Cambridge bothered by coup d'etat

By Joe Pilati
Special to the Globe

The five Cambridge City Councilors who voted last Monday night to suspend City Manager James Leo Sullivan may have inadvertently opened up Pandora's box of participatory politics.

Immediately after the adjournment of the most raucous, best-attended

NEWS ANALYSIS

Council meeting in recent Cambridge history, more than 300 Sullivan supporters filed out of the Council chambers and adjacent corridors, many of them intent upon exacting political retribution for what they perceive as a callous attempt to restore bossism and patronage as the cornerstones of city government.

The Cambridge Civic Assn, an amalgam of moderate reformers, will meet this week to consider rescinding their endorsements of Councilors Thomas Coates and Edward Crane, both of whom voted to suspend the city manager. If, as is likely, the CCA chooses to punish Coates and Crane in this manner, the two legislators will not only lose many vigorous campaign workers, but will also be deprived of campaign funds which were not inconsiderable in the last election.

In addition, an ad hoc group called Save Our City Manager (SOC'M for short) is busy generating support for a petition campaign, outlined at Monday's meeting by freshman Councilor Robert Moncrieff, which could culminate in a special election.

Under state law, if signatures are gathered from one-twelfth of Cambridge's registered voters within 20 days after the Council formally removes Sullivan, the Council must automatically reconsider the ouster. If the majority does not then reverse itself, a special election would be in the offing.

Sullivan's backers had hoped last week that at least one of the five anti-Sullivan Councilors would change his vote Thursday when the city manager will reply to as-yet unreleased formal charges at a public hearing. Chances of such a reversal of Monday's 5-to-4

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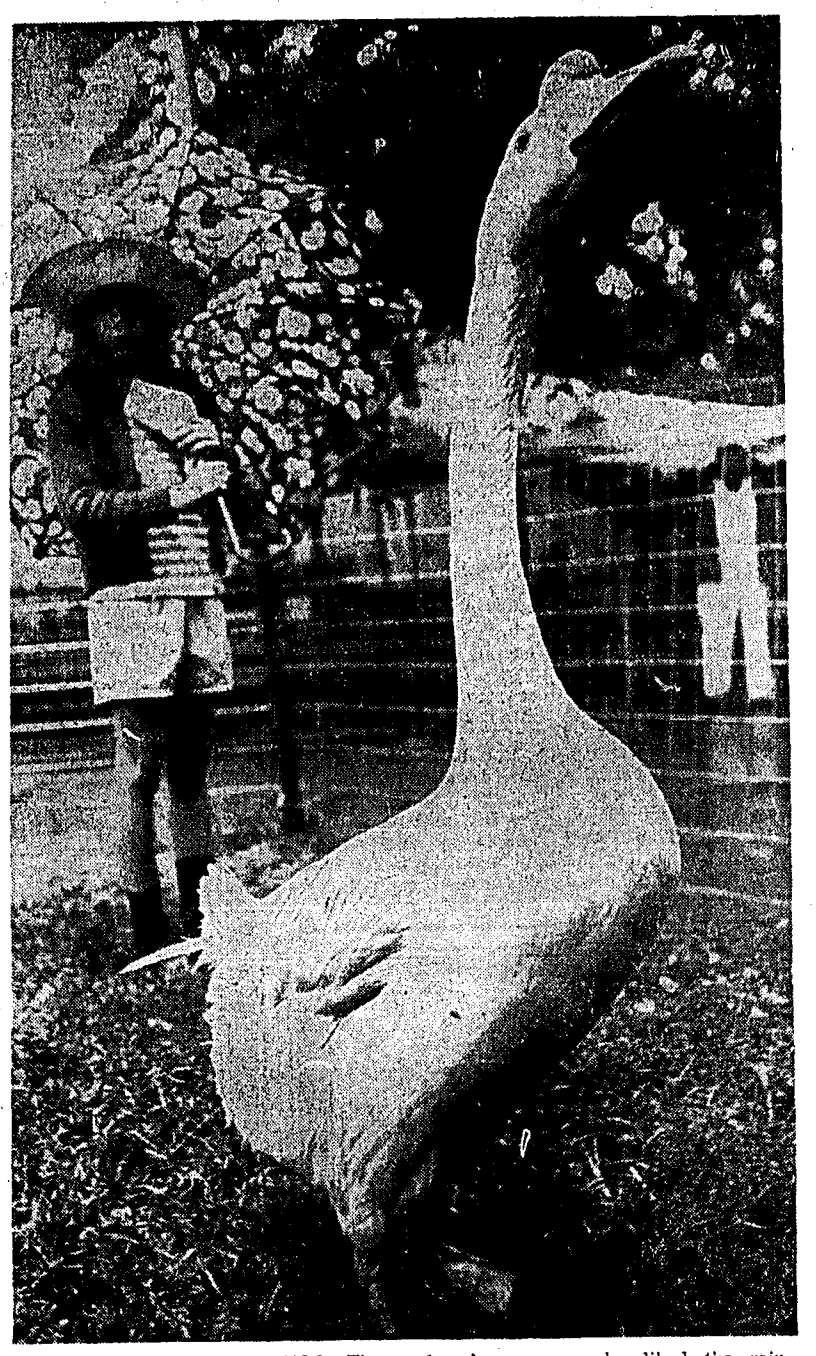
Sullivan's statement

Cambridge City Manager James L. Sullivan issued the following statement last week:

"I, James L. Sullivan, City Manager of Cambridge, hereby make formal demand, in accordance with the provisions of General Laws, Chapter 43, Section 103, for a written statement of the reasons alleged for my removal as city manager, and I demand the right to be heard publicly thereon at a meeting of the city council prior to the final vote of the city council on the question of my removal as city manager.

"You are requested to set forth specifications and particulars in said statement and to allow reasonable time that will enable me to prepare my defense to any allegations with reference to my official conduct as City Manager."



. . . AND FOR GEESE, TOO—The young girl visiting the Dairy Month display on Boston Common yesterday found someone who liked the rain. (Frank Wing photo)

Somerville fights I-93 in the sky

By A. S. Plotkin
Globe Staff

In Somerville, latest scene of anti-highway militancy, the job of building Interstate Rte. 93 as an elevated road is in full swing.

Opponents want the steel piles, already driven, ripped out, high earthen embankments removed, underground utility lines shifted again, two contracts for $32 million ended forthwith and four years of design efforts junked.

Mayor Lester Ralph and others, inspired by similar efforts which led to a freeze on Rte. 95 in Jamaica Plain, say they want the 1.8 mile section of I-93 in Somerville built as a depressed road.

When he called his moratorium on some highway projects inside the Rte. 128 perimeter in February, Gov. Francis Sargent said the I-93 job "makes sense," and stopping it would be "unrealistic."

In support of its position, the state Dept. of Public Works last week prepared documentation for the governor and one of his advisers on transportation planning, M.I.T. Prof. Alan Altshuler.

The DPW said, according to a spokesman, that complying with the demand of Somerville's sink-the-road block for the entire 1.8 miles would:

—Cost $150-$200 million, which the Federal Bureau of Public Roads (BPR) would most likely refuse to reimburse.

—Require four more years for the different engineering design work.

—Intensify the area's traffic crisis.

According to the road builders, and some non-DPW planners, the case of Somerville's segment of I-93 cannot be isolated from the entire web of other transportation links.

There are numerous related but peripheral issues, including aesthetics, community disruption — and politics in the 1970 gubernatorial campaign fast heating up.

DPW cities two hard facts of the Somerville situation as the keystone of its case:

1—The top deck of the two-deck steel viaduct being erected now across the Boston & Maine Charlestown yards is about 90 feet high. This is a 1.3 mile part of the Inner Belt road (Rte. 695) which will link up with Rte. 93 near the Somerville city line.

2—A B.&M. rail line now goes under Broadway in Somerville. To go under these tracks, DPW figures it would have to depress I-93 at that point about 40 feet.

DPW says it would be impossible to build the highway between Broadway and the I-695 interchange — and keep the resulting grade within the limit set by BPR in Washington.

That maximum grade is 3 percent. It means that for every 100 feet of road, the rise could not exceed 3 feet.

SOMERVILLE, Page 71

Residents ask Sargent for independent study

By Viola Osgood
Globe Staff

The distance between Somerville residents and the State Department of Public Works is far greater than the 1.2 miles that Rte. I-93 will travel through that community.

If built as currently designed, the highway will be a 250-foot elevated swath with viaducts, ramps, walls and service roads, which in some cases will come within 10 feet of houses.

Residents claim that this structure will bring additional air pollution from traffic drawn through their community towards Boston.

Sound testing done by residents with the help of Urban Planning Aid, Inc. of Cambridge has proven that the elevated road will create noise in excess of 80 decibels, which would be reduced by 15-20 decibels if the road were depressed.

Somerville residents and Mayor Lester S. Ralph have not asked that the highway plans be abandoned altogether, but that construction be halted until a study can be done to determine the feasibility of depressing the road.

A DPW spokesman said the department examined all possibilities for the road design before a final plan was drawn up for I-93. He said the DPW found the current plans for an elevated structure best.

A recent DPW study shows that if the road is depressed at this late stage, with work so far along, the cost for the road will more than double and would exceed $110 million.

Resident Joseph LaPiana commented, "Even if a depressed highway should cost more than an elevated one, we think its inhumane to equate human lives with dollars and cents."

In a letter to Governor Francis W. Sargent, Mayor Ralph asked that a study be done by independent contractors, because residents have expressed distrust of the DPW.

"We urgently request that this feasibility and design study include full and active participation by the city of Somerville and the citizens who live in the area," he wrote.

Boston Mayor Kevin White sent a letter to the Governor last week saying he agrees with the desires of Somerville residents and their Mayor.

White pointed out that the state had agreed to depress a portion of the Southwest Expressway in Jamaica Plain and he feels that Somerville's case is not distinguishable from the Boston problem.

Alan Altschuler, chairman of the Governor's Task Force on Transportation, said Sargent has taken the Somerville request under advisement and will announce his decision in the near future.

Meanwhile, residents are showing their opposition to what they say are hazardous conditions on I-93 con- Transportation (SCAT) struction sites. The Somerville Citizens for Adequate and Mayor Ralph are filing for a writ of mandamus to force the DPW to ensure that contractors comply with safety regulations and guidelines.

SCAT is also seeking a restraining order against contractors to force a cessation of construction until safety requirements are met. Alan Elliott, SCAT chairman, said, "Contractors are not even meeting minimum safety standards at the present time."

Other residents who have suffered property loss or damage or who have been injured due to "contractor negligence" will sue DPW for personal damages.

RESIDENTS, Page 71

Beware danger to children in peeling paint, plaster

By Thomas Shepard
Globe Staff

A young mother is at home carrying out her daily duties while keeping an eye on the kids. A worried expression is on her face because her youngest child is acting strangely.

Suddenly the child collapses, begins to vomit and has convulsions. The distressed young woman rushes the stricken child to the hospital. The doctor's diagnosis-lead encephalopathy.

You've never heard of it? Neither had Mrs. Olivia Ellis of 88 Marcella st., Roxbury, but her two-year-old daughter, Odessa, has it. When her four other children were tested, they had what is known as increased lead burden.

Lead encephalopathy is a disease that affects children — usually between the ages of one and four — who have eaten falling plaster and peeling paint from pre-WW II housing. Children in this age group represent 85 to 90 percent of the cases of lead poisoning in children.

Since 1940, lead has been replaced by titanium in interior paint. But prior to that time, lead was used extensively for interior work and has been absorbed in the plaster and lies beneath subsequent coats of paint.

When it peels or falls, crawling children — who have a tendency to put everything into their mouths — begin to eat it, and what's worse, they begin to like it.

Dr. Sigfried Pueschel, a pediatrician at Children's Hospital Medical Center, together with Louis Kopito and Dr. Louis Shwachmau did a study in the Roxbury-North Dorchester area two years ago. Pueschel is still following some of the cases he found there.

"The children develop a craving for it," he said. I've tasted it myself and it's sweet stuff. You can't get them off of it very fast." Another doctor called it "addiction."

If lead encephalopathy isn't treated immediately, it can affect the blood vessels of the brain, causing a swelling of the brain which may lead to brain damage, mental retardation or even death.

From 1966-68 Massachusetts General Hospital had five cases of lead poisoning in that age group. Of the 2463 pediatric cases researched at Boston City Hospital for that same time period, 24 lead poisoning cases were found.

BCH actually had more than 9000 hospitalized patients in it's pediatric department during that time, but records are incomplete so only one third of these could be researched for lead poisoning diagnoses.

Children's Hospital Medical Center had 16 lead cases in 1967, 24 in 1968,

LEAD PAINT, Page 69

Democrats gathering to pick their candidates

By David Nyhan
Globe Staff

Yearning for a governor they can call their own, but dreading a fratricidal primary fight in September, 1423 delegates to the Democratic State Convention converge on Amherst this week to endorse their state-wide ticket.

The delegates, savoring their quadrennial day in the sun, will have their endorsed candidates by Saturday. But there is no apparent way they can head off a damaging primary fight for the patronage-rich office of governor.

The wining-and-dining of delegates will hopefully be confined to University of Massachusetts dining halls and two party-run cocktail parties.

The delegates begin registering Thursday, and draw their dormitory room assignments. Candidates will be endorsed in balloting Friday and Saturday, unlike the one-day Republican State Convention in Boston June 27.

CONVENTION, Page 70

Marblehead's 3d Great Race

200 walk, run, paddle or pedal

By Diana Crawford
Globe Staff

MARBLEHEAD — Summer begins early in Marblehead. Yesterday, it was ushered in with heavy rain and pea soup fog, but The Great Race went on for the third year.

Some 200 people paid their $5 and appeared at the Watertown Yacht Club at dawn. Some walked, some ran, some paddled and portaged, some peddled.

The first bicycle appeared at Maddie's Sail Loft, a popular Marblehead pub complete with sawdust floor, at 8:34 a.m.

A war canoe, crewed by nine men, arrived at 9:19 a.m., but the "elephant with beaters, whatever that means," who registered, never showed, said race coordinator Bob Kane.

Over frothy beers and milk punch, the racers rehashed the early morning events. As time went on, and stories repeated, the fog became thicker, the lightning fierce, and the disasters more humorous. Yellow oilcloth windbreakers were the fashion of the day.

"Youth takes over," said George Dugan, 39, who came in second in the walking division. It took him four hours 45 minutes from Watertown to Marblehead, 23 minutes faster than last year when he won first place. Thom Roache, 22, made it in 23 minutes less.

Tom Amsler, 34, of Marblehead, and John McDonnell, 35, of Dover, arrived at the Sail Loft by canoe after 6 hours and 18 minutes, with five portages, the longest being one mile from Chelsea Creek to Revere Beach.

Joe Wallace and Bill McRobbie, both of Lynn, came in second although they capsized in Marblehead harbor and spent 15 minutes in icy water with three-foot swells.

Although 52 canoes left Watertown at 4 a.m., by noon only 16 had arrived in Marblehead, and the Coast Guard reported to the judges that several dozen boats were seeking shelter from the rain and fog near an island.

Peter DeWolfe, 27, of Allston, came 24 miles by foot. Pulling a soggy purple set of directions from his pocket, he explained his slip from second place last year to third, "I was younger and in better shape."

Jack Kilroy, who arrived at the finish shortly after noon by bicycle, complained that he had had two flat tires and had trouble finding a repair station open at dawn.

The Great Race began three years ago as the result of a wager between Edison Graham, then 27, and Joe Reilly, then 26, roommates in Watertown. Tired of driving to the Sail Loft, Graham suggested that canoeing might be faster. Reilly said walking. Graham lost, but the Great Race began.

NINE-MAN CANOE owned by Alan French and Tom Stout reached Clark Landing in Marblehead Harbor during The Great Race. The craft finished first in the land-water race. (Bill Ryerson photo)

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