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Further Study Needed of Route Across Cambridge, Somerville

Can't Build Inner Belt in '60

By A. S. PLOTKIN

The $150 million Inner Belt super-road cannot possibly get started this year, it was learned yesterday.

Principal reason for the delay appears to be the need for further study, especially of the controversial route across Cambridge and Somerville.

The State Department of Public Works had voiced high hopes it might get started in 1960.

Even enactment by the Legislature of the pending $86 million highway bill won't help. It takes time to work on design, and too much time has been lost this year, according to D.P.W. Commissioner Anthony N. DiNatale.

A furious protest exploded at the May 10 hearing, especially over the route recommended to D.P.W. by its outside consultants.

Local political figures challenged the need of sending the Inner Belt across Cambridge. They pointed to the undisputed fact that under the consultants' plan more than 1700 families would lose their homes.

They insisted that D.P.W. should take a leaf from the Mass. Turnpike Authority on, the proposed intown extension of the toll road, and use a railroad right of way for the highway.

In this case they pointed to the Boston & Albany's Grand Junction line, to hook up in Somerville with the Boston & Maine.

That stretch of B. & A. tracks crosses the Charles River near the Boston University Bridge. Carrying only freight, it roughly parallels the "A" route recommended to D.P.W. for the Inner Belt. The latter roughly follows River and Elm sts.

The consultants previously had said the railroad route simply wouldn't do. But the intensity of the popular protest at the May 10 hearing, and its aftermath, prompted D.P.U. to order a new special study of the railroad route possibilities.

D.P.U. Commissioner DiNatale disclosed that more than 2500 angry letters of protest have come to his office over the Cambridge-Somerville route question. Most were relayed from the office of Cong. Thomas P. O'Neill Jr.

The consultants, the Globe has learned, have completed their preliminary study on this new phase. They considered as alternatives several double-deck schemes, high over the tracks, and a single-deck road, also elevated.

In the latter case, obviously, D.P.W. would have to take considerable land alongside the tracks.

The consultant's report, prepared by the firm of Hayden, Harding & Buchanan of Brighton, shows that the extra cost of using the railroad routes through Cambridge and Somerville runs from $21 to $38 million.

They would displace fewer families (from about 950 to 1075), but would knock out far more businesses. (The recommended route would take 13 businesses; the rail routes from 47 to 63.)

The rail routes would displace nearly eight times as many employees. (The single-deck route would displace 5477, compared with 747 estimated in the "A" route. Double-decking would knock out 2100 to 2580 jobs.)

In short, the consultants contend that in many important aspects the railroad routes would cost a lot more.

Not only that—they would provide far less service.

For one thing, using the railroad location would allow only a couple of traffic interchanges. Possibly one near Boston University Bridge; the other, tentatively, near Massachusetts av. in Cambridge.

In addition, the number of service roads paralleling the Inner Belt highway would have to be drastically curtailed.

The Boston & Albany's right of way across Cambridge is only about 82 feet wide.

A single barrel of the planned double-barreled, eight-lane road would need 68 feet, plus the dividing strip.

Biggest potential damage if the rail route were used would be the Boston Woven Hose Co., which employs about 1500.

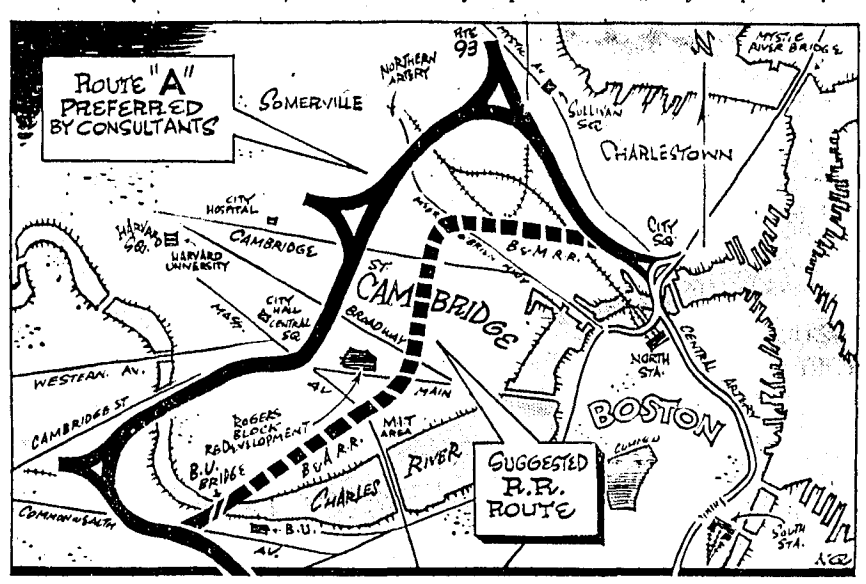
Also affected would be a couple of Polaroid and M.I.T. installations.

The route, indeed, would come uncomfortably close to M.I.T. The institute obviously wouldn't like that; but the Cambridge politicians, acutely conscious of the voters' ire in this election year, have said in effect, "so what!"

It's a very hot political potato, this Inner Belt route question.

DiNatale obviously isn't prepared to make up his mind until more people in Cambridge make up theirs.

And besides he hasn't got the money to get going anyway—at least for quite a period.



Two at Harvard Medical School To Retire Aug. 31

Dr. Allan Macy Butler will retire Aug. 31 to become professor of pediatrics emeritus at Harvard Medical School.

He also will retire as chief of the Children's Medical Service at Massachusetts General Hospital.

At the same time, Dr. Felix George Fleischner of Beth Israel Hospital will become clinical professor of radiology emeritus. Dr. Fleischner, a native of Vienna, has been internationally known as an authority on diagnostic problems, particularly those of the lung, heart and gastro-intestinal tract.

Dr. Butler, a native of Yonkers, New York, is a graduate of Princeton and Harvard Medical School. He is regarded by his colleagues as a brilliant investigator and has added to the understanding of the use of electrolytes in the body in children's diarrheal diseases, nephritis, diabetes, acidosis and dehydration.

He was one of the first to call attention to the role of kidney disease in high blood pressure, and the importance of treating the potassium deficiency associated with starvation and dehydration.

The Indian government will finance up to 70 percent of a small producer's film, if necessary. This is "to improve the admittedly falling standard of Indian films."

Formosa University Benefit Tomorrow

The building fund for a new Catholic university in Formosa will benefit Monday evening from a dinner sponsored by the Chinese community at Cathay House. Cardinal Cushing will be a guest.

The cardinal has been designated by the Holy See to direct United States fund raising for the university. Archbishop Paul Yu-pin, exiled from Nanking, China, will attend and will bring a special message from the Catholics of Formosa.

Chairman of the dinner committee, Rt. Rev. Albert J. Shea, pastor, St. James' Church, is being assisted by Rev. Paul Tong, Helen Chin, William Chin, Mrs. George Chung, Brendan A. Finn and Mrs. Raymond Lee.

The Bering Sea between Alaska and Siberia is made to order for trawling fishing. Forty-two percent of the Bering's 878,000 square miles is less than a hundred fathoms deep.

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Three-stone passby ring with three large and six small diamonds	$225
Man's diamond ring; heavy yellow gold	$200
Women's yellow gold ring; engraved sides	$175
Unset diamond fine quality; .59 carat	$200
Unset diamond weighing .87 of a carat	$325

COSTUME JEWELRY	Originally	NOW
Synthetic spinel/cultured pearl neck.	$259	$159.50
Rhinestone/pseudo sapphire bracelet	$44	$33.00

Golden metal and stone-studded bracelets; white and assorted earrings; matching necklaces, bracelets and earrings; bead necklaces.
Originally $1.10 to $5.50 — NOW 55¢ to $2.20

Rhinestone floral design pin	$27.50	$16.50
Rhinestone/pseudo pearl necklace	$33.00	$22.00
Rhinestone necklace	$19.25	$12.10
Rhinestone bracelet	$27.50	$19.25
Sterling and marcasite pin	$22.00	$11.00

Famous make bracelets; assorted simulated pearl earrings; stone-studded pins; golden and silvery metal bracelets; white enamel necklaces, bracelets, earrings; golden and stone-set necklaces and bracelets.
Originally $5.50 to $11.00 — NOW $3.30 to $5.50

Multi-color rhinestone pin	$33.00	$22.00
Pink crystal and mock pearl pin	$19.25	$13.75
17j gold filled/cultured pearl watch	$60.50	$33.00
Rhinestone/pseudo pearl bracelet	$16.50	$11.00
Sterling cigarette case; mock rubies	$88.00	$44.00

HANDBAGS	Originally	NOW
White beaded bag	$24.75	$12.05
Sapphire blue beaded bag	$49.50	$26.50
Black antique leather handbag	$46.75	$22.00

Eyeglass cases, billfolds, cigarette cases, leather handbags in clutch, tophandle and other styles (black, navy, brown); plastic patent handbags; few Summer handbags
Originally $5.50 to $12.05 — NOW $1.10 to $5.50

Golden mesh bag	$17.60	$8.75
Black leather stitched handbag	$71.50	$43.45

Rayon faille handbags; genuine leather handbags in varied styles. Black, navy or brown
Originally $8.75 to $24.75 — NOW $6.60 to $16.50

Bone color tote handbag	$38.50	$27.50
Brown leather handbag	$32.45	$16.50

Prices include tax — Charge or budget accounts

In some cases, intermediate markdowns have been taken.

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DOORS OPEN at 9:15!

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- Transitional colors! Solid Pastels! Prints! Checks! Plaids!
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2400 PAIRS of shoes from our CURRENT STOCK! You'll find your size here in one style or another! BUY for wear NOW . . . for FALL! Calf! Kid! Pigskin! Nylon Lace! Patent Leather! Strap, Pump, Casuals, Ties in the group! High, Cuban, Mid-heel, Wedge, College heels! White, Bone, Black, Blue, Red, Tan. Sizes 4½ to 11; AAAA to EE in one size or another.

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