Hearing testimony "heavily against" runway

by Dorothy Brickman
Marie DiFlumeri and 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. Torbert P. Macdonald, Louise Bay 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 400 spectators at one time to New England Life Hall in downtown Boston. An estimated total of 1900 attended, and 250 hung on until 12:20, 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 year

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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?

In its last issue, the Community News attempted to answer these questions by interviewing MPA director Edward J. King. Werwath revealed that 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.

However, 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.

Contradiction

King was interviewed again this week on the subject. He maintained that, in the case of Jeffries Point, he was describing the “minimum 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 “firms” 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.

Another public hearing will be held on the question of granting a liquor license to the Trenton Street function hall.

ABC will hold hearing on Trenton Street license

The House of Representatives passed Gov. Sargent’s tax program late Wednesday afternoon.

Representative Mike Pitaro was recorded voting for the tax package. Representative Emanuel Serra was recorded as voting against it.

History of MPA board authorizations on home-buying

This is a history of the Port Authority’s land-buying authorizations:

Dec. 1, 1967, the board of directors reconvened and authorized this staff permission to buy “homes in the Neptune Road area consisting of approximately 37 dwellings.”

On April 18, 1968, the board “re-stated its policy” that the “Director and Staff were authorized to acquire any property of the immediate vicinity of Logan Airport that became available for acquisition.”

Dec. 19, 1968, the board voted to permit home-buying in three areas:

1) Maverick Street from the airport service road to the eastern end.
2) Within an area bounded westerly by Jeffries Street, northerly by Maverick Street, and easterly and southerly by Boston Harbor.
3) Northerly of runway 41-22R within an area bounded northerly by the MTA yard, southerly by Baywater Street, easterly by Annanoy Street, and westerly by Barnes Avenue.

On Aug. 26, 1969, the Port Authority examined several homes and a gas station on Maverick Street that were previously included. The properties are adjacent to the Post Office land.

In his interview with Community News reporters, King described a larger area in Jeffries Point than the board authorizations had. He included an area between Jeffries Street and Lamson Street that is equivalent to about 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 Thurs­ton 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 to acquire by purchase, whenever it shall deem such purchase expedient, any land, property, rights, 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 tiffe therefor in the name of the Authority.”

Proposed law would curb state authorities

A hearing will take place next Thursday at the State House on a major bill to limit the powers of state authorities including the Massachusetts Port Authority.

On March 11, the Transportation Committee will hear views on proposed legislation to limit the MPA, MTA, and the Turnpike Authority under the control of the new state Secretary of Transportation and Construction.

The bill, Senate 233, would give the secretary veto power over all bond issues and new projects. It would include the MPA’s bond issues, with which it finances new projects at Logan Airport.

The post of Secretary of Transportation was created by the Legislature last year, and an appointment by Gov. Sargent is due in April.

Transportation Committee hearings are usually held in Room 443 of the State House at approximately 10:30 a.m. The bill was introduced by Sen. James McIntyre of Quincy.

BULLETIN

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Representative Mike Pitaro was recorded voting for the tax package. Representative Emanuel Serra was recorded as voting against it.

ABC will hold hearing on Trenton Street license

Another public hearing will be held on the question of granting a liquor license to the Trenton Street function hall.

The hearing will be at 10:30 a.m. March 9 at 100 Cambridge St. in downtown Boston. It will be held by the state Alcoholic Beverage Commission. Approval of the license had been granted by the licensing board of the City of Boston to a group of 25 residents of the Trenton Street area who voiced opposition at a hearing in City Hall.

In case of the opposition, the state board decided to hold its own hearing.
Residents air criticisms before School Committee

by Don Amara and Donna Ozog

Fear 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 school.

Sister Pierce commented that during a meeting on the new Barnes Middle School, concern was voiced about the high school's accreditation problems. She mentioned the pilot psychology course being offered. Specifically, she claimed, "is already offered at the Barnes."

Focusing in on curriculum, she suggested, "What we need is a more diversified curriculum. There are too many people in a college course who don't have the least chance of going to college."

Curriculum needs

Jack Regan, teacher of English at the Barnes Junior High also spoke on the need for curriculum development. He said that in the 9th grade at East Boston High, students were allowed to choose one of three electives. "One of these," he claimed, "is already offered at the Barnes."

He continued. There is "one art teacher for 1200 students at East Boston High School. At the Barnes, there are two for 700 students. Furthermore, he said, there is such a limit that what is offered is an educational disgrace." He did indicate that there were some innovations. Specifically, he mentioned the pilot psychology course being offered.

Mr. John Conley, Chairman of the Faculty Senate at East Boston High School recommended that a curriculum committee be set up to study mini courses, an honors course, the installation of a general course, the relationship between the high school and feeder schools, and off campus studies. The President of the Student Council, Allyn Christopher, presented the committee with a list of recommendations. Included among them were: open course, a living schedule, newer textbooks, accelerated math and English courses for students taking college board exams.

Also mentioned were elective subjects such as driver's education, music, drama, psychology, plumbing, photography, sex education, drug education, intramural sports, school improvements such as remodelling (promised since October, 1970), auditorium renovation, student lounges, and new lockers.

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 Barronco, 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 Marzarinini, member of the First Section Recreation Committee, and by Rev. Marshall Revin, Pastor of St. John's Episcopal Church.

Mrs. Marzarinini 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. Bevins 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."

School vandalism cited

Mr. Anthony Galletta, Commissioner of the Department and Planning and Engineering commented on the condition of the school facilities and vandalism. "I spent 3-4 hours in as many days going over this school and I am not pleased to report that physically I think it's one of the worst schools in the city." He declared that in 1969 alone $27,000 worth of damage was due to vandalism by a minority of students.

Galletta said that he was negotiating a contract for fluorescent lighting in the building, modernizing the science laboratories, upgrading the gymnasium.

Committeeman James Hennegan, stated that Galletta needs $38 million to put the city schools in condition. Galletta was given a million dollars. The comments were not all critical. Edith Benfuli, Vice President of the Home and School Association, defended the administration. "We have worked with Mr. O'Keeffe. We have the finest headmaster here," she said.

Mrs. Taylor, a resident, told the committee that the school was among the finest.

Joseph Keohane was critical of the custodial staff. He claimed that custodians won't fix desks, windows "because it is contract work."

Committeeman Paul Tierney replied that he would provide tools for such minor repairs. Present at the school committee meeting were chairman Paul Tierney, James W. Hennegan, John Cronin and John Kergigan. Also present were David Gaeza, President of the East Boston senior class, and William H. Ohrenberger, school superintendent.

Sister Margaret Pierce expresses fears over high school re-accreditation at School Committee meeting here last week.

(Original photo by Donna Ozog)

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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 High School Student Conference for a city-wide student strike.

Just before 9 a.m., a false alarm was rung at East Boston High. 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 Gaeza, senior class president, went back outside to appeal to about 30 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'Keefe. A similar walkout occurred Wednesday morning.
On Beacon Hill: East Boston reps favor $1200 raise

by Patrick H. Moscaritolo

During the last two weeks the most cotroversial 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 1971-72 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 stores only 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 Teamsters 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 paid $2.15 an hour for their workers, but gave few of the fringe benefits of the Farmworkers contracts, such as health insurance for those who work over 250 hours a season, and protections against pesticide poisoning.

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 Massachusetts Court. The Teamsters have indicated that they might bow out of their contracts, and in October claimed to have stop enforcing them. The Teamster contracts, signed last August, run for five years.

The Farmworkers have taken the Defense Department to court, as well, claiming that the government was buying extra lettuce from Bud Antle to support his fight against the Farmworkers. Antle, one of the largest lettuce growers, has sold about three times more to the Pentagon this year than last.

Marcos Munos, the Boston representative of the Farmworkers, said that, locally, First National Stores have supported the boycott best, buying more Farmworkers lettuce than non-Farmworkers. He said none of the other stores have signed two contracts with the Farmworkers.

A poll of the large East Boston produce departments recently showed Farmworkers lettuce predominating. First National's produce manager on the effectiveness of the East Boston Little City Hall program.

Little City Hall hearing

Over at City Hall, the City Council hearing scheduled for the Office of Public Services' budget was yesterday. The Office of Public Services administers the "Little City Halls" program that 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 Ianella 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 not yet gone 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, Msgr. 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 questionnaires to the project, almost all responses were favorable.

Mrs. John L. Cascio, 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 Hamlet, Sue Devins, and Mosiek Hacobian. 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.
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. Stefanik, when asked to compare the hearing to others he has seen. "This is one of the larger gatherings I've seen."

MFA testimony was not approved by the members what would be said here today."

Col. Stefanik 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 Stefanik. "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 at that time 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. Rep. Thomas P. 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."

**Busses and Louise**

Protesters included U.S. Rep. Louise Day Hicks and three busloads of South Bostonians organized by Louise Sheehy (left).

**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."

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

**Rep. Mario 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 judgement..."

**Rep. Ralph Stirmanni:** Let us not add another agency (the Corps) that has succeeded to the MPA..."

(continued on next page)

**Taking notes**

Port Authority board chairman John Thompson, aviation director Richard Mooney, and executive director Edward King studied speeches carefully at runway hearing.
(continued from previous page)


Rev. Carpenter of St. Mary's Church: "If environmental factors be considered, this certainly involves St. Mary's people and parish."

Robert Gaigson of MAPNAC: "The MPA hasn't once considered the effects on marine, recreational and conservation resources, and the needs and welfare of the Commonwealth."

Mary Maher said: "Poor people can't afford lobbyists...The Port Authority treats the community as a stumbling block to progress."

Anna DeAngelis: "We are obviously at war with the MPA."

Paul Duff of Peabody City Council: "I suspect the goings-on tonight are being 'listened to.' They're saying, 'Let them talk themselves out and then we can proceed with the airport plans. Well, you think you'll do us a favor but you've got warfare. People are going to rise up and stop it. You shove this down our throats and we're coming back at you.'"

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

Other MPA projects going ahead

by Dorothy Brickman

Although the Corps of Engineers may delay 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.

King, said, the following Wednesday, that the taxiway 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, "Does the outer taxiwayapproval 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.

"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 Feinstein got up to speak, the crowd spontaneously yelled, "Yield!" Feinstein did, and the loud approval of the audience persuaded the hearing officer.

"I feel as though I want to leave this world." You shove..."

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 place 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 comprè da parte del Mass. Port Authority sono limitate in tre ben definite località...e cioè nei paraggi di Neptune Rd., nelle vicinanze di Baywater St. e nella zona di Jeffries Point.

Inoltre King ha ribadito che la ragione per cui l’aeroporto compra case in East Boston è di terreno da parte dell’aeroporto. Il direttore esecutivo del Mass. Port Authority, Edward King, ha poi continuato dicendo che la direttiva di comprare case all’aereoporto è stata acquisita quest’anno.

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, includendo 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 aggiunte che non prevede alcuna demolizione delle case comprate, ad eccezione di quelle in condizioni deplorabili.


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 del titolo "Up the Down Staircase.

Gli 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.

I ricavati andranno a beneficio del Social Center di East Boston e del "high school yearbook"
Rosie, East Boston High's first lady - a profile

by Dom Amara

"This has been it," Rosie 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."

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

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

Rosie 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 Lobuca, 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 that I really won't 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 Trainer, Marian Pasuccci (she's the one that makes the brownies that everybody raves about), Ann Vallante and Dorothy Merullo - they're all great."

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.

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 are in a position where if we can't reach agreement, we will have to win in court."

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Day care center turned over to parents

from Daniano 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 Clano of Winthrop, and Atty. and Mrs. John Maimonis 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 purposes, but said that the School Department has been reluctant to cooperate in such a program. Edith DeAngelis, Chairman of the Recreation Committee, 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 at 7:30 p.m. at the EB-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 recommission.

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. Bring donations for 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 Rabobian

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 MAPRAIC 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 Castriotta

Thursday afternoon, Feb. 25, the Girls' Basketball Team of the Joseph N. Barnes Jr. High School invited 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 il 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, Minie Pitaro ed Emanuel Serra.

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

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

Istruzione bilingue per bambini che non parlano inglese.

Anna Marie DiCamillo

Secondo le statistiche della "Immigration and Naturalization Service," un gran numero di immigrati italiani sono venuti nello stato del Massachusetts negli ultimi anni. Un'alta percentuale di questi risiede in East Boston e nel North End di Boston. Uno dei maggiori ostacoli a cui vanno incontro queste famiglie è la nuova lingua. I bambini specialmente trovano grande difficoltà quando entrano nelle scuole perché le lezioni si svolgono in lingua inglese. Inoltre ci sono altri bambini che, benché siano nati negli Stati Uniti, hanno poca conoscenza dell'inglese, poiché i genitori non parlano tale lingua.

Tutti questi bambini non possono seguire le lezioni attentamente perché non comprendono i maestri e di conseguenza diventano svogliati. L'insegnante che parla la lingua natia lascia la scuola prima del tempo. Solamente pochi di questi riescono a finire la "High School."

Programma attuale

Le scuole pubbliche di Boston offrono attualmente un programma che va sotto il nome di "English as a Second Language.

Un programma, questo, mediante il quale ai bambini viene insegnato l'inglese per 45 minuti al giorno e per il resto della giornata scolastica i bambini si trovano in una classe dove tutte le altre materie vengono insegnate in inglese.

Questa istruzione non è sufficiente ed adeguata alle necessità dei bambini che non parlano affatto l'inglese o lo parlano limitatamente. In questo modo i bambini non riescono a seguire le lezioni e non ricevono un'istruzione completa e soddisfacente ai loro bisogni.

Un disegno di legge sull'istruzione bilingue

Martedì, 2 Marzo, un disegno di legge (Bill H 3575) è stato presentato alla State House riguardo all'istruzione bilingue di transizione. L'istruzione bilingue di transizione è l'uso di due lingue, la lingua natia e l'inglese.

Questo disegno di legge costituisce il modo più efficace per incoraggiare e sviluppare le capacità dei bambini e dei ragazzi che non parlano l'inglese.

L'udienza, iniziata 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, ciò di 80 persone tra rappresentati pubblici e cittadini hanno esposto le proprie idee.

Dunque tutti hanno contrari all'espansione di Logan.

L'udienza è stata tenuta dal "U.S. Army Corps of Engineers", che ha giurato all'opinione pubblica d'avere al servizio del Porto di Boston.

Il Port Authority 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 per licenza liquori

Un'altra udienza pubblica sarà tenuta in rispetto 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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