

**Milton Record-Transcript**  
 "The Outstanding Civic Asset of a Community is the Integrity of Its Newspaper"

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**Selectmen's MINUTES**

The regular meeting of the Board of Selectmen was held this date at 7:30 p.m. with all members present and the Executive Secretary, James L. Sullivan.

Records of the meeting held

**Flood...**

(Continued from Page 1)

very, very lucky," he said. "From 12:01 a.m. Monday to 1 a.m. Wednesday we made 100 emergency runs but most of them were for small electrical fires which were caused by short circuits.

"If there had been a major fire we could have been in trouble, first, because our phone lines were tied up most of the time and, secondly, because many of the streets were flooded and we would have had problems reaching certain areas."

While many homes were threatened one of the biggest dangers hit Hendries Ice Cream and Cold Storage plant in Milton Village.

A spokesman said the plant had 10 million pounds of frozen foods stored there and much of that could have been lost had the rising waters reached the transformer which keeps the plant refrigerated.

Fortunately the water never went that high.

Still another area threatened was the Central Avenue Bridge, on which the town's electric lines and sewage pipes are suspended.

Logs and debris floating down the Neponset River piled up under the bridge and could have caused it to collapse but the Highway Department and the MDC worked throughout the nights to clear away the danger.

Selectman White emphasized the fact that there still is danger saying, "There is always the chance that more debris will come down the river or that we'll get more rain and cause the problem to re-occur but both the Highway Department and the MDC are keeping an eye out."

Despite the situation, neither the police nor the fire department reported having to make any rescues of people trapped by the waters.

The police also reported that no serious traffic accidents were attributed to the storm.

Chief Whearty said that the townspeople realized that the driving would be difficult and were very careful when they went out on the road.

During the flooding a number of streets had to be closed because of the rising water level.

They were: Canton Avenue at Blue Hills Parkway; a section of Brush Hill road near the Milton-Readville line; Summer Street which enters Canton Avenue near Blue Hills Parkway; and the part of Brook road which runs near Fontbonne Academy.

All those roads are open to traffic now.

March 7, 1968 were read and approved.

The Selectmen signed the General Treasury and Water Department Warrants and approved current bills.

The Selectmen signed the Certificate of Election to the office of the Clerk of the Town of Milton for Teresa Shaughnessy.

A Public Hearing was held on Petition of Boston Edison Company and New England Telephone and Telegraph Company for joint or identical location for a pole as follows:

CENTRE STREET, southerly side, approximately 150 feet east of Randolph Avenue, (One (1) Pole).

The Selectmen approved the request.

The communication from John E. Corwin, Superintendent of Milton Cemetery, regarding the location of Pole on Centre Street and the request for the relocation of the next existing pole in an easterly direction was referred to the Boston Edison Company and the New England Telephone Company for

their action.

At 8:30 p.m. a Conference was held with A. Herbert Bruce, Town Engineer and Lawrence DeCelle, Assistant Town Engineer, and Francis L. Hanafin of the Engineering Department concerning requests for Sewer installations. The Selectmen voted to take under consideration the requests submitted.

Copy of letter from M. Joseph Manning, Representative, to Governor John A. Volpe, requesting that a Public Hearing be conducted in the Town of Milton on the relocation of the Cambridge repair and storage yards to Mattapan, was received and placed on file.

Communication to Leo J. Cusick, General Manager of the MBTA, enclosing a questionnaire to be answered by the Authority containing 26 questions was discussed.

Telegram from Congressman James A. Burke concerning the \$35,000,000, South Shore Project funds, was received and placed on file.

Communications from various Citizens of the Town expressing their opposition to the Mattapan Project were received and placed on file.

A communication from James J. Maloney, Superintendent of Streets, regarding the condition of Atherton Street and the complaint of Mr. Fred Baldwin of 135 Atherton Street, were

referred to Town Counsel, Robert D. O'Leary, for his action.

The Selectmen received the Police List from the Division of Civil Service and requested the Executive Secretary, James L. Sullivan, to set up an appointment with the first man on the list for next week, John T. Burke, 12 Warren Avenue, Milton.

The Selectmen granted permission to the Milton Babe Ruth League to conduct its annual Fund Drive on April 21, 1968 or April 28, 1968 in the event of inclement weather.

Granted permission to the Boston Seventh-Day Adventist Temple to conduct a Tag Day in the Town of Milton on April 26, 1968 or May 2, 1968 in the event of inclement weather.

The communication from Edward A. Gough, District Director, State Department of Public Welfare, concerning quarters for the State Welfare Office was referred to the Executive Secretary, James L. Sullivan, to discuss with Miss Marguerite Moynihan of the Welfare Department.

Certified copies of Votes passed at the Town Meeting on March 9, 1968 regarding resurfacing of streets and the completion of construction of Canton Avenue were referred to the Engineering Department for its action.

The Meeting adjourned at 9:30 p.m.

**Petition...**

(Continued from Page 1)

line would have been in danger.

"Since the Milton station was under more than three feet of water, the MBTA cars couldn't have reached Mattapan - where the terminal would be located under the new proposal.

"Without being able to reach the terminal, the cars couldn't reverse directions and the whole tunnel system, which runs from Ashmont to Harvard Square now, would have been inoperable," White added.

Under the existing conditions, the trolley line service was impaired and a system of buses and shuttles was used.

In his letter to Cusick, White blasted that setup as "costly and inefficient."

"Why the interim bus re-routing didn't even make stops at Valley Road or Capen streets on its way from Mattapan to Ashmont," White said.

"That left only two of Milton's four stops - Central and Milton - being serviced."

When the trolley service had to be discontinued because of the water level at Milton station, the following bus schedule was determined:

Mattapan to Ashmont - Buses left River Street and proceeded to Central Avenue station, down Elliot Street to Milton station, to Adams Street stopping at Cedar Grove bridge, and continuing down Adams Street to Gallivan Boulevard, Dorchester Avenue and Ashmont station.

Ashmont to Mattapan - From Ashmont to Dorchester Avenue, to Gallivan Boulevard, down Adams Street to Cedar Grove bridge, Milton station, Central Avenue station and River Street.

The buses schedule this way included stops at both Valley Road and Capen Street.

"We feel that an occurrence like this, as infrequent though it may be, should cause the MBTA to re-evaluate its plans to extend its third rail line through Milton to Mattapan," White concluded.

**Quincy Rep Urges Dover Street Site For MBTA Car Yard**

Rep. Joseph E. Brett, D-Quincy, today called upon the MBTA to locate its car storage and repair facility in the area of the former railroad repair shops near Dover Street, between Andrew Square and Broadway Station in South Boston.

Brett said this location is in an industrial area, is close to the intersecting points of the Forest Hills-Everett and the Harvard-Ashmont rapid transit lines, will be less expensive to install and maintain, and will meet little or no objection from area residents.

Rep. Brett stated that in recent months, he has written twice to General Manager Leo J. Cusick of the MBTA and once to Governor John A. Volpe, suggesting the South Boston location as an alternative to the previously-planned sites at Dorchester, Milton and Mattapan. No responses have been forthcoming from either the General Manager or the Governor in answer to his suggestion, Brett said.

With a site so obviously available and ready-made for a car repair facility, it is exceedingly difficult to understand why no reasons have been given by the MBTA for not ex-

**Protest...**

(Continued from Page 1)

ploring the feasibility of locating the repair shops in the Dover Street yards," Brett said.

He urged the residents of Dorchester, Milton and Mattapan to band together in concerted opposition to placing the facility in or near residential areas and to support the plan to locate it in the phased-out railroad yards in South Boston.

The selectmen are adamant in their expression of the proposed repair facility at Mattapan Square is financially absurd and harmful to the general area.

cause Milton Selectmen are completely opposed to the proposed extension and revamping of the Mattapan-Ashmont line.

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**Republican Party To Hear Mayor Lindsey**

The Mayor of New York City, John V. Lindsay, will be guest of honor on Friday, April 19, Patriot's Day evening, at a "Republican Party" in Boston's Commonwealth Armory, according to John Wright of 12 Spafford Road, Republican State Committeeman.

"One of the fastest rising men in the Republican Party is coming to Massachusetts to kick off a state-wide fundraising effort aimed at electing more Republicans to the State Legislature. "I hope every Republican, Independent, and even concerned Democrats in the Milton area will turn out to welcome him and join this effort," Wright said.

A highlight of the evening will be a smorgasbord of foods from around the world, prepared by American citizens representing many ethnic groups. Songs and dances of their native lands will round

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 OXford 6-5320

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'67 DODGE DART Six Cylinder Automatic, Power Steering, Economical with Balance of New Car Warranty. \$2295	'67 VALIANT 4-DOOR SEDAN, Automatic, Power Steering, Economical Car with Bal. of New Car Warranty. Was \$2295. Now \$2095
'67 FURY III 4-DOOR HARDTOP. Full Power, Solid Finish with Matching Interior. Low Miles. Bal. Chrysler War. \$2595	'66 FORD GALAXIE 500 2-DR. HARDTOP, Full Power, Vinyl Roof, Sharp, Clean Car. Now \$1945
'67 BARRACUDA 2-DOOR HARDTOP, Power Steering, Automatic Vinyl Roof, Bucket Seats, 8 Cyl. A Beauty. \$2595	'65 FORD FAIRLARE 4-DR. SEDAN, Auto. Trans. Original Burgundy Finish. Clean Vinyl Interior. A Buy At \$1295
'65 MERCURY 4-DOOR SEDAN, Automatic, Power Steering, Low Mileage. A One Owner Car. Was \$1625. Now \$1295	'65 MUSTANG FAST BACK 6 Cyl. Automatic. Power Steering. Bucket Seats. See This for Value. \$1495
'65 RAMBLER AMERICAN 2 DR. SEDAN, Automatic Transmission. A One-Owner Car. Only \$995	'64 FORD GALAXIE 500 4 DR. Full Power. Has Had Good Care and Shows It. Ideal Family Car. \$1295
'64 FORD FALCON STATION WAGON Was \$1295. Now \$1095	'63 VALIANT 4-DOOR SEDAN, Automatic Transmission. Solid Transportation for Only \$795
'63 CHEVROLET IMPALA 3-DR. H.T. & Cylinder. Automatic Transmission. Was \$1150. Now \$995	'66 THUNDERBIRD LANDAU HARDTOP. Fully Powered. One Owner. This Sharp Car is Priced To Sell. \$2895
'63 CORVAIR 4-DR. Standard Transmission. One Owner Car. Low Priced Transportation \$445	'66 VOLKSWAGEN Original Black Finish. Like New. Economy Plus. Very Clean. Now \$1295

**Mail Bag**

MILTON/sm  
 LETTER TO EDITOR

Mr. Harry P. Harwich  
 Publisher, Milton Record-Transcript

On behalf of the Milton Board of Park Commissioners, I'd like to extend a note of gratitude for the generous support you have given us over the years in promoting our park and recreation programs.

Without the consistent publicity you have supplied, it would be difficult, indeed, to reach the people we seek to serve.

Your contribution to the success of our programs has been both meaningful and consistent and we of the Park Department want you to know that it has not gone unnoticed.

Very truly yours,  
 Robert J. Bent  
 Chairman, Milton Board of Park Commissioners

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**MBTA FACTS**

The M.B.T.A. management has railroaded through a monstrous misuse of taxpayers' money. This was an action born of panic due to pressure on them to get the car barns out of Harvard Square so the Kennedy Memorial can be constructed. They have wasted three years trying to locate the barns and repair facility in other areas. However, the State Legislature would not endorse their selection of either the Codman or the Butler Street areas. The opposition at public hearings was overwhelming. So they backed off and looked for another way to beat Father Time.

The M.B.T.A. management came up with the idea of moving these facilities to Mattapan Square, a dense commercial and residential area where a trolley line now terminates. This location is almost three miles from the gigantic North/South transit system (now under construction) which it will service. The M.B.T.A. proposes to build a \$2,000,000 repair facility. The track to be laid will cost \$13,000,000 (plus \$27,000,000 in 40-year interest charges). This is an average cost of five million dollars per mile for interest for a spur track that is absolutely unnecessary. It was never mentioned in the M.B.T.A. master plan. The M.B.T.A. is already foisting a \$30,000,000 annual deficit on the Metropolitan Boston taxpayers. Boston alone will have to shoulder \$26,000,000 of the above \$40,000,000 cost. Milton's share will be over \$250,000. All the suburban towns and cities will likewise suffer.

The Mattapan plan was thrown before the M.B.T.A. directors on February 28 without any prior engineering or traffic studies. It was pushed through the Advisory Board meeting the next day on a motion to vote made before questions could be asked. The M.B.T.A. evaded the authority of the Legislature by diverting funds from the Southwest Corridor plan. They evaded the public by not holding open hearings. The legality of their actions is now under the scrutiny of the courts.

The M.B.T.A. plan to locate these facilities in Mattapan Square includes an elevated railway through Milton to feed it. The M.B.T.A. General Manager who received his training in power politics at U.T.A. in Washington thought that the residents would not fight. He was not aware that the location where he intends to start the elevated structure is the very spot where the Suffolk Resolves were drawn. The residents fought tyranny and unfair taxation then, and we are doing the same in 1968.

We want the Kennedy Library built. A large percentage of our numbers donated for it. In fact, we'd welcome it in our area. But we feel the M.B.T.A. management has rushed headlong into an ill-conceived and costly expenditure whose secondary effect will create a blighted area.

Our elected state and federal officials have been asked to join us in this fight against fiscal folly.

THE TAXPAYERS AND CITIZENS COMMITTEE, OF MILTON.