember turning my block of paper over and making three or four scattered circles demonstrating the disadvantages of spot buying, as we only buy when offered."

"Although in areas from which common wisdom said the MPA may buy land "it may deem necessary or convenient for the construction of or for the operation of any project..."

MPA takes reps on a trip

The Massachusetts Port Authority sent a group of state representatives to the west coast last weekend and paid the bill.

The excursion included briefings at California aircraft factories and a side trip to Yuma, Arizona to view test flights of new jet planes.

According to a report in the Boston Herald, reporters recognized a number of the legislators as they boarded a TWA jet. Representatives who were identified included William G. Reinstein, D-Revere, Theodore J. Aleixo Jr., D-Taunton, Donald R. Gaudette, D-New Bedford, Paul C. Menton, D-Watertown, Raymond S. Peck, D-Dartmouth, Manuel Raposa, D-Somerset, Edward J. Beverly Jr., D-Arlington, Matthew Russ, D-Fall River, and C. Vincent Shea, D-Worcester.

Rep. Richard W. Daly, D-Wellesley, intends to file a measure requiring the legislature to "pay its own way on investigatory trips" outside the state.

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PAGE 5 Community News, Feb. 19, 1971
Detective Fawcett talks about the drug scene

by Mossak Hacobian and Donna Ozog

"I have never intended to hurt any of these kids. I've intended to help them," remarks Bob Fawcett in a recent interview.

Although most of the arrests, That's why they're afraid of me," Fawcett has been in the Boston Police Department for thirteen years, the last ten of those years have been spent concentrating on drugs. His duty is to do general investigation.

He says, "The majority of these kids use crime to support their habits. Inevitably most of his cases end up relating to drugs.

Fawcett was born on Trenton Street in East Boston. He grew up and went to school here. He left East Boston six years ago because of too many obscene phone calls, broken windows, and flattened tires. He now lives in Saugus and has four children, two girls 17 and 13, and two boys 15 and 10.

Fawcett is on duty five or six nights a week at the District 7 Police Station on the corner of Meridian and Paris Streets, and works the 6:30 p.m. to 2 a.m. shift.

Suspected Sentence

The recent interview at the District 7 Station, in one of the few offices untouched by a major renovation of the interior, Fawcett answered questions about drugs in general and their use in East Boston. Fawcett does not consider marijuana a major problem. But, he says, it shouldn't be legalized until the many studies now in progress are completed.

Asked about the relative harmfulness of marijuana and alcohol, Fawcett said, "I'm not in a position to answer that. I'm a policeman not a doctor."

Fawcett has never smoked marijuana.

Fawcett sees no reason for easing the drug laws. "I've never seen a kid sent to jail for marijuana use on a first offense," he said, "and sometimes for second, third, fourth, and fifth offenses." In most cases the judge gives suspended sentences, according to Fawcett. "It's a joke. The judge has jurisdiction over the lower courts on sentencing," he went on to claim that he didn't know of any case where a "kid had been sent to jail for possession of any drug on a first offense. "They're always put on probation," he said.

"In Every Corner"

As to how extensive drug abuse is in East Boston, Fawcett began, "There are more good kids in East Boston than people in East Boston, Fawcett began, "There are more good kids in East Boston, Fawcett said, "I defy you to get me one of them to say I hurt them the first time, or second, third, fourth, and even fifth and sixth times. Some parents, he says, have asked him to "flatten" their kids if he catches them with drugs.

"I've never beaten anyone," he said, "it's a lie." Instead, Fawcett said, he's tried to help kids in jails, through courts, and with halfway houses.

Police Detective Fawcett for illegal sale of heroin.

Fawcett is puzzled about why kids take drugs. "I have no idea. I wish I had the answer," he said. "You can't confine it to any social category. These kids come from broken homes and good families. They come from East Boston, Halley, Roxbury, and my own town of Saugus. You can't say that the kids in East Boston are bad."

Fawcett feels that education is very important, because it may prevent kids from resorting to drugs in the first place. "We should start them in the sixth grade and go on right through high school," he said. "But then most of them have experimented with one drug or another anyway."

Fawcett himself has given a lot of time to drug education. Over the last ten years he has gone to all kinds of clubs and given lectures and seminars. He has a kit of drug samples that he has used to illustrate his talks. Until about a year and a half ago, he said, he gave talks in East Boston. But the showings had been poor. He said, "If people would come each time, and many would stay away because of embarrassment at giving the impression that someone in their family was taking drugs. Discouraged by the small turnouts, Fawcett discontinued giving talks in East Boston.

Drug Education

Fawcett is aware of the activities of the East Boston Drug Action Council, but when we informed him that the Drug Action Council has been holding public meetings at which 100-150 people attend fairly regularly, he said, "I've never been invited to any of the meetings, lately."

Fawcett is still interested in drug education. Given the opportunity, and the proper permission from the Police Department, he would participate in meetings or discussions aimed at educating the public on the hazards of drug abuse.

"There's no comparison between marijuana and heroin, and you can't compare marijuana with LSD," Fawcett said. "Heroin is the most addictive drug known to man." He added that, statistically, a majority of addicts...
Trenton Street gets another hearing on license

by Dorothy Brickman

Another public hearing will be held on the question of granting a liquor license to the Trenton Street function hall, on March 9 at 10:30 a.m. The matter was last heard on Oct. 24, when the license that had already been granted by the city licensing board on January 20, after a group of about 25 residents had voiced strong opposition.

Rev. Marshall Bevins, rector of St. John's Episcopal Church, says he was unhappy about the city licensing board giving approval for the license. Bevins feels the license was granted illegally. He said that if the Alcoholic Beverage Control Commission granted the license he would be prepared to take the applicants to court, if there was enough community support.

Ben Gargle, attorney for the applicants, argues that a license was granted to the facility previously when it was a club operated by the Sons of Italy.

Considering Court Action

Rev. Bevins feels that there are important differences between a social club and a commercial operation. "A private club has more control over the people who use it," he said. "Also, the previous license was a restricted one."

The present applicants are seeking a seven-day, all-purpose license.

Bevins is uncertain that the license granted to the Sons of Italy was legal. He explained that residents of the area, along with the previous rector of St. John's church, protested the granting of the license at the time.

"My predecessor did not believe that he should get involved in a court action, so the legality of the license was never tested. We would be a little more aggressive than that," said Bevins.

The building, located at 65-67 Trenton Street is within 500 feet of one school and two churches -- a violation of state requirements. Residents of the neighborhood said that there are many children using the schools and there already was a shortage of parking spaces.

"Trenton Plaza is ours," said Sidney Boorstein of 213 Wall St., West Newton, "We own the building. We bought the building because it was a good buy and because it is in our area. For the past two years we've been renting the hall to groups and caterers."

No Restaurant Planned

Boorstein and his partner Michael Lo Presti operate 14 different eating places at Logan Airport, among them the Ambassador for TWA and the Red Carpet for United Airlines.

Originally it was hoped that the function hall could be used for parties given by the airlines. Now the applicants say the hall will be mostly for weddings, confirmations, and similar parties.

Former State Senator Lo Presti, of 30 Shavech Avenue, East Boston, explained why they requested a seven-day all-purpose license.

"Many weddings are on Sunday afternoons. We want to be able to serve liquor legally at those functions that are held on Sunday."

Lo Presti said that there were no plans for making the hall a restaurant or cocktail lounge. He said that they did not even plan to run functions, only to rent the hall.

Boorstein gave a different description of how the applicants plan to operate the hall. He said the property was purchased because it was in the general area of their other restaurants; so they could "possibly" supply food.

Lo Presti, who has owned the property for three years, claims that he is responsive to the community. He said that he explained about teenage dances that were being held in the hall, Lo Presti stopped renting the dances. He said he also put up fences for protection of the area.

"I'm 63 years old," he said. "Everything I've ever done was on the up and up. People should be judged by their work."

When reminded that an approved license would violate state requirements Lo Presti said, "There are exceptions to the law. The city licensing board must be aware of the exceptions. Otherwise, the neighbors don't have their neck out."

Lo Presti would not reveal what the "exception" referred to was. He said it would be brought up at the public hearing.

On Beacon Hill

Bills on curbing Logan will be heard March 4

by Patrick S. Moscaritolo

The Massachusetts Legislature has been in session for more than a month now and most of that time has been taken up by the work of organizing the membership and conducting its initial business. The committees have all but completed the scheduling of their hearings even though some of the bills they will hear have yet to be printed.

The Committee on Transportation is scheduled to hear the bills filed by our legislators and MAPC pertaining to Logan Airport on March 4.

We might see our legislators getting some strong support from the Outlying Areas this year. These legislators have all introduced bills relating to airport noise, curfews, the SST, and soundproofing of buildings.

Nevertheless, we need to show community support for the bills Senator Umana and Representative Serra and Pitaro have filed. We can do this best by attending the hearing the Committee on Transportation will hold on March 4.

Tax Program

The Committee on Taxation heard the governor's tax program last week. How will it affect us? Well, if you don't drink, drive a car, smoke, eat out often, or buy clothes, you need not worry about the tax program. Unfortunately for the average taxpayer, the governor's tax package means that goods and services are going to cost more this year.

The tax program calls for a 4 cent increase in cigarettes, 1 cent in gasoline, a widening of the sales tax base to include haircuts, liquor, auto repairs and clothes, as well as increases in the Massachusetts state income tax.

Students' Summer Jobs

Turning to the executive branch of state government, the Massachusetts Dept. of Community Affairs will be announcing shortly that applications are being accepted for their summer internship program.

Their municipal internship program is a 10-week program open to upper level college students and graduates pursuing a degree in history, economics, political science, or law. Applications for this program are available at the Dept. of Community Affairs Office of Training, 141 Milk Street, Boston, Mass.

Their legislative internship program is a 12-week program open to any college student who can qualify for work-study funds at his college or university.

Any qualified East Boston college student who is interested in working in a state agency for the summer should contact Mr. Richard Underer, Director of Public Service Intern Program, Department of Community Affairs, 141 Milk Street, Boston, Mass. Or you might call him for additional information at 722-4081.

Legislature Rates Low

Just as our legislature and its leaders were in the process of changing the image of that much maligned body, the Citizens Conference on State Legislatures, a national organization, issued a report ranking the Massachusetts Legislature 29th in overall effectiveness.

Two of the criteria used in the study were "degree of openness" and the ability of members to procure information, both of which referred to the ability of our legislature to generate objective information without reliance upon lobbyists.

Of course, the leadership of the legislature criticized the study and the criteria used by the study team. Maybe the leadership should be thankful that the study was completed before the Port Authority junket to California, which included the legislators, became public. This type of action is precisely what the study team was objecting to as an all-too-common occurrence in Massachusetts state government.

Simply stated, they felt our legislature has to rely upon professional lobbyists for its information; information gathered this way becomes immediately suspect to any objective viewer of the situation.
Rev. Bevins: "Community affairs a legitimate church concern"

by Dorn Amara

The pastor of one of the oldest churches in East Boston, E. Marshall Bevins, is an active member of the East Boston Community. His involvement might not seem surprising, except that he has been here at St. John’s Episcopal Church for only two years.

Arriving from a similar parish in Philadelphia, he admits to his fondness for Boston and his satisfaction with his present post. He favors the "inner-city church" because of its important place in the Christian ministry.

"The city," he said, "is the place where the church is going to survive. The suburbs reflect what goes on in the city."

Although thoroughly involved with such organizations as the East Boston Neighborhood Council and the Area Planning Action Council (APAC) and with such community interests as East Boston education, he is determined not to assume a dominant role. "Religiously I represent a minority group," he said. "I recognize that the Roman Church must take the leadership role."

Reverend Bevins and his engaging wife, Eleanor, have found East Boston "exciting." "Our acceptance into the community is remarkable ... it seems we've been here for quite a long time. In Philadelphia it would take two or three years to even know who you were."

A native of San Francisco, California, he is a graduate of the University of California at Berkeley. As a minister he became a career Naval Officer with tours of duty from New York to Guam. He is now entering his eleventh year in the ministry.

Reverend Bevins, Eleanor and their daughter, Sandra Marsha, (and I should mention Tiki, their Siamese cat) have settled down in their Lexington Street address. His home likely would remind one of a scholar's retreat, with books and journals and papers scattered from use and not displayed.

Asked to comment on East Boston's problems, he remarked, "I believe there is a lack of unity and primarily a defeatist attitude...we have a beaten-dog attitude." He suggested the need for strong community organizations as a partial solution.

"This," he said, "reflects a religious approach. People don't really look at each other as human beings unless they are willing to meet on a shoulder to shoulder basis...and realize that their needs are the same as others."

There is every reason to believe that his role in the community will expand, for there is his genuine interest. Likely, however, he will remain inconspicuous to all but a few. He rejects a leadership role but welcomes the opportunity to work with and for the community. Yet, it may come to pass that leadership may be thrust upon him by necessity.
Mongols. venge after what Beepo Mongol had done
Bruno gets vengeance
by Romanina Morganella
at him. Even Arnold
manager for Bruno, got into the act
bleeding and Bruno was punching away
playing for
Bruno raced
tended the Feb. 6 wrestling program at
the Boston Gardens. Bruno
bano ran for shelter.

The next wrestling show at the
Boston Garden will be
Aug. 27 at
Promoter Bill Witschi of North

The fans really didn't care be­
cause they felt that Marino had gotten
the better of the match. The fans
showed their approval by hoisting
Marino on their shoulders and carrying
him back to the dressing room.
It was an exciting match from
start to finish. Now Brower is say­
ing he is going to get even with
Marino, and that Marino has now on his
hate list, which he shares with Pedro
Morales. It was an evening the fans
in North Attleboro will never forget.

Profile of a wrestler: Joe Turko
Joe Turko gathers the fans where­
ever he is appearing.
"The fans let off steam when they
see me," said Joe.
Outside the ring he is likable
and charming. Inside the ring, he'll
bite his opponent, use the draw string
of his trunks or even bring some for­
eign object into the ring to choke
his opponent.

Employment Opportunity
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and must be able to work with fami­
lies of Head Start children.
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East Boston APAC
21 Meridian St. (567-8857)

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FRANKIE'S
I cittadini di East Boston
Onorano il Rap. Pitaro

per Anne Marie DiCamillo

Oltre quattrocento persone sono conve­nute sabato sera, 30 gennaio, al tanto atteso banchetto "Victory-Friend­ship dinner" per festeggiare la vittoria del Rappresentante di East Boston, Mimie B. Pitaro.

La brillante serata svoltasi nella "Pitaro Hall" ha riscosso gli unanimi consensi degli intervenuti ed il più vivo successo, grazie ai bravi organiz­zatori che si son prodigati tanto per l'ottima riuscita dell'evento.

Varie personalità del mondo politico e civico sono intervenute in ques­ta occasione per onorare il nuovo rapp­resentante.

Tra vari ospiti d'onore erano presenti il Senatore Mario Umana, il Rappresentante Gus Serra, i Consiglieri Comunali Piemonte e Saltonstall, il Rev. E. Marshall Bevins, Fred Salvucci, ex direttore del Little City Hall, ed il dinamico Rev. Albert Sallese.

Il Rappresentante Pitaro nel suo breve periodo come legislatore ha pre­sentato due disegni di legge che sono stati già esaminati.

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Brandywyne gets space for daycare, food co-op

by Sally Vetstein

Earlier this month First Realty Co. notified Fred Iovanna, Chairman of the Brandywyne Tenants Council, that a space has been provided for a badly-needed recreation center in Brandywyne Village.

The space, formerly a laundry and storage facility, is located in the Trustman Terrace section of the complex.

Salvucci lascia il Little City Hall

Fred Salvucci ha lasciato il suo posto di direttore del Little City Hall di East Boston per diventare is­pettore del Sindaco White per il pro­gramma del Little City Hall.

Il nuovo Direttore del Little City Hall in Maverick Square in East Boston è il Signor Robert Garrity che fu già assistente del Signor Salvucci. Un altro membro del Little City Hall sta per lasciare. E il signor Martin Coughlin che ha deciso di dare le sue dimissioni in pochi mesi.

Education Supervisor

East Boston Head Start

TO SUPERVISE EDUCATIONAL PROGRAM FOR SIX HEAD START CLASSROOMS. PREFER MAJOR IN EARLY CHILDHOOD DEVELOPMENT WITH MINIMUM OF TWO YEARS PREVIOUS EXPERIENCE IN TEACHING. MUST BE ABLE TO WORK WITH THE COMMUNITY IN A PARENT-INVOLVED PROGRAM. CONTACT: EAST BOSTON APAC 21 MERIDIAN ST. EAST BOSTON, MASS. 567-8857

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Education Supervisor

East Boston Head Start

POEM: Farewell Paper

I’ll miss everybody coming in and out
I’ll miss the mess and laughs and shouts.
The papers aren’t delivered
But in their new office, I’ll wish them luck.

by Marie Di Flumeri, Jr.

Barney’s Dept. Store

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Spotless 1-Hour Cleaners

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At Liberty Plaza

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LETTER: Summertime inexpensive, popular

To the staff:

It seems to me that with all the money being spent on "moon walks" and space exploration (billions of dollars) that a paltry sum of $300,000 being spent for a program like Summertime, which gives so much pleasure and enjoyment to our citizens, would not be considered a large amount.

In a recent poll, it was noted that 85 percent of Boston's citizens polled were willing to subsidize the entire program in some way. I think that our City Councilors had better look for some other things that cost the tax payer a lot more than one-tenth of one percent of his tax dollar and do some cutting in those directions.

I have attended some of the programs put on by Summertime and just to look around and see the look of pleasure on some of the faces was an inspiration. A program such as this can cut down the crime rate in our city.

It would reduce vandalism, muggings, and our crime rate down a little. So, I, as a citizen of East Boston, wish to add the voices of four voters to the effort to save Summertime.

Charles W. Hartman
24 White Street

Three East Norwegians advise school volunteer group

from School Volunteers for Boston

School Volunteers for Boston, an organization that has 1207 volunteers working in 132 public schools all over the city of Boston, has just appointed three East Boston residents to their advisory board.

The new members are Mrs. Carmela Roland of 201 White Street, Mrs. Georgia Schipani of Maverick Street and Dr. Steve London of White Street and Director of E.B.-Well.

Mrs. Roland is a volunteer who wears two hats. She works as a librarian at Bancroft Junior High School and as a tutor to children who speak English. Millie said that "professionals, talented people and parents have come to the realization that educating our children is the responsibility of the entire community."

Mrs. Roland is pleased about becoming an East Boston Volunteer Board member because "people must become aware that School Volunteers for Boston is not just their Arlington Street address but that all communities, including East Boston make up the organization."

NEWS BRIEFS

•Meetings about waterfront

A meeting was held Tuesday, Feb. 9, 1971 by the Impact program's East Boston Development Program to discuss the development of East Boston's waterfront.

Impact hopes to develop ways for the community to take a more active role in influencing waterfront development. Chairman John Thompson of the Massachusetts Port Authority was invited to this meeting to clarify the Port's plans for the waterfront.

The question of waterfront development was discussed further at the East Boston Neighborhood Council's public meeting on Thursday, Feb. 18 at St. Joseph's Hall, at 8 p.m.

•Play, "Up the Down Staircase"

The drama group at the East Boston Social Center will present a play, "Up the Down Staircase," March 5 at 7:30 p.m.

The performances will take place at East Boston High School at 8:30 each evening. Tickets will be on sale at the door for $2.00.

The proceeds will go to the East Boston Social Center and the high school yearbook.

Mrs. Georgia Schipani, whose two children attend the Donald McKay School, is the volunteer arts and crafts teacher for first, second, third and fourth grades. Mrs. Schipani began volunteering in the library at the McKay School. She is now president of the Home and School Association of the Adams and McKay schools.

Besides serving on the Advisory Board for School Volunteers, Georgia Schipani worked at the McKay school every day except Tuesday.

Dr. Steve London is assistant professor of sociology at Wellesley College and director of E.B.-Well, a cooperative program between East Boston and Wellesley College. He will continue to work with the several Wellesley students participating in the School Volunteer Program.

The question of waterfront development was discussed further at the East Boston Neighborhood Council's public meeting on Thursday, Feb. 18 at St. Joseph's Hall, at 8 p.m.

•Daycare meeting Monday

Monday, at 8:00 p.m., a meeting of parents and all those interested in discussing the need and possibilities for new community Day Care programs, will be held at 144 Meridian Street, Impact Offices. This will be open to anyone who has ideas and would like to work on them.

•John Chevrus School group discusses drugs

The mid-winter meeting of the John Chevrus Home and School Association was held on Wednesday, Feb. 3 at the John Chevrus School. The guest speakers were Dr. Paul Yost, a Psychiatrist, and Mr. Steven Swanger, a drug rehabilitation counselor, both at the East Boston Drug Center.

Also, Mr. Gerald McGrath, assistant principal of the Curtis Guild School, spoke on the health education curriculum in regard to drugs in the district. A film, "Beyond LSD," was also shown.

The meeting was in the form of a panel discussion with a spirited thought-provoking question period following.

Lyman School students hold patriotic program

by Rodney Majeski

A week ago Thursday, the pupils of the Theodore Lyman School presented a patriotic program in the school's auditorium. Mr. Joseph J. Maggioro was in charge of this program.

Highlights of the performances included Miss E. Shea's fifth grade singing, "You're a Grand Old Flag," "Battle Hymn of the Republic," and "America the Beautiful."

Mrs. J. Lombard's fifth grade performed in a play entitled, "Beard of Lincoln." They were followed by Mr. H. Kealey's class who gave a recitation of, "George Washington's Birthday."

The sixth grade, under the direction of Mr. W. Falumbo, also recited a poem about George Washington called, "Story of George Washington." Miss M. Gould's kindergarten sang, "There Are Many Flags."

Mrs. D. Keane's fourth grade recited a poem about "Nancy Hanks."

Miss B. Douglas' class was next with a poem about "Abraham Lincoln." Mr. R. Majeski's class told about the "Important Days in February."

The advanced sixth grade taught by Mrs. J. Maggioro concluded the program with a poem, "Unknown Bugle Boy of Cemetery Hill," a recitation of the "Country's Address" and two songs, "Our Country 'Tis of Thee," followed by a forceful rendition of the "Battle Hymn of the Republic."

Many parents were in attendance. Principal John Bane spoke with the pupils and parents following the program.

In Other School News

Last week the students, parents and faculty participated in a cake sale at the Theodore Lyman, Dante Alighieri and James Otis Schools. It was organized by the Home and School Association under the direction of Mrs. Mary Cogliano, president.

The parents and teachers prepared or purchased a wide assortment of baked goods. All items were displayed by the mothers in the first floor corridors. The students then selected a piece of cake, cookie or brownie. All children received something. The money collected from this sale will be used for various school projects being planned by the Home and School Association for the three schools.
Le scuole parrocchiali di East Boston in crisi

Le scuole parrocchiali stanno chiudendo le porte ad un ritmo al­larmante, una situazione che ha creato molta preoccupazione tra il vescovo Humberto Madeiras e il direttore della clinica, ognuno puo' iniziare ad un presunto consolidamento, affermo che potrà avere successo ove e ne' m'assoluto bisogno tenendo in considerazione la vicinanza delle scuole.

Sacred Heart - Il Rev. Paul Scrimer: "Nel 1970 le scuole del Sacred Heart hanno avuto un deficit di $27,000 che sarà senz'altro as­sortito dalla parrocchia." Noi non abbiamo chiesto il passo di chiuderele pero stabiliamo dei programmi per raccogliere nuovi fondi. Io sono in favore di un consolidamento delle scuole.

St. Lazarus - Il Rev. Guido Rav­verzan, C.S.: "Le mie scuole sono in crisi. Sono in deficit di $4,000 dollari. Non intendo chiuderle ora e sto cercando di fare del mio meglio per raccogliere fondi. Ai miei par­rocchiani spetta la decisione se mantenerle aperte o no e per il momento essi sono contrari ad un consolidama­mento e ci sono fondi sufficienti." Il direttore del Dipartimento ha fissato la data per la pubblica udienza per decidere il progetto della costruzione di una pista parallela all'aeroporto di Logan.


L'organo diretto degli ingegneri ha fissato la data per la pubblica udienza per decidere il progetto della costruzione di una pista parallela all'aeroporto di Logan. La suddetta data sarebbe il 26 febbraio alle due pomeridiane alla New England Life Hall di Clarendon Street di Boston.

Most Holy Redeemer - Il Rev. Mi­mie Pitero: "D'accordo, le mie scuole sono in crisi, per ciò che non chie­derò il permesso di chiuderle finché non avrò esaurito tutti gli sforzi per mantenerle aperte. Un incremen­to della realtà non fa' altro che rendere più difficile la situazione di coloro che già soste­niamo queste spese." Un consolidamen­to delle scuole è una buona idea, tuttavia se saremo costretti a chiuderele, il pubblico sarà informato a tempo. Le scuole di questa parrocchia sono così dette all'insegnamento che continueremo ad insegnare anche senza l'ausuto di salario che è stato a­provato per loro. La decisione finale tuttavia spetterà ai parrocchiani."


Pubblico udienza per la costruzione di una nuova pista a Logan Aeroporto

Segnala che il metoda lento di ritiro del medico verrà adottato in altri casi che ammettendo al presunto consolidamento, affermo che non direi che sono in crisi. In quanto ad un presunto consolidamento, affermo che potrà avere successo ove e ne' m'assoluto bisogno tenendo in considerazione la vicinanza delle scuole.

Elaborazione Logica per la costruzione di una nuova pista a Logan Aeroporto

Una commissione speciale, formata dal Governatore Sargent qualche tempo fa, per fare uno studio profondo sulla situazione di Logan ha presentato un rapporto che raccomanda un rallenta­mento sulla costruzione dell'aeroporto. Il rapporto sarebbe stato pubb­licato oggi assieme a 1) una pista di lancio parallela, 2) estensione della pista di lan­cio sul Bird Island Flats e la parte di Boston dal punto geografico che è il punta di vista geografico di Logan. Il punta di vista geografico di Logan ha curato 5, 01154.

Centro Clinico di riabilitazione per le persone affette dal vizio di stupefacenti

Dal 3 agosto 1970, il centro di riabilitazione in Porter Street, East Boston ha curato più di 300 malati.

La clinica è situata al piano su­periore dell'ospedale di pronto soccorso e funziona sotto gli auspici dell'ospedale della città di Boston e del dipartimento della sanità.

Secondo, il doctore Alan Fisch, direttore della clinica, ognuno può trarre beneficio da questo programma di riabilitazione. Si inizia con un' intervisita con il paziente e il rico­noscimento dell'uso di stupefacenti da parte del paziente stesso.

Fa' d' intervisita tra medico e l'analisi dell'orina per determinare il responsabile del narcotico (drug).

Naturalmente quest'analisi non è esatta per la precisione, ma è un passo avanti per una verifica più accurata.

La maggioranza dei pazienti è di sesso maschile. Coloro che ammett­ono di far uso solo di pastiglie nar­cotiche vengono messi sotto la sor­veglianza terapeutica presso l'ospedale psychiatrico di Mattapan. Con contrari coloro che fanno uso di morfina o di altri stupefacenti di effetto potente possono ricevere del "Methadone" - un derivato dell'oppio che è usato in sostituzione dell'opio.

Durante la cura il paziente è co­stantemente assistito, affinché ne possa trarre i più alti vantaggi.

Del suddetto surrogato d'oppio una parte viene somministrata al vi­ziato nella clinica stessa, mentre una seconda parte gli viene consegnata con la raccomandazione di prenderla a casa.

Il nuovo derivato ha una durata effettiva di 12 ore, e presso con cir­cumsiderevole riguardo non danneggia l'individuo.

Il centro clinico di riabilita­zione di East Boston tiene a precisare che il metodo lento di ritiro del medi­cinale è più opportuno e effettivo di quello obbligativo in uso in altri paesi, dove si è ormai constatata un'altezza percentuale di resistenza alla cura.