Hearing testimony "heavily against" runway

by Dorothy Brickman
Marie DiPilemer
Peter Werwath

More than 20 elected officials and 60 other individuals from the Boston area last Friday protested plans for a new runway at Logan Airport. Among those present and voicing strong opposition at the 10-hour hearing were U.S. Senator Edward M. Kennedy and U.S. Reps. Barbara H. Macdonald, Louise Day Hicks, and Thomas P. O'Neill. The three state legislators from East Boston, as well as others from the surrounding area, joined the protest.

The hearing sponsored by the Army Corps of Engineers drew as many as 600 spectators at one time to New England Life Hall in downtown Boston. An estimated total of 1,900 attended, and 250 hung on until 12:20 a.m., early Saturday morning.

The audience's strong feelings against the runway proposal were indicated by frequent and sometimes loud applause for opposition speakers.

Decision could take years

At the hearing, representatives of Fort Authority's plans to fill part of Boston Harbor for the runway were the focus of the hearing.

Corps officials have said they could take as long as a year to make a decision.

The many individuals who were not allowed to speak will get another chance in approximately five weeks, when the hearing will convene again.

Builder will negotiate with community

by Joel Eisenberg

First Realty Co. has agreed to negotiate with East Boston residents on redesigning its proposed Border Street housing complex.

Mayor Kevin White has said he will provide the criteria of the project with an architect to assist them in getting the plans changed to something they consider more suitable.

Representatives of the East Boston Area Planning Action Council (APAC), the Neighborhood Council and other individuals met a week ago last Tuesday with First Realty executive vice-president Leonard Gross.

The group Gross met with has taken First Realty to court in an attempt to stop work on the project. It was the first meeting between the company's executives and East Boston residents in the six years the building has been planned.

First Realty has planned to construct a 10-story, 460-unit, X-shaped apartment building. The opponents object to its height, shape, and number of units planned by the architect, but say they do not oppose housing on the site.

Gross told the community group that he would attempt to satisfy some of their demands, but questioned the extent to which the number of units could be reduced, because of "economic." Mayor offers help

Led by Anna DeFronzo, a plaintiff in the suit against First Realty, the

Maverick Square elderly housing stalled

by Peter Werwath

Approval of federal funding for the proposed elderly housing project near Maverick Square is nowhere in sight. An official of the Boston Redevelopment Authority, sponsor of the project, this week expressed pessimism about it being okayed in the early future.

Charles Speliotis of the BRA said he "wouldn't venture to say" when the 280 units of housing might get federal approval.

"Everyone says funds are being cut back for existing proposals," he said. "We've had a previous project like this one pending for over a year." The project is planned for 9.6 acres of land near the waterfront on Sumner Street. Most of the units will be for elderly persons, but some will be for "low-income" families. The BRA conducted the hearing, estimated that the Corps would take "on the order of six months" to study the testimony and make a decision. He said it "could go as long" as a year.

He commented that the testimony was "very heavily against" the runway.

(HEARING continued on page 6)

•King wants to buy homes in Revere, Winthrop, story p. 2

•Food co-op starts at Heights project, story p. 5

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(HEARING continued on page 6)
King moves to buy homes north and east of Logan

by Peter Werwath

What are the areas where the Massachusetts Port Authority is buying homes, and what are the areas it is not buying homes west of Logan, and there have been several developments:

- The MPA board of directors, in its March 17 meeting, will consider a recommendation by King to open up areas in Beachmont and Winthrop to MPA home-buying.

The Community News has obtained the actual texts of MPA board authorizations on home-buying. These authorizations vary somewhat from King's descriptions of the areas where he will buy homes.

Few powers to buy westward

The board authorizations, dating back to 1968, reveal that King has very limited powers to buy homes west of Logan Airport, in the Jeffries Point area of East Boston. King said he would buy homes in an area containing seven streets and some smaller ones, but the board authorized buying only on two streets.

In the Baywater district north of the airport, King's powers to buy homes are greater than he described in the Community News interview. He excluded an area equivalent to about eight city blocks.

Contradictions

King was interviewed again this week on the subject. He maintained that, in the case of Jeffries Point, he was describing the "maximum absolute limits" of his home-buying intentions, and not the board authorizations.

This reporter maintains that King was asked in the first interview to provide a text of the board authorizations, and that King replied these authorizations were "general" rather than specific. Then this reporter asked King to describe the "absolute limits" of the areas in which he was authorized to buy homes.

In the first interview, King termed the boundaries he described as "firm" and said it was only within these areas that he is allowed to buy homes, without a new vote of approval by the MPA board.

Will buy north and east?

King said he has recommended to the MPA board that the authorizations be extended to include Revere's Beachmont area to the north of Logan, and Pt. Shirley in Winthrop to the east, and "perhaps" Court Road in Winthrop.

He said, as he said two weeks ago that only reason he is buying homes is to satisfy complaints in high noise areas.

The board authorizations had. He included an area between Jeffries Street and Lamson Street that is equivalent to seven regular city blocks. He did not exclude the properties next to the Post Office.

In the Baywater district, King described an area smaller than the board authorizations had. He excluded an area bounded by St. Edward Road on the east, and Barnes Avenue and Thurlstone Street on the west.

MPA's legal powers to buy

The 1959 act of the Legislature that created the Massachusetts Port Authority spelled out the authority's powers to buy homes. This is the text of that portion of the law:

"The Authority is hereby authorized and empowered to acquire by purchase, whenever it shall deem such purchase expedient, any land, property, rights of way, franchises, easements and other interests in lands as it may deem necessary or convenient for the construction or for the operation of any project, upon such terms and at such price as may be considered by it to be reasonable, and can be agreed upon between the Authority and the owner thereof, and to take title thereto in the name of the Authority."
Residents air criticisms before School Committee

by Dom Amara and Donna Ozog

Fears about the future accreditation of East Boston High School were voiced at a recent school committee meeting here on Feb. 23.

Sister Margaret Pierce, an education worker at the Area Planning Action Council (APAC) spoke on the school's accreditation problems. She reminded the committee that the high school was due for accreditation in 1972. She was critical of conditions at the high school.

Sister Pierce commented that during a meeting on the new Barnes Middle School, concern was voiced about the continuity of education from the middle through the high school. "And after the middle they go to Eastie!" she said.

Parents and teachers group

The school committee was asked to recognize Parents and Teachers Who Care as the official educational advisory council for East Boston to the Boston Public Schools. Mr. David Bradley, President of the organization said it would be a 'wide open group.'

The motion was carried by the committee after assurances were given that no group would be excluded from membership.

John Barroncon, a teacher at the Barnes Junior High School, defended the motion. "Although people think it's not an ideal group, it does encompass community groups, including the Home and School Association. We have worked hard. We have worked long hours. We haven't asked for unusual demands, just a chance to work with the school administration."

Community use of the school facilities was touched upon by Mrs. Betty Marzarini, member of the First Section Recreation Committee, and by Rev. Marshall Bevin, Pastor of St. John's Episcopal Church.

Mrs. Marzarini asked for recreational space at the Donald McKay or Samuel Adams Schools for 9-12 year olds for whom no recreation program now exists. Rev. Bevin indicated that he was concerned with the detachment of East Boston High School from the community. He claimed that the "barrier is due to O'Keeffe's attitude toward East Bostonians." He continued, "I think that opening up this school to community use would make the faculty, administration and community more aware."

800 East Boston High students walk out

Approximately two-thirds of the students at East Boston High School walked out of their classes Tuesday. The walk-out coincided with a call by some members of the Boston East High School Student Conference for a city-wide student strike.

Just before 9 a.m., a false alarm was rung at East Boston high, and the school's 1200 students filed out of the building. Nearly 800 stayed out.

A few students threw eggs at the school and at other students who returned to the building after delaying to go back.

David Gaeta, senior class president, went back outside to appeal to about 300 lingering students to return.

About that time State Rep. Emanuel Serra came to White Street to discuss the situation with a group of students.

Serra then had a short conference with Principal Thomas O'Keeffe. A similar walkout occurred Wednesday morning.
On Beacon Hill: East Boston reps favor $1200 raise

by Patrick R. Moscatiolo

During the last two weeks the most cogtroversial action of our state legislature has been its vote on its own pay raise.

The governor's study commission had recommended a salary increase of $600 per year for our legislators and a total increase of $1200 for the 1971-1972 session. The governor and the leadership of the legislature supported the pay raise, which would have brought a legislator's base salary to $12,600 by Jan. 1, 1972.

Farmworkers push union lettuce

by Peter Werwath and Marie Di Flumeri

Local representatives of the United Farmworkers have urged East Boston residents to buy only the brands of lettuce picked by workers in their union.

Farmworkers' lettuce is sold by the larger produce stores and supermarkets in East Boston, and two stock it exclusively. It is identified by a black aztec eagle on the packing-case.

The union, led by Cesar Chavez, is the same one that boycotted grapes for several years, until California growers signed contracts with the pickers.

The standard Farmworkers contract guarantees the field workers $2.10 an hour plus health insurance and other benefits. United Fruit, Fresh Fleet, and D'Arrigo Bros. have signed two contracts with the Farmworkers.

Contest Teamsters Contracts

The union's boycott is directed mainly at growers Bruce Church and Bud Antle. These growers have signed contracts with the Teamsters.

The Farmworkers claim these contracts were negotiated without the consent of the workers, and were "sweetheart" contracts meant to stop the Farmworkers from organizing.

The Teamsters and Antle last summer went to court for $2.15 an hour was 50c hour for his workers, but gave them only one-third non-union lettuce.

One court in California has ruled that the Teamsters had not the consent of the workers in a local contract. Other contracts are being tested in a state Supreme Court. The Teamsters have indicated that they might bow out of their contracts, and refused to grant its members a pay raise.

Representatives Petaro and Serra were recorded as voting in favor of the pay raise. Senator Umaña was not recorded as voting for or against the pay raise.

Representatives Petaro and Serra said the pay raise was less than the 5.9% increase in the cost of living in Boston during 1971.

Sales tax hike in trouble

Some political analysts suggested that defeat of the pay raise meant that austerity would be the theme of the 1971 Legislative session. Many suggested that the Governor's tax program would gain legislative action until it comes up for debate in the House this week. One House member suggested that they would be closely watching and analyzing the Governor's tax program and that "tightening" will be the order of the day on Beacon Hill.

Little City Hall hearing

Over at City Hall, the City Council hearing scheduled for the Office of Public Service's budget was yesterday. The Office of Public Services administers the "Little City Halls" program. That program has stirred some negative response recently from many city councilors.

If you cannot attend the budget hearings, but wish to express an opinion on the effectiveness of the East Boston Little City Hall program, you should write to Councilman Lanella at City Hall.

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Public meeting on MBTA, March 11

On Monday morning, Feb. 22, at 10:30, Representative Pitaro had a private meeting with Mr. Lodge, chairman of the board of directors of the Massachusetts Bay Transportation Authority in which they discussed the needs of East Boston in reference to the MBTA.

Mr. Lodge assured Monsignor Pitaro that there would be no change in the present schedule until June as it had been publicly announced. Mr. Lodge however, did indicate that he would like to meet with the community to discuss with them the transportation needs, evaluation of the present routes, and any possible changes in routes to make the MBTA a more effective instrument of service to the public.

As a result, a public meeting will take place at East Boston High School next Thursday, March 11, at 8:00 p.m. with Mr. Lodge attending.

No action on SST bill

Monsignor Pitaro reports that the House Transportation Committee has yet to be called into executive session to discuss the SST's. The Transportation Committee meets every Tuesday and Thursday at 10:30. On Wednesday, Feb. 24, the Transportation Committee met in executive session with the Department of Public Works. The chairman of the Transportation Committee has announced to committee members that they will be meeting very shortly with Governor Sargent to discuss the transportation problems.

Heights hears Pitaro
by Ed McGonagle

Wednesday evening, Feb. 24, Hgr. Pitaro spoke at a meeting of the Orient Heights Tenants. His talk included all the major issues concerning the people of East Boston: the airport, drugs, transportation and welfare. His emphasis was on "less apathy," and more "empathy," especially in these troubled times.

The monsignor was welcomed and graciously received. He hoped, he said, to be invited back to speak in the future. He most certainly will be!

Food co-op planned at Heights

by Thomas Casaubon

A food cooperative is being formed at the Orient Heights Housing Project in East Boston.

A food cooperative is a way for groups of families to buy from wholesale markets. Much of the work in the Orient Heights group will be done by "volunteers," the members buying food in bulk from wholesalers, then selling the food at the project at wholesale prices.

Donations from the members help pay other expenses. Such expected expenses as equipment, a full-time manager, renovations for a possible indoor store or the buying of an outdoor structure will be paid mostly with the possible aid of a government subsidy, to be obtained through the IMPACT program.

Residents want it

It all began sometime last October, when residents of the Orient Heights Project met at an IMPACT informational meeting. At this meeting, the residents voiced a desire for a more convenient food store, to alleviate their problem of having to travel over a mile to get to the nearest supermarket. IMPACT suggested forming a co-op.

The residents, however, were generally enthusiastic and eager for a store at the project. When IMPACT sent questionnaire's to the project, almost all responses were favorable.

Mrs. John L. Casciolo, 211 Paywood Ave., said, "I think this would be very worthwhile for the residents of the heights project." Another resident said, "A store has been needed in the area ever since the project was built. I heartily endorse such a venture."

Steering committee formed

Next, the idea was brought back to the IMPACT staff and committee, who approved further research on it. A temporary steering committee was formed consisting of five members - Doris Wilson, Norma Barbarisi, Jackie Samler, Sue Devins, and Mosiski Jacobian. Later, two more members were added - Jim Bari, a Youth Activities Commission worker, and Ginny St. Cyr, an organizer from the East Boston Social Center.

They first met with the Boston Housing Authority, and presented their proposal. The BHA, in favor of the idea, asked the committee for further information on the feelings of the area's tenants, possible locations for the store, and whatever structural changes were needed within the buildings.

Columbia Point Co-op a model

Then, to help find out more about what a co-op can accomplish, Bill Horvath, director of the Columbia Point APAC was invited to speak before the steering committee. Mr Horvath had two years earlier organized the Columbia Point Food Association, which has operated as a non-profit corporation.

Open house

- The staff of the East Boston Community News held an open house, Feb. 22, in their new office at 31-A Bennington Street.

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...
Port plans more runway extensions, Sallese tells Corps

**HEARING continued**

"I'd say that the sentiments were a little stronger than in most projects," said Col. Stefaniak, when asked to compare the hearing to others he has seen. "This is one of the larger gatherings I've seen."

Testimony statements ranged from fears for "the environment," to harsh criticism of the MPA, to warnings of mass disruptions if the permits are granted.

Besides the Port Authority representatives, only three persons spoke in favor of the runway. One represented the Air Pilots Association and another the building trades unions. Patrick Pilgato of 2 St. Andrew Road, East Boston, also spoke for the proposal.

Sallese reveals expansion plans

A highlight of the hearing was a passionate criticism of the MPA and its plans by one of its directors, Rev. Albert J. Sallese.

Sallese revealed what he termed the MPA's "inter-plan" for expansion. Reading from the purported document, Sallese said that "230 dwellings and structures" would be removed from the Baywater area in Boston because of other MPA plans for runway extensions.

As late as two weeks ago, in an interview with the Community News, MPA director Edward King denied that the MPA has any plans to extend the north-south runway that Sallese referred to. In his testimony at the hearing, King referred to "a report called 'The gallery' which I've never seen" and an "anti-william city measure."

King claimed that the position of the runway would take air traffic away from more populated areas of Revere and Winthrop and toward less populated areas of East Boston and Saugus.

40 to 50 per cent more traffic

The MPA's aviation director, Richard Mooney, will increase Logan's capacity for landings and take-offs from 40 to 50 per cent. He said the runway "will not in itself create more air traffic, but will be available to handle much traffic demand as the communities themselves generate."

In turn, Sallese said that the runway would create more noise than before. "Only, the noise will be spread out more," he said.

Sallese pointed out that King has asked the MPA board to visit areas in Revere and Winthrop where he wants to buy homes "to satisfy noise complaints."

Sallese turned to King and said, "If the noise is going to be relieved, why are you still interested in buying homes there, Mr. King?"

Sallese was scheduled to speak later in the evening, but East Boston Rep. Minie R. Pitaro suggested early in the hearing that the dissent on the MPA board be given a chance to air his views.

Col. Stefaniak overruled the suggestion, but when the next scheduled speaker, Rep. William Reinstein of Revere, began to go to the podium, a number of the crowd yelled "Yield!"

Reinstein yielded, and Col. Stefaniak concurred.

Sallese claimed that the three-hour MPA testimony was not approved by the MPA board. "It was never known by the members what would be said here today."

Col. Stefaniak of the Corps said the job of evaluating all the testimony would be a "monumental job." He said his superior, Col. Frank Bane, has the discretion to turn the project down, as do the Secretary of the Army and President Nixon. Otherwise, the proposal will be evaluated by the Department of the Interior after the Corps has finished its investigation.

Deal with Sargent

The Corps officer said that he had reached an agreement with Gov. Sargent's office to release his "inter-city Transportation Task Force" report on Logan Airport. He said the governor had requested a 45-day extension of the hearing.

"We insisted that if there was going to be an extension, we would have to see the full report," said Stefaniak. "Not part of it or a summary, but the full report. That's how we came to agreement."

The governor sent word to the hearing that he would release the report within a month and that if there is a take a position on the MPA proposal.


Following are brief excerpts from other speakers' remarks:

Sen. Kennedy: said permission "should not be granted at this time," and called for "a cessation of bidding on construction for the new runway and terminal buildings."

He questioned if $150 million should be spent on runways and terminal building construction merely for the purpose of letting the airlines schedule their flights on the hour or landing more half-empty planes in a given hour."

U.S. Sen. Thomas P. "Tip" O'Neill: expressed "extreme opposition to expansion...there's no progress when it means the destruction of the community," and favors a second airport.

U.S. Rep. Louise Day Hicks: "All residents of Boston are facing a blitzkrieg because of the Port Authority...The totalitarian abuse of power by the Port Authority must be brought to a halt before they destroy the entire city...We are doomed if the airport expands."

U.S. Rep. Torbert H. MacDonald: urged rejection and expressed hope that "all parties concerned can reopen the dialogue on plans for expansion of Logan Airport."

U.S. Rep. Robert Drinan's message: "Unless the Port Authority presents a case that wins approval of the people of the area, the plans should be abandoned..."

Mayor Kevin White: "It's not an emotional battle. It is a moral battle for people who want to live in a neighborhood of a great city. I will present a report to you...that establishes the damaging environmental, yes even economic effects airport expansion would have in this city."

Rep. Mario Umana: "If this is the kind of work you are proud of, then the MPA should go out of business."

Rep. Minie B. Pitaro: "I am, vehemently opposed to this permit and any other further expansion of the airport."

Rep. Emanuel Serra: "In a sense, the Army Corps of Engineers is on trial for its sensitivity as it sits in judgment..."
Other MPA projects going ahead
by Dorothy Brickman

Although the Corps of Engineers may have delayed its decision on the runway for as much as a year, none of the other projects at Logan are being stalled.

The seven directors, with Rev. Albert J. Sallese dissenting, last Thursday approved preliminary work on a $2.4 million "outer taxiway" on the landfill at Bird Island Flats.

"We had the following Wednesday, the following Wednesday, the way day is needed regardless of the outcome of the Corps investigation," the MPA board also agreed to send out for new bids on the proposed South Terminal.

Questioned about this project, King said it does not allow for the approval of the new runway. Asked how it is coming along, he replied, "Very good." He said the new bids should come back in "about eight weeks.

Asked if the proposed International Terminal is needed regardless of whether the runway is built, King said, "Yes, the need is there."

In its Feb. 25 meeting, the board rejected bids already received for the South Terminal and agreed to send out for new bids.

"The airlines rejected the high prices," said King.

Sallese sees no need

Rev. Sallese, interviewed after the meeting, said he feels the new terminal would not be needed if the "paramount" plan for a new south taxiway at Bird Island Flats was approved.

The board voted six to one to have the firm of Pay, Spofford & Thorne prepare plans for the outer south taxiway at Bird Island Flats. Board member Sallese voted against the study because "that area is one of concern in my community."

Of the $2.4 million cost, MPA chief engineer Thomas H. Kuhn said that "$1.2 million is for fill. "As of now, said Kuhn, 1.5 million tons of fill have been used for the proposed outer-taxiway."

The board also agreed to allow Pay, Spofford & Thorne to prepare specifications in connections with the grooving of Runway 4R-22L and the installation of airfield standby generator. Estimated cost for the standby generator is $157,000. Grooving, which increased friction on the runway and keeps planes from skating on rain-soaked runways, is estimated to cost $180,000 for one runway, 4R-22L.

Maher Protests

At the beginning of the meeting, board member Edward C. Maher resigned in protest from the personnel sub-committee. Maher was absent at the last meeting when the board voted on a number of motions proposed by Sallese.

One of the motions suggested that a consulting firm be hired to recommend a salary scale on all classes of employment and that they report directly to the personnel sub-committee. Maher said he resigned because the motion was rejected by the board.

The board granted the request of the Hotel Corporation of America to increase the room rates at Logan International Motel. A board member asked why the MPA should rule on the motel's rates. King replied, "To protect the public."

"Last year Logan International Motel paid $112,000 in taxes to the city," the Port Authority owns the land and gets 10 per cent gross of all returns from the operation of the motel.

"I yield to the good father..."

MPA board member Rev. Albert J. Sallese wasn't going to get a chance to state his disagreements with the Port's official position until late in the evening. Several officials slated to speak before him offered to yield, but the hearing officer refused to change the order of speakers. When Rep. William Moakley got up to speak, the crowd spontaneously yelled, "Yield!" Moakley did, and the loud approval of the audience persuaded the hearing officer.

"I've listened to them. They're saying, 'Let them talk for themselves out and then we can proceed with the airport plans. Well, you think you're going to have a brushfire but you've got warfare. People are going to rise up and stop it. You should down our throats and we're coming back at you.'"

(The Community News has fairly complete transcripts of the hearing available for public information.)

MPA would operate a "free trade zone"

Part of Massachusetts could become a "free trade zone. If legislation introduced by the Port Authority is passed in the State House, A free trade zone is a piece of land where foreign manufacturers and distributors may set up facilities in the United States without paying the usual tariffs.

This means foreign businessmen can display or assemble their goods in this country, only paying duties when the goods leave the free trade zone. Free trade zones are regulated and approved by the federal government, but states have to take the initiative to establish them. There is only one free trade zone in the U.S., on Staten Island.

The MPA bill would give that authority the exclusive right to operate a free trade zone in Massachusetts. A hearing will be held on the bill March 22 in the State House.

Pollution poems

It's here, it's there, it's everywhere. It's smog, it's fog, it's being a hog. In the water, in the air, I don't like this pollution anywhere.

by Steven Stornaiuolo

Oh, pollution in the sky
Your smoke and smog are in my eye.
Whenever I may try to breathe
I feel as though I want to leave
(this world).

by Louis Rotondo
MPA rivela il modo e la ragione di comprare proprieta

Il direttore esecutivo del Mass. Port Authority, Edward King, è stato intervistato il 12 di febbraio da due giornalisti del "Community News" in riguardo all'acquisizione di fabbricati e di terreno da parte dell'aeroporto. King ha affermato che le compere da parte del Mass. Port Authority sono state limitate in tre ben definite località... e cioè nei paraggi di Neptune Rd., nella vicinanze di Baywater St. e nella zona di Jeffries Point.

Inoltre King ha ribadito che la ragione per cui l'aeroporto compra tali proprietà è per venire incontro ai problemi dei rumori a cui i proprietari di case vanno soggetto vicino all'aeroporto.

Per di più il direttore King ha sottolineato che la presunta costruzione della nuova pista di decollo cosiddetta "parallela" non richiederà l'acquisto di altre case. Ha detto che lui personalmente ha risposto l'idea del consiglio direttivo di allungare la pista di decollo verso la direzione di Baywater St.... una proposta questa che avrebbe spinto il MPA all'esproprio di 200 case.

King ha poi continuato dicendo che il consiglio direttivo del MPA lo ha autorizzato a comprare case entro specifiche zone. Queste zone sono state descritte agli intervistatori come segue:

- Zona di Baywater: da St. Edward Road dalla parte Ovest ad Annovoy Street alla parte Est, e da Baywater St. entroterra a Barnes Avenue escludendo la parte di St. Edward St. verso Ovest.
- Neptune Road: la zona a Sud del binario del META, incluendo tutte le case che si trovano in Neptune Road, Lovell and Frankfort Streets.
- Jeffries Point: Maverick Street da tutte e due i lati da Geneva Street verso la fine di Jeffries Point, e l'intera zona delineata da Jeffries Street, Marginal Street, Lamson Street, Ruth Street e Maverick.

King ha aggiunto che non prevede alcuna demolizione delle case comprate, ad eccezione di quelle in condizioni deplorevoli.

In data novembre 1970, il MPA aveva acquistato 46 case in East Boston, stava stipulando l'acquisto di altre case che si trovano in Neptune Road,... un'idea del consiglio direttivo di comprare altre case. Circa 13 case sono state acquistate quest'anno.

Spettacolo "Up the Down Staircase"

Un gruppo di studenti che seguono i corsi di dramma presso il Social Center di East Boston, darà una rappresentazione dal titolo "Up the Down Staircase."

I spettacoli avranno luogo presso la East Boston High School il 19 e 20 di marzo alle 8:30 di sera. I biglietti si possono acquistare all'entrata e costano $2.00.

"Community News" apre un ufficio

Un secondo giornale viene ora pubblicato in East Boston. Il 22 di febbraio, "East Boston Community News" ha aperto le porte di suo nuovo ufficio al 31a Bennington St., vicino a Central Square.

Fino adesso, il "Community News" è stato pubblicato mediante la collaborazione di varie persone che hanno offerto il loro servizio senza alcuna retribuzione.

Questo giornale viene stampato la tipografia Harwich in Hyde Park ed il costo stampa, che varia dai $250 ai $280 per ogni pubblicazione, è stato sostenuto da contribuzioni private.

A decorrere da marzo, il collaboratore Peter Verwath riceverà una retribuzione settimanale di $100 per coordinare il lavoro di redazione per redigere nuovi articoli.

I residenti italiani di East Boston sono corsemente sollecitati a presentare articoli scritti in italiano presso questo ufficio.
Rosie, East Boston High's first lady—a profile

by Dom Amara

"This has been it," Rose said. "It's the only job I've had. I started it as part time work...I liked my work...that's the reason I'm here."

Rose Colantuoni, a short, fiery lady, is the manager of the East Boston High School cafeteria and has been for fifteen years of service.

"Rosie Babie", as her students call her, is the manager of the East Boston High School cafeteria and has been for fifteen years of service.

A mother of two sons and a daughter. She lives in East Boston, a resident of Mommouth street for the last fifty years, having attended the Samuel Adams in East Boston and later a trade school.

Rose deals with 1200 high school students five days a week and wouldn't change places with anyone.

"I never have any trouble to speak of with the kids," she said, although she admitted that they are "...a lot bolder today, more outspoken. I've noticed that since they've changed the dress code, things have been a little different. They looked a lot nicer when they wore ties and dresses than what they're wearing now."

"She's a cute old lady," admits Charles Lolubuca, a student at the high school, "she's just nice. She's like a mother to all the kids. She keeps the cafeteria in order. Rose goes beating after the kids with her little brush if she sees the kids doing something wrong."

No stealing allowed

"There's only one thing I really will not tolerate, and that's petty theft. Ice cream, cake...when I catch them I tell them to put it back. If they have no money I'll give it to them and they can pay later. And they always do."

One individual, now a graduate of the school described her, "She's pretty swift. She caught me stealing once. Told me off. Never did that again! She caught one girl keeping three cents at the lunch line a few years ago. Brother, she didn't take kindly to that."

She believes her living in the community is important for her relations with the students at the school.

"I know a lot of the kids because I live in the neighborhood...that's why they all call me Rose. It's nothing for one of the students to come up the corridor and call me 'Rosie Babie'." She admitted that she sometimes becomes somewhat embarrassed when there is a teacher around.

Keeps in touch

Rose keeps in contact with many of the boys that have been in the service. "Many have been back to visit me," she said, "and sometimes they tell me how they've met other boys, even in Vietnam, and they talk about Eastie's cafeteria and our brownies."

The high school cafeteria is managed with more than a little bit of love. She takes quite a bit of pride in the lunch program at the high school. "We cook it and prepare it right here," she said. "We don't use purchased mixes. We wouldn't give these kids anything we wouldn't give our own kids!"

"In addition to the lunches we make over 650 brownies, using 30 pounds of flour and over 20 pounds of butter, and the kids keep looking for more." Rose calls East Boston High a "chocolate cake and brownie school."

Quick to give due credit, Rose declares "If things work right here it's because I have the nicest cafeteria crew around. Dorothy Trainor, Marian Pasucci (she's the one that makes the brownies that everybody raves about), Ann Vallante and Dorothy Merullo—they're all great."

Some gripes, some praise

How do the students enjoy the food? She answered this way.

"Well, things they seem to like best are the hamburgers, frankfurts, chicken dinners, real cutlets, ravioli and stuffed shells. Of course we don't make up the menu—that's done at Beacon street by a dietician...but we make suggestions."

Complaints? She admits, "Sometimes. But it seems that the boys who make the most noise buy the most hot lunches...and if I see them I ask, "I thought you didn't like it?"

She has some fond memories of her earlier days working at East Boston High. "You know what I always think of? When the boys had drill here years ago...they used to run in and ask us to sew on their stripes and buttons. It was like you were a second mother to them."

"Maybe it's because I have children myself that I understand them."

Rose has become an institution at the high school. As one student put it, "She's just part of the place."

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Mayor says no work until "conflict resolved"

-FIRST REALTY continued

Looking at a model of the proposed structure the Mayor said, "Even I don't like that."

All permits illegal?

First Realty no longer has a construction permit. The permit held by the corporation was revoked January 28, 1971 by the City of Boston's Building Department, after the suit was filed in Suffolk Superior Court by the two design review staff of the BRA. He also agreed to provide a negotiator from his staff who will be present at negotiation meetings.

The Mayor said that the City of Boston would not issue First Realty a construction permit until the conflict has been resolved.

The citizens group has claimed the building permit was issued after First Realty's zoning variance lapsed. Reapplication for the zoning variance would have required a new series of public hearings. These would have allowed the East Boston community to make recommendations to the building department.

However, First Realty still holds a foundation permit and has continued to work on the site. The plaintiffs in the suit against First Realty's construction permit believe that the foundation permit is illegal also.

First Realty has planned construction of the building since 1966. The first East Boston heard of the project was an article in the Globe on Nov. 8, 1970, describing the development.

In the meeting with Gross, the community group began by asking him to surrender First Realty's foundation permit as a positive action and a sign of good faith.

IMPACT worker Mossik Hacobian informed him that "whether you have meant it or not, you have come across as insulting the intelligence of this community."

Gross replied that the legality or illegality of First Realty's foundation permit was "not an issue between us." The issue, he said, is finding out the realities of the problem and trying to come up with something the community wants.

He proposed the following solution: "As long as we are maintaining a useful dialogue to revise the present program, we will do no work on the site." He said a "fair amount of time" should be allowed for redesigning.

He proposed that in one week a working group be assembled and that in 45 days a program of design be formulated, consistent with FHA standards.

"If we can not come to terms," he said, "we will have to win in court."

POSITION AVAILABLE

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Meet with Gross

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Day care center turned over to parents

from Danilo Pignato

On Feb. 25, 1971, the Board of Directors of Toddlers Workshop, Inc., turned complete control and operation of the day care center over to the newly elected Parent Advisory Board.

Dan Pignato was elected Chairman pro tem of the advisory board, and the other members include 9 other parents and 6 representatives of various community welfare programs.

Pignato informed the Community News that, "Everything possible will be done to keep Toddlers Workshop open, and in all probability not one school day will be lost."

Previously controlling the center were members of the board of directors, Mr. and Mrs. John Ciano of Winthrop, and Atty. and Mrs. John Maiona, of East Boston. This action was taken to comply with State and Federal guidelines for day care centers receiving welfare children.

City will plant trees here this spring

The East Boston Recreation Advisory Council met last month with City Parks and Recreation Commissioner Joseph E. Curtis and members of his staff to discuss the activities and plans of the Parks Department.

Commissioner Curtis stated that his department was going to restore Brophy Park this spring, as planned. A tree planting program would also be run by his department next summer.

The Parks Department is currently interviewing candidates for a recreation director for East Boston. All persons interested in the position may apply at Boston City Hall.

The Council raised questions concerning problems with present personnel not fulfilling their duties. The commissioner agreed to post the duties and hours of all Parks Department employees at the facilities at which they worked, and said he would like to get information on the failure of any of his staff members in fulfilling these duties.

Commissioner Curtis expressed his complete agreement with the "Community School" concept of using schools for recreation, but said that the School Department has been reluctant to cooperate in such a program.

Edith DeAngelis, Chairman of the Recreation Council, said that she would contact Mr. Tierney of the School Committee to discuss the subject.

Residents invited to take sociology course

Professor Stephen B. London of the Sociology Department at Wellesley College will be teaching two courses during the spring semester in East Boston that are open to any interested East Boston resident.

One course is an advanced seminar in urban sociology that will meet every Thursday evening at 7:30 p.m. at the E-B-WELL center, 108 White Street.

The other course is an advanced urban education course entitled "Sociological Approach to Urban Education." This course will meet on Tuesdays from 3:30 to 5:15 p.m. at the East Boston High School.

A student posted at the front door will inform community residents of the recreation program. Community residents may participate in all classes or select one or two that are of particular interest to them.

At the present time, the Boston School Department is considering the possibility of granting in-service credit to teachers who are participating in the urban education course.

Penny auction at Trinity

A penny auction and food sale will be held at Trinity Neighborhood House, 406 Meridian St., on Thursday, March 18 at 7:45 p.m.

It will be under the auspices of Trinity House Camp Alumni Association. Proceeds will benefit Girl's Camping at Trinity House Camp, Atkinson, N.H.

Neighbors and friends are invited to participate in an evening of fun by bringing donations to Trinity Neighborhood House or call 567-1284.

A poem from Mossik

I don't know what love is!

But I imagine it doesn't just happen. It must be worked at, pursued.

Love without effort is empty sentiment.

Love with too much effort is plastic flower.

I don't know what love is!

by Mossik Hacobian

Attorney general seeks facts on airplane noise

The state attorney general's office is sending out questionnaires to a small group of Greater Boston residents. The purpose is to "determine the precise effects of airplane noise on people who live in or near the city."

The eight-page form asks home and apartment dwellers to make a detailed description of aircraft noise at their address.

Many of the questions deal with what times of the day and year are the noisiest, and what physical and emotional effects the airplane noise has.

Joe Porzio of the Legislative Committee and MAPWAC has asked the attorney general's office to mail an additional 100 copies of the form to East Bostonians.

The questionnaire states that it is "not for the purpose of obtaining evidence but is to aid the Department of the Attorney General in assessing the extent of Greater Boston airplane noise pollution and in deciding what, if anything, the attorney general has authority to do."

Barnes basketball team plays Horace Mann

by Gerry Castrionetta

Thursday afternoon, Feb. 25, the Girls' Basketball Team of the Joseph M. Barnes Jr. High School played the Horace Mann School for the Deaf to a friendly game of basketball.

It was a very close game. The Horace Mann team won the game by two points, the score of the game was 19 to 17.

The Horace Mann School still holds an unbeaten record for about two seasons of basketball. They have played other Boston schools this past season. But this was the first time the Barnes has played an outside team this season.

The Barnes has been invited to replay the Horace Mann School in Roxbury, sometime during March. The Barnes will be playing other junior high and high schools throughout Boston during this season.
Varie personalità pubbliche e cittadini si oppongono alla pista

Oltre a 1000 persone erano presenti venerdì scorso all’udienza pubblica tenutasi per protestare contro la Massachusetts Port Authority la costruzione della nuova pista di decollo all’aeroporto di Logan.

Le persone che hanno protestato contro la nuova pista di decollo sono state il Senatore Edward Kennedy, il rappresentante Thomas P. O’Neill, i legislatori di East Boston Mario Umana, Minnie Pitaro ed Emanuel Serra.

Inoltre meritare particolare attenzione la presentazione realistica e profonda del dinamico Rev. Albert Sallese, uno dei membri del MPA, il quale ha conformato gli argomenti e la tesi del Port Authority.

Poi di altre 20 personalità pubbliche hanno espresso la loro opposizione per la nuova pista di lancio.

L’udienza, incomplessata alle 2 pomeridiane di venerdì, si è protratta sino passata la mezzanotte.

Il Port Authority per circa tre ore ha presentato il suo caso, dopo di che, è di 80 persone fra rappresentati pubblici e cittadini hanno esposto le proprie idee.

Questa metodiamente contrari all’espansione di Logan.

L’udienza è stata tenuta dal “U.S. Army Corps of Engineers”, che ha giuridicamente operato qualsiasi lavoro nel Porto di Boston.

L’Organo Direttivo ha affermato che una decisione sulla nuova pista di decollo potrebbe essere raggiunta anche nel giro di un anno.

Una seconda udienza sarà tenuta entro 45 giorni, quando il pubblico avrà un’altra opportunità di esprimersi su questo argomento.

Nuova udienza licenza liquori

Un’altra udienza pubblica sarà tenuta in riguardo alla concessione della licenza di liquori alla sala di Trenton Street.

Tale udienza sarà tenuta il 9 marzo, alle 10:30 di mattina, dalla Commissione Statale sulle Bevande Alcoliche, al 100 Cambridge St. in Boston.

L’approvazione della licenza è stata concessa dal Consiglio Municipale delle Licenze, dopo che un gruppo di 25 persone, residenti in Trenton Street, si erano opposti durante una sessione a City Hall.

A causa di questa opposizione, la Commissione Statale ha deciso di tenere una propria udienza.

Se volete porre un avviso pubblicitario su queste colonne chiamate 569-3363.

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