

Dorchester Reporter

“The News and Values Around the Neighborhood”

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50¢



Looking toward Mattapan Square where the proposed center-lane bus infrastructure would be constructed if the plan were to move forward. Several months of planning is yet to come on the project, though many meetings have already happened, but already there have been plenty of naysayers.

Seth Daniel photo

Center lane plan for Mattapan draws flak from top state Senate candidates

BY SETH DANIEL
NEWS EDITOR

With planning already underway for an overhaul of Blue Hill Avenue – including the addition of a center-lane busway along on the corridor from Grove Hall to Mattapan Square – most of the candidates for the new Second Suffolk Senate seat are offering various critiques of the proposal.

The four major candidates sounded off on the \$60 million project at a forum on July 20 at Roxbury’s Hibernian Hall sponsored by the Communities of Color coalition. While much in the Blue Hill Avenue plan is up for debate, city transportation officials have indicated in community meetings that the center-lane bus proposal is likely a non-negotiable part of the planning.

At the forum, the first question about the center-lane bus was asked of Dianne Wilkerson, who is

making another run for the senate seat she last held over 10 years ago. She called the proposal “stupid,” adding, “the controversy is people are living with decisions that people make, and they don’t always know how they’ve been made, and they don’t make any sense what they do and there’s no process to un-do something that’s clearly stupid,” she said.

“You have to push a baby carriage to the middle of the street and walk up the stairs to get on the bus. It makes no sense whatsoever,” she said. “You feel like Roxbury, Dorchester, Mattapan, and Hyde Park are an experiment – the lab. It’s where they want to try stuff to see if it works before they go anywhere else.”

Another of the candidates, Miniard Culpepper, said the federal grant comes with a provision to create a center-lane bus. “We had a meeting, and

(Continued on page 12)

‘Pan Yard’ – where Branches Steel Orchestra hones its tradition of Trinidad-style rhythms

BY SETH DANIEL
NEWS EDITOR

Coming down an obscure side road off Mattapan’s River Street, you might think it would be hard to find the “pan yard” where the storied Branches Steel Orchestra practice several times a week to hone their steel band sound. But not if you are following the sounds of a steel pan version of Abba’s “Dancing Queen” being melodically pounded out by a dozen or more members of the multi-generational group.

Follow the music



Captain Nigel Driggs, left, leads the groove with Thora Henry and Kendyl Black during a recent rehearsal of the Branches Steel Orchestra, the longest-playing steel band in the country.

Seth Daniel photo

through the neighborhood, and you will run into the two-car garage of Branches founder and long-time director Carl Smith, where dozens of steel pans are set up alongside other percussion instruments – not to mention the several pans tossed to the side for tuning or adjustments. It is the very definition of what those in the craft call a “pan yard,” or the place where a steel band stores instruments and rehearses.

First known as “Roots” as far back as 1978,

(Continued on page 15)

Widespread alert as Orange Line shutdown begins

‘Avoid region,’ until Sept. 18 state highway chief advises

BY GINTAUTAS DUMCIUS
MANAGING EDITOR

The effects of the month-long Orange Line shutdown from Oak Grove in Malden to Forest Hills in Jamaica Plain, set to start Friday (Aug. 19) at 9 p.m., will ripple throughout the Greater Boston region, bringing headaches for MBTA customers and drivers alike and increased congestion to an area already known for horrendous traffic.

MBTA riders who are considering driving a car instead of clambering into a free shuttle bus should stay off the road, according to Jonathan Gulliver, Gov. Baker’s highway chief. “If possible, avoid the region altogether until the diversion period has ended,” he said.

Companies should consider allowing employees to work from home, if they’re not already, Baker administration officials added.

The shutdown, which overlaps with a Green Line partial closure as well as the start of the new school year, is meant to cram five years’ worth of repairs and upgrades into 30 days. The fixes come as federal transit officials are scrutinizing a system that has seen a Red Line death, an Orange Line fire, and

(Continued on page 13)

Morrissey revamp ‘needs to happen,’ insists Gov. Baker

BY GINTAUTAS DUMCIUS
MANAGING EDITOR

Acknowledging the development boom and traffic woes enveloping Dorchester’s coast, Gov. Baker has signed into law the creation of a special commission to study the regional corridor formed by Morrissey Boulevard.

The panel is set to study what’s necessary for the region to meet its needs on transportation, climate resiliency and infrastructure. It has a deadline to file a report by June 1 next year, though state lawmakers sometimes push back dates if commissions get behind.

The Morrissey group will include Dorchester lawmakers and City Hall officials, or their designees, as well as the governor’s secretaries of transportation, energy and environmental affairs, public safety, and the commissioner of the state Department of Conservation and Recreation.

The commission’s ambit also includes the rotary known as Kosciuszko Circle, or K Circle.

“I’ve wanted to do something – about both K Circle and Morrissey Boulevard, and it bleeds a little bit into the conversation about Day (Boulevard in South Boston) as well, and a bunch of other things – for eight years, okay?” Baker, who took office in 2015, told the *Reporter*.

State Sen. Nick Collins, who represents Dorchester and South Boston, also pushed for the commission’s inclusion in the \$11.3 billion transportation

(Continued on page 14)



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Police, Courts & Fire



A three-decker house at 975 Dorchester Ave. was damaged by fire on Sat., Aug. 13. The morning blaze left eight residents displaced, but no one was injured in the incident, which drew a quick response from firefighters. *BFD image*

No arrests to date on Mattapan murder

The police probe into the shooting death of Xavier Barkon, 19, of Mattapan, on a dead-end street off West Selden Street last Thursday night continues. Officers were called to the scene at 4 Oak Hill Ave. around 8:30 p.m. The victim was taken to a local hospital where he was pronounced dead.

...

A 43-year-old Dorchester man was ordered held without bail this week on numerous gun and drug-related charges after police say he was observed selling fentanyl and cocaine in the Mass and Cass area last Friday (Aug. 12). Keon Leary was arrested after he allegedly sold narcotics to an undercover

officer. He was carrying a loaded, unlicensed firearm at the time, according to a police report. Judge Debra DelVecchio found Leary dangerous, which means he will be held for at least 120 days, according to DA Kevin Hayden.

"This is exactly the type of individual who is both capitalizing on and perpetuating the situation at Mass and Cass and who must be prosecuted for the public safety threat he is," Hayden said. "The amount of drugs and cash seized, not to mention the gun and ammunition, justify him being held as a danger to the community." Leary is due back in court on Sept. 8.

Cox takes helm at BPD

Mayor Wu swore in Michael A. Cox as the 44th Police Commissioner of the Boston Police Department at Boston City Hall Plaza on Monday, Aug. 15. Cox, 57, worked for the BPD for more than 30 years before leaving for the police chief job in Ann Arbor, Michigan in 2019. A Roxbury native who later moved to Dorchester, he started at the BPD in 1989.



Mike Mejia/Mayor's Office photo

Court upholds man's conviction for '18 murder on Norfolk Street

The Massachusetts Appeals Court on Monday upheld Odell Sanders's conviction for a 2018 gunfire attack on an Audi on Norfolk Street that left Jorge Baez dead and his brother permanently blinded.

A Suffolk Superior Court jury had convicted Sanders for second-degree murder - which carries a life sentence with the possibility of parole - and other crimes even though the passengers in his car were never identified, and even though Sanders himself did not fire any of the shots from the Honda he was driving.

The jury rejected Sanders's contention that the Baez brothers had fired first and that, in any case, he didn't know that the other two men in the car - one of whom he said he didn't tell police about until after he knew that man himself was dead - were planning on executing at least one of the Baez brothers.

Such knowledge is a required component of a "joint venture" murder conviction, in which somebody is convicted for a murder even if he or she did not do the actual killing. In fact, Sanders claimed, after he offered to drive the two men home to Hyde Park, one of them put a gun in his stomach and ordered him to follow the Audi.

In its ruling today, the appeals court said there was enough evidence that Sanders should have known what was going to happen, because he maneuvered his vehicle in such a way that the other two men in his car could first identify the occupants of the Audi and then drew the car close

enough that they could open fire - some 16 times. Also, there was no evidence of any guns or gunfire from the Audi, unlike the spent shells found inside the Honda - and damage indicating shots had been fired from inside the vehicle.

"The defendant argues that his conduct could have reflected an intent merely to engage in another verbal altercation with the occupants of the Audi, as had occurred earlier on Blue Hill Avenue. That argument is belied by the circumstances present here.

"The shooting occurred moments after the defendant brought the Honda to a screeching stop in the oncoming traffic lane next to, but slightly behind, the Audi as it was stopped. No words were exchanged before the shots were fired.

"Though there was no direct evidence presented during the Commonwealth's case that the defendant knew his companions were armed, the number and variety of weapons used in the attack supports a reasonable inference that the defendant knew his companions were armed. Taken together, the evidence supports the inference of a coordinated, deadly attack that required that the driver of the Honda shared the intent to carry it out."

The court summarized what happened after Jorge and Ashby Baez left the Franklin Field development, shortly before 11 p.m. on July 25, after visiting some friends.

"The brothers traveled down Westview Street and turned right onto Blue Hill Avenue. While stopped at a traffic light on Blue

Hill Avenue, a silver Honda CRV driven by the defendant pulled alongside the driver's side of the Audi. A passenger in the back seat of the Honda asked Jorge where he was from. Jorge did not respond to the inquiry; instead, he drove away and took a right turn down Talbot Avenue. Video footage from the area showed the Honda following the Audi thereafter for approximately four to five minutes.

"Both vehicles ended up on Norfolk Street where several witnesses, including an off-duty Boston police officer, were standing on the street. They observed the Audi speed down the street, with the Honda following closely behind. The Audi came to a stop at a traffic light. The witnesses then heard the screech of the Honda's tires as it pulled over the double yellow line into the oncoming lane of traffic and stopped next to the driver's side of the Audi, slightly to its rear.

"Moments later, gunshots rang out. In the span of less than four seconds, sixteen shots were fired from the Honda toward the Audi. No words were exchanged before the shots were fired. The driver's side rear passenger window and the front passenger side window of the Audi were shot out, but the front driver's side window was intact. The Honda then drove away down Norfolk Street. Ballistics analysis of bullets and cartridge cases recovered from the scene later revealed that at least three guns were used to fire on the Audi: a nine-millimeter Luger, a .25 caliber automatic, and a .40 caliber Smith & Wesson.

August 18, 2022

Boys & Girls Club News 19

Opinion/Editorial/Letters 10

Obituaries 22

Business Directory..... 18

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Labor Day 18

Indigenous Peoples' Day..... 53

Daylight Saving Time Ends 80

Election Day 82

Quadracentennial of Dot..... 3,260

UPCOMING CIVIC MEETINGS AND COMMUNITY EVENTS

Early in-person voting for the state primary election begins in Boston on Sat., Aug. 27. The state primary is set for Tues., Sept. 6, the day after Labor Day. Four early voting locations are in Dorchester and Mattapan, including the Murphy School and the Kroc Center on Dudley Street (Aug. 27-28, 11 a.m.- 7 p.m.), Mildred Avenue Community Center (Tues, Aug. 30, 12 p.m. to 8 p.m.) and BCYF Perkins Community Center, 155 Talbot Ave., Dorchester (Thurs., Sept. 1, Noon to 8 p.m.) Boston City Hall will be open on Monday, Aug. 29 from 9 a.m. to 5 p.m., on Tuesday, Aug. 30 from 9 a.m. to 8 p.m., on Wednesday, Aug. 31 from 9 a.m. to 5 p.m., on Thursday, Sept. 1 from 9 a.m. to 5 p.m., and on Friday, Sept. 2 from 9 a.m. to 5 p.m. In addition, applications for mail-in voting must be made by 5 p.m., Mon., Aug. 29. The ballot must be received by the Election Department by 8 p.m. on Tues., Sept. 6.

Join Youth Enrichment Services (YES), Adaptive Sports New England, and the Martin Richard Foundation hosts the 8th Annual Martin Richard Memorial One Mile Invitational on Thurs., Aug. 18. The event was established to honor Martin Richard, whose participation with YES started in 2009 at age 5. With a competitive spirit, Martin would chase his brother Henry and the older athletes on their runs, many of whom he would eventually catch up to and pass. Registration starts at 5 p.m. at Moakley Park's Saunders Stadium, 1005 Columbia Rd., South Boston. Includes events for kids 4-8, youth, high school and wheelchair races. Go to yeskids.org for more info.

The annual Classic Car Show returns to Dorchester Park on Sun., Sept. 11. from 10 a.m. to 2 p.m. On display will be antique cars and trucks many visitors will remember from their youth and some that were

in use early in the last century. The event will also commemorate the 200th birthday in April of Frederick Law Olmsted, the renowned landscape architect whose firm designed Dorchester Park in 1893 as well as Boston's Emerald Necklace and New York's Central Park. For more information about the car show, see dotpark.org.

Savin Hill Neighborhood Yard Sale: Sat., Sept. 10, from 9 a.m. to 2 p.m. (rain date Sunday, 9/11). For more information, please email savinhill@outlook.com

A BPDA virtual public meeting is set for Wed., Aug 7, at 6 p.m., for the 800 Morrissey Blvd. project near Boston Bowl, which proposes a six-story building with 240 residential units.

The Boston Parks and Recreation Department's ParkARTS program presents Mayor Wu's Movie Nights in 11 City of Boston parks through Thurs., Sept. 1. All shows begin at dusk. Dates and locations

include Tuesday, Aug. 30, with "Soul" in Moakley Park, and Thurs., Sept. 1, with "Willy Wonka and the Chocolate Factory" on Boston Common. All ParkARTS performances are free of charge. For more information please contact the Boston Parks and Recreation Department at 617-635-4505.

Live jazz music can be enjoyed at the Fowl-er Clark Epstein Farm Stand, 487 Norfolk St., Mattapan on Fridays Aug. 19 and 26 and Sept. 2 and 9 from 1:30 to 3:30 p.m. More info at urbanfarminginstitute.org.

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Wu likes Worrell in 5th Suffolk, Dempsey for state auditor

By GINTAUTAS DUMCIUS
MANAGING EDITOR

Mayor Michelle Wu is wading into Massachusetts primaries big and small, backing a transportation advocate running for the statewide job of auditor and supporting a Boston planning agency aide to represent parts of Dorchester and Roxbury in the Legislature.

Wu's endorsements in contested primaries could be seen as a test of her political power, or, at the very least, something for the chattering class to talk about in a city and state known for enjoying politics as sport.

Boston mayors have typically had a spotty win-lose record when they're not on the ballot, even if they're able to marshal their forces in the fundraising and door-knocking departments.

Two of Wu's predecessors, Marty Walsh and the late Thomas Menino, won reelection by large margins but would sometimes back candidates whose opponents won the vote in Boston. (Menino backed Hillary Clinton, who lost to Barack Obama, while Walsh supported Mike Capuano, who was handily ousted from Congress by Ayanna Pressley.)

In Wu's case, the tallying will occur after Tues., Sept. 6, the day of the primaries. That's when Chris Worrell, a former state Senate aide and Boston Planning and Development Agency (BPDA) official running for the 5th Suffolk House seat, faces off against Danielson "Donny" Tavares, a former state House aide who held a variety of top roles within the Walsh administration. They're both on the Democratic ballot with perennial candidate Althea Garrison. Without a



Mayor Wu with two favorites, Chris Worrell, left and Chris Dempsey.

Republican opponent, the primary will likely determine who takes the oath of office at the State House in January.

Wu, who encouraged Worrell to run earlier this year, announced her formal endorsement at last Saturday's Hewins Street block party, an annual celebration a few steps from Blue Hill Avenue. She praised Worrell as a community leader and "convener."

"We've seen him everywhere," Wu said. "I've been sitting back and watching to see how it's unfolded. Now that he's thrown his hat into the ring, I've been quietly cheering from afar, and I decided it's time to get into the race, because this matters. Who we elect right now matters so much."

Worrell's older brother, District 4 Councillor Brian Worrell, joined them for the announcement, as did Salem Mayor Kim Driscoll, who is running for lieutenant governor, and interim Suffolk DA Kevin Hayden, who is seeking a full term.

While a number of local lawmakers are going with Worrell, Tavares has pulled in endorsements from the Ward 15 Democratic Committee, the Boston Teachers Union, and Laborers Local 223, which is headed by a Walsh relative.



Tavares was door-knocking in Dorchester when he received a phone call about Wu's Worrell endorsement, just before Wu posted a note to Twitter. "Endorsements don't hold a lot of weight in this community," Tavares said, chalking up Wu's move to a "you scratch my back, I scratch yours" style of politics.

He added that he believes Wu "holds a grudge" against members of the Walsh administration, since Wu and Walsh clashed repeatedly before Walsh left the mayor's office for the Biden administration last year.

Days before her swing through Hewins Street, Wu jumped into another contested Democratic primary: In the auditor's race, she backed Chris Dempsey, a transportation advocate who in 2015 helped fight off a plan for Boston to host the 2024 Summer Olympics. Dempsey is facing Methuen state Sen. Diana DiZoglio for the job, which entails auditing state entities at least once every two years for efficiency and effectiveness.

For her part, DiZoglio rolled out the endorsement of Congressman Stephen Lynch, who represents South Boston and the eastern half of Dorchester. She has also touted the backing of numer-

ous unions. "Born to a 17-year-old single mom, she grew up housing insecure, cleaning houses and waitressing tables to pay her way through college," Lynch said in a statement issued Monday. "She then became a public servant to fight for working families like ours. We need her lived experience in the halls of power."

Separately, an outside group — funded by unions such as the National Association of Government Employees (NAGE) and the International Association of Firefighters, as well as former state Rep. Brian Dempsey, now a top Beacon Hill lobbyist — reported this week spending \$100,000 in digital advertising on her behalf.


On Tuesday (Aug. 9), Wu headed to Nubian Square for her endorsement of Dempsey. "When corporations and special interest groups tried to bring the Olympics to Boston and send a \$15 billion bill to the taxpayers, Chris spoke out, organized, and helped us all win," she said.

"She's been an ally and a friend for many years," Dempsey told the *Reporter* afterwards. While he supported her 2013 City Council At-Large run, they first met in person during a 2014 trip to Taiwan. Wu, the daughter of Taiwanese immigrants, led the 10-person bipartisan delegation, which included the founder of a Miami lobbying firm, a member of the DC Young Republicans, an aide to US Sen. Elizabeth Warren, and Dempsey, then a consultant for Bain and Co.

Wu was one of the first calls Dempsey made when he was considering a run for auditor in 2021, while Wu was waging her own campaign for mayor.

"She's pledged to be helpful in every way she can," he said.


Seth Daniel and Michaela Brant contributed to this report.



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1**	2 BR	875	\$2,524	80% AMI		
2	3 BR	1,154	\$1,823	50% AMI	1	
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3 BR	N/A	\$62,506	\$75,008	\$100,011	3	\$37,850	\$63,100	\$75,720	\$100,950
					4	\$42,050	\$70,100	\$84,120	\$112,150
					5	\$45,450	\$75,750	\$90,900	\$121,150
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After careful consideration and an abundance of caution, the City of Boston has decided to cancel the in-person application distribution period. If you cannot complete the application online, please call us at **617-442-8472**, to request that we mail you one and to ask us for any support or guidance you might need to complete the application.


We will be holding 2 virtual informational meetings on Zoom:

Thursday, August 25, 2022 at 6:00pm <https://zoom.us/j/97987013061?pwd=SnlyN0t4K1kzU3hVNmTWNYTU41dz09>
Meeting ID 979 8701 3061, Passcode bWMSf1, Dial In 1-929-205-6099


Thursday, September 15, 2022 at 6:00pm <https://us05web.zoom.us/j/83655911386?pwd=YjhGZGNUMU0UvWTJlZHVlZ3hVNmTWNYTU41dz09>
Meeting ID 836 5591 1386, Passcode xHkRb0, Dial In 1-929-205-6099

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Orange and Green Line Closures. What You Need to Know.

Beginning Friday, August 19 at 9PM through Sunday, September 18, the Orange Line will be fully closed. In addition to this, the Green Line from Union Square to Government Center will close for 28 days starting Monday, August 22.

Orange Line Closure

The Orange Line closure will accelerate projects to make the T safer and more reliable for riders. Specifically, it will address a maintenance backlog and planned construction investments that are all focused on improving safety and returning the system to a state of good repair. We will be doing 5 years of work in 30 days to make overall improvements to the Orange Line’s speed and efficiency.

Green Line Closure

The Green Line’s Union Square Branch closure will allow the T to perform final-phase construction work necessary to open the Medford Branch, which is now anticipated to open in fall 2022.

For a variety of alternative travel options during the Orange and Green Line closures, see below:

Enhanced Commuter Rail Options

Riders can simply show their CharlieCard or CharlieTicket to conductors to ride the Commuter Rail in Zones 1A, 1, and 2 on ALL Commuter Rail lines at no charge.

North Side

Oak Grove Malden Center
North Station

South Side

South Station Back Bay
Ruggles Forest Hills

Subway

Green Line service between Government Center and Northeastern

Shuttles*

Between Oak Grove and Haymarket, then on to Government Center

Between Forest Hills and Back Bay, and then on to Copley

Green Line Closure Shuttles

Between Government Center and Union Square

*All shuttle buses are accessible. Accessible vans are also available upon customer request. See MBTA personnel or use a station call box to request a ride.

The RIDE

RIDE trips that begin and end within ¾ mile of the Orange Line will be free for RIDE users.

Alternative Bus Routes

SL5 enhanced service from Park Street to Downtown Crossing

39—Between Forest Hills and Back Bay

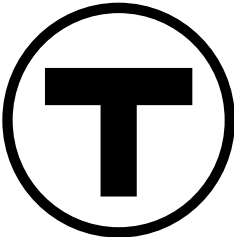
CT2—Ruggles route

Routes 92 and 93, servicing Sullivan Square–Downtown

Bluebikes

The City of Boston will offer free 30-day Bluebikes passes.

See the MBTA Rider’s Guide for assistance with travel options and information to inform travel decisions.



Two Dot artists display their adornments to the King family

Sometime early next year, ideally on the Martin Luther King Jr. holiday, the long-anticipated Embrace Memorial will be unveiled on the Boston Common, where it will pay homage to Dr. Martin Luther King, Jr., Coretta Scott King, and their legacy in the city of Boston.

During the construction period leading up to that moment, photographs and digital art by Boston-based artists of color will adorn the fence surrounding the memorial's future site.

Local artists have proposed works to The Embrace Memorial Fence Wrap Art Commission, and two of the celebrated artists are Dorchester's own Ngoc-Tran Vu and Harry Scales.

Vu identifies as a first generation Vietnamese American artist and organizer. She grew up in Dorchester and early on was drawn to community work in the neighborhood, organizing voter registration drives, pushing for Asian-American history education, and heading up a neighborhood mural project in 2017 about Vietnamese cultural narratives.

As she continued with her artwork and her activism, she thought about how to intertwine them. "It was always something that I was really wondering," she said. "How do I connect both of those halves?"

Now she channels those passions into "projects that amplify community issues." Her work that is displayed on the fence depicts a crowd in Dorchester protesting



Above, pieces of art that are featured at the construction site of the Embrace Memorial on Boston Common.

anti-Asian American sentiments and a Black Lives Matter rally in Nubian Square.

Scales is a fine art and editorial photographer who works out of Boston and New York. His recently completed project, "The Clover's Shadow," showcases Boston's communities of color. His work on the fence wrap around the Embrace Memorial features some of these same communities and views of Boston that are often overlooked.

Vu is excited to have her art play a role in

this "amazing public art initiative," especially one honoring the Kings. "Their legacy and their contributions to the civil rights movement has informed a lot of my activism," she said, calling the Embrace Memorial "really transformative and so needed."

King Boston is the nonprofit organization behind the memorial, which aims to spark a conversation about this vision in perhaps the old city's most iconic spot and among its most visited tourist sites.

— MICHAELA BRANT

WHITTIER STREET HEALTH CENTER
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Please join us on Friday August 26, 2022 for Whittier Street Health Center's Back to School BBQ!
Location: 1290 Tremont Street, Roxbury, MA 02120
Time: 2pm-6pm

• Backpacks and school supplies will be provided for children under the age of 18. To claim your backpack and supplies, parents must have your child/children present.

• This free event is open to the Greater Roxbury community
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Roxbury, MA 02120
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Monday-Friday
8:30 am - 8:00 pm
Saturday
9:00 am - 5:00 pm

Pharmacy
(617) 606-3777
Monday-Friday
8:30 am - 8:00 pm
Saturday
9:00 am - 5:00 pm
Accepting New Patients

Whittier Street Health Center
Blue Hill Satellite Clinic
278 Blue hill Avenue
Roxbury, MA 02119
Monday-Friday
8:30 am - 8:00 pm

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DIANNE WILKERSON
★★★★ STATE SENATE

Dianne Wilkerson Announces Transformational 'Contemporations' Plan for Black/Latino Boston

On August 8, 2022, former State Senator, Dianne Wilkerson announced a bold and transformational plan to address the decades of neglect and economic violence perpetrated by the federal, state and city government and private partners upon the Black residents of Boston. In these unprecedented times, with the Commonwealth of MA flush with cash, private sector, and federal and city government all professing commitments to racial reckoning and social justice, now is the moment to move towards redress.

CONTEMPORATIONS is defined as the systemic approach involving public and private policies and actions, to address, arrest and reverse the economic and social marginalization of Black individuals and communities in Boston.

Homeownership - The Royal Bolling Jr. Fund

- Provides \$2B for Black families to purchase homes in Roxbury, Dorchester and Mattapan with a special focus on those seeking to re-claim their families' homes or those with homestead history in those same communities.

Black/Latino Businesses - Bruce Bolling Sr./Chuck Turner/Wilson Pickett Fund

- Provides \$1B to provide direct financial support to existing/new Black/Latino-owned businesses.

Health Equity - Dr. Ken Edelin Fund

- Provides \$4B (over an 8-year period) to address the massive health disparities that existed and substantially worsened during the pandemic for Boston's Black/Latino residents. The fund would tackle the social determinants of health which exacerbated the mental and physical health of residents and even resulted in a major decrease in life expectancy in Roxbury for Black men.

Eradicate the Gap - The McGuire/O'Bryant/Batson Project

- Will provide \$40M for the 2 two-year cycles of a total immersion program full summer and school year program for Black/Latino students run by the community, operated out of houses of worship and public-school buildings, to reduce achievement gaps, exacerbated by the pandemic. The program will run after school during the public school year and full-time during the summer. The program will be developed in-community, run by the community, educational professionals, and community stakeholders to produce a program in reading, writing, and math and supplemented with civics, financial literacy, arts, and history all in a culturally affirming environment. Teachers, current and retired, will be paid in a manner consistent with the enormity of the task.

The Virgil Wood Fund

- \$2.5B provided to provide \$15K cash grants to each Black resident of Boston as of March 4, 2020 (commencement of Declaration of Emergency) to seed the beginning of a new wealth creation ecosystem to begin to rebuild what was destroyed in the 60's/70's. That number is an estimated 160,000 Black residents. Proof of residency will be required.

The Legacy Fund

- To provide \$1B for the perpetuation of a community fund to underwrite a series of activities deemed important to the Black community, veteran's services (Timilty House), Green Corps, Re-Entry for Returning Citizens, new job readiness training. To be funded in part by a \$1K donation from every Black resident paid from the Virgil Wood Fund. Fund will hold Virgil Wood payments due to minors in an interest-bearing account until the reach the age of minority.

Fmr. Sen. Wilkerson is serious about lifting up Boston's Black/Latino Community, but to do so, she needs your help. Please vote for Dianne Wilkerson on September 6th.

For more information, contact [Info@wilkersonforstate.com](#) or 857-395-8641

Skipper to earn \$300k under proposed contract

**By Max Larkin
WBUR Reporter**

Boston has made an offer to the next superintendent of its schools. All that remains is for her to accept it.

Highlights of the draft contract were provided by Boston School Committee chair Jeri Robinson last Wednesday evening (Aug. 10) before members voted unanimously to approve it.

Under its terms, incoming superintendent Mary Skipper would officially begin work on Sept. 26, signing on for

four years in the role, and earning a starting annual salary of \$300,000.

The contract leaves room for a potential 2.5 percent raise next year, and also allows for Skipper and the city to agree to a “mutual separation” — language that hasn’t been a part of the city’s prior agreements with district leaders.

Boston’s last two appointed superintendents — Brenda Cassellius and Tommy Chang — left the job prematurely on reportedly mutual terms with city leadership.

Skipper’s proposed base salary would represent a roughly 1 percent increase over the \$291,000 earned by Cassellius, her predecessor, in her last full year on the job.

She left the district with a full year’s pay plus money for unused vacation time per the terms of a separation agreement signed last February.

Acting superintendent Drew Echelson is being paid \$5,384 a week for his work covering a July to September leadership gap and extending

120 days into Skipper’s tenure.

Based on Boston’s latest payroll data, Skipper would rank as the city’s 41st highest-paid employee. Cassellius, 38 Boston Police officers, and two Fire Department officials earned more than \$300,000 in 2021.

The School Committee voted, 4-3, in June to appoint Skipper, a Dorchester resident and veteran administrator who currently leads the Somerville schools. At last Wednesday’s meeting, they presented the

deal as competitive, fair, and designed to keep Skipper in place for the foreseeable future.

The deal comes as Boston Mayor Michelle Wu is proposing to raise salaries for top city officials, including her own.

The leaders of other large urban school districts earn at least \$300,000, including in Philadelphia (William Hite: \$334,000); New York (David Banks: \$363,346); and Chicago (Pedro Martinez: \$340,000). Those other districts are as much as 2 to 10 times as



Mary Skipper

large as BPS, the largest school district in Massachusetts which enrolls roughly 46,000 students across 125 schools.

This article was first published by WBUR 90.9FM on Aug. 10. WBUR and the Reporter share content through a media partnership.

Military contractor, and a landlord, sue over plans for a marijuana shop

A company that supplies equipment to the military and a landlord on a dead-end street sandwiched between the Expressway and the Red Line near JFK-UMass station are suing the Zoning Board of Appeal for approving an adult-use cannabis dispensary on the street.

In the lawsuit, filed last Thursday in Suffolk Superior Court, First Electronics Corp. (FEC) at 71 Von Hillern St., which makes military-specification cables and related equipment, argues that the proposed CNA Store at 70 Von Hillern would disrupt their deliveries and shipments and prove hazardous to anybody trying to walk there from the nearby JFK/UMass Red Line stop because the street has no sidewalks.

“FEC is concerned that the proximity of the medical marijuana dispensary (right outside its front door) could significantly impair its ability to secure government and defense contracts, as marijuana is still an illegal narcotic under Federal Law,” the suit reads.

Beyond that, Von Hillern Donovan, which owns two other buildings on the street, argue that the new shop will mean security concerns: “This is not an area that the public typically frequents, which will change if the recreational marijuana dispensary is built, which will require VHD and FEC to enact more stringent security measures to address a different population that will be attracted to Von Hillern Street.”

The plaintiffs assert that the zoning board ignored requirements for the conditional permit the shop needs when it voted unanimously to approve the proposal at a June hearing, including that the proposal not harm the surrounding neighborhood and that

it not become a hazard to an area’s pedestrians and drivers:

“FEC and VHD submit that the end of a street consisting almost entirely of a manufacturing [facility] is not appropriate location for any retail establishment, let alone a marijuana dispensary.”

In their suit, the two say Von Hillern, as a narrow street with no sidewalks, is just barely workable as what is essentially an industrial driveway and that the 250 extra car trips a day they say the street’s first retail shop will mean will cause problems both for the drivers of trucks making deliveries and pickups and for existing workers who navigate the street on their way to and from JFK/UMass. They add that CNA’s workers — to whom CNA says it will give CharlieCards as an encouragement to take the T instead of driving — would also be put at risk.




At a June 7 hearing, a CNA attorney said that while no parking is required for a cannabis shop, CNA would be providing seven parking spaces.

If approved by the state Cannabis Control Commission, the shop would be the company’s third operation in Massachusetts, and its first in Boston.

City Councillor Frank Baker supported the proposal at the June hearing, where nobody spoke against it, although a liaison from the city Office of Neighborhood Services said that at an abutters meeting, nearby business owners, including First Electric, voiced concern that the street was “poorly lit” and already had issues with “loitering and other illicit activities.”

The suit asks a judge to throw out the board’s approval of the proposed shop.

— REPORTER STAFF



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Photo by Pat Greenhouse/The Boston Globe

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- Mattapan Commuter Rail Station
- Mattapan State Hospital Site
- Morton and Gallivan Intersection
- Morton Village

MEANINGFUL LEGISLATION

- POST (Police Officer Standard & Training)
 - Body Cameras
 - Civil Service
 - POST Commission
 - Structural Racism Commissions
 - Use of Force
- Criminal Justice Reform Act
- Crown Act
- Redistricting Reform
- Student Opportunity Act
- The Work & Family Mobility Act
- Votes Act

BUDGET ACHIEVEMENTS

- African American Meeting House
- BECMA
- Caribbean Integration Community Development
- Dorchester Food Co-Op
- Greater Love Tabernacle
- Lena Park
- Mattapan Square Main Streets
- Mattapan Food and Fitness
- Mass Minority Contractors
- More Than Words
- NAACP Boston
- NECAT
- No Books No Ball
- Rebuilding Together Boston
- Sportsmen’s Tennis
- Strive
- The Guild
- Urban Farm Institute



Dorchester Food Co-Op Groundbreaking

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Reporter's

People

News about people
in and around our Neighborhoods

City names renovated Harambee fields for the Wilson brothers

**BY SETH DANIEL
NEWS EDITOR**

Before practices or games years ago, Coach Dennis Wilson and his late brother Harry Wilson III would often comb the playing fields at Harambee Park in Franklin Field to remove broken glass, rocks, and other sharp objects that could hurt the young players in their Boston Raiders Pop Warner youth football program.

Now, those very fields have been fully renovated and named for the Wilson Brothers during a touching ceremony at the field on Aug. 6.

“The naming was long overdue, and we are honored,” said Coach Wilson. “We had one field at Franklin Field, and we would use it for Saturday games, kick-offs, punts, and field goals, and we would use the open field for everything else, sharing it with the soccer and cricket teams. Now we have two brand new fields and we’re very pleased. We’re one of the most successful programs in New England.”

Boston Parks Commissioner Ryan Woods joined members of the Wilson family and local youth sports advocates and players for the dedication of “Wilson Field.”

The new facility is part



Dennis Wilson, right, and members of the Wilson family, along with Alfreda Harris, in back, unveil the memorial stone naming the new Boston Raiders fields in Harambee Park after the late Harry Wilson III and Dennis Wilson. The brothers founded the Boston Raiders Pop Warner football program in 1974

of a series of improvements at the park. The \$3.4 million project began in 2015, and the third and final phase included the construction of the new game field and practice field, extension of the pedestrian pathway network, a new scoreboard, exercise area, lighting, and entrance improvements.

“Harry and Dennis Wilson set examples for

Boston’s youth not only on and off the field but also by creating a safe space where young men and women could learn and grow,” Woods said. “And now this space will proudly bear their name for present and future generations. The Boston Raiders motto is ‘Raiders for Life.’ We now honor the lives of Harry and Dennis Wilson by naming this field after these two

leaders in youth sports.”

Coach Wilson said his brother Harry came up with the idea to start the Roxbury Raiders, and in 1974 they brought it to the community. Starting behind the Shelburne Center in Roxbury with two teams and one field, they built up the program and eventually had to change the name to the Boston Raiders and move to Franklin Field. That

is still the home of the thriving program and still where they cultivate “Raider Family.”

“We wanted to use football and sports to provide the foundations where we not only teach them the game, but also impact their lives in a positive way,” Coach Wilson said. “We got everyone to buy in and kept that going from 1974 to the 1980s to the 1990s and the 2000s and we’re still going,” he added. “We’ve sent players to high schools, prep school, and college, and then they come back and want to be coaches. We teach them how to be good role models for these kids and if they aren’t, they’re gone. We were no nonsense.”

The program’s most well-known player is Bill Brooks, who was drafted in the fourth round by the NFL’s Indianapolis Colts in 1986. Other players and cheerleaders in the “Raider Family” went on to be lawyers, and police officers, among other professions.

Wilson said some didn’t make the right decisions in life and “are no longer with us or are incarcerated.” But he estimated that 85 percent of the program’s participants have “turned out right,” noting that they were able to turn around some

of the troublemakers that he said tried to bully him and his brother and disrupt the program. “They would tell their buddies making trouble to chill out because it was their team and their coaches,” he said. “Because they were part of the program, they protected the program.”

Coach Wilson, who was also a successful high school coach at Madison Park and won five Massachusetts Super Bowls, said the only regret is that his brother wasn’t there to see the honor of the naming. Harry Wilson, a Mattapan resident, passed away in July 2019.

“It’s a very fitting tribute, more so for my brother than myself, I feel,” Coach Wilson said. “We did it all together. Started it together, grinded it out together, and took our rent money at times and fed it into the program to support the kids. I just wish Harry was here and could see this and stand next to me physically. But I know he is looking down in spirit and beaming about his brand-new field.”

The Boston Raiders will host their annual Family Day and pre-season pep rally at Wilson Field in Harambee Park this Saturday, Aug. 20.

Dot’s Dailey joins executive team at Boston Harbor Now

Dorchester’s Janine A. Dailey will be joining Boston Harbor Now as chief advancement officer next month. She most recently served as vice president of Advancement and Alumni Relations at Pine Manor College in Chestnut Hill.

Dailey has also held senior development positions at Boston University’s Sargent College

of Health & Rehabilitation Sciences, Children’s Hospital Boston, Episcopal Divinity School, the Harvard T. H. Chan School of Public Health, and Horizons for Homeless Children.

She has also worked with K-12 METCO as director for the Sudbury Public Schools and the Lincoln-Sudbury Regional School District,

facilitating and supporting enrollment of Boston students in the suburban school districts.

Dailey will be a key strategic partner with President and CEO Katherine F. Abbott and BHN’s boards of trustees and advisors.

“Janine’s rich, diverse experience in development and deep roots and connections throughout

Greater Boston make her the ideal candidate to lead our development work and support our overall mission of fulfilling Boston Harbor’s potential to benefit everyone in our city and region,” said Abbott.

Dailey earned her bachelor’s degree in psychology from the University of Massachusetts-Boston and has

earned three master’s degrees: in psychology from Boston College, in business administration from Simmons University; and, most recently, in divinity from the Andover Newton Seminary at Yale Divinity School. An ordained itinerant elder and pastor in the African Methodist Episcopal Church, she is a lifelong resident of Dorchester.



Janine A. Dailey

YESTERYEAR ARCHIVE

DORCHESTER HISTORICAL SOCIETY
William Henry Sayward, 1845-1934

William Henry Sayward and his wife, Caroline Augusta (nee Barnard), both descended from old New England families. William’s father, also named William H. Sayward, lived at the corner of Columbia Road and Bird Street, in the Greek Revival house where the Floyd A. Williams Funeral Home is now located. Caroline’s father was Dr. Charles Francis Barnard, a surgeon and graduate of Harvard College.

For more than 50 years, William Sayward was the secretary and treasurer of the Master Builders Association, which was founded in



Image of William H. Sayward from The Boston Globe, Feb., 17, 1921

1885. He organized the Society of Masters and Craftsmen in 1912, and remained an active member. In 1883, he served in the Massachusetts Legislature, representing the 20th Suffolk District.

According to the Say-



69 Monadnock St. from Google Street View 2011

ward Family History on Ancestry.com, while he was serving as a legislator, “he took an active

part in the debates on Women’s Suffrage and actively opposed the measure.” He was active

at the national level in advocating for arbitration in order to avoid strikes.

Sayward’s building projects include the house at 245 Commonwealth in the Back Bay for shipping merchant Nathaniel Henry Emmons, Jr., designed by William Whitney Lewis, which was built in the years 1877-1878. The 1900 census lists William, 55; Caroline, 53; their three children: William, Jr., 28, a physician; Perceval, 19; and Margaret, 14, both students. Also living with the family was Caroline’s mother, Margaret C. Barnard, 73, and

three live-in servants — Kate C. Murphy, 37; Margaret E. McGlincy, 29; and Margaret Bowen, 26.

Their home was located at what is now numbered 69 Monadnock Street.

The archive of these historical posts can be viewed on the blog at dorchesterhistoricalsociety.org.

•••

The Society’s historic houses are closed at this time due to the pandemic. For now, our in-person programming has been suspended, and we are using Zoom instead. Watch for announcements.

Editorial

Let’s stop singing the blues over the Orange Line fixes

You’ll be hard pressed to find anyone with a pulse who’s thrilled about the prospect of moving around the neighborhoods of Boston over the next month. It’s going to be a hardship, particularly for folks accustomed to commuting on the Orange Line. That number includes thousands of Dorchester and Mattapan residents who make their way around from Forest Hills or Roxbury Crossing or Ruggles, often via the bus system.

And it’s certainly not going to be a pleasant experience for motorists and cyclists who will share the roads with a conscripted crew of coach buses starting this Friday.

It’s very much in vogue right now to flog the MBTA system and its leadership. It’s a sort of rite of passage for Bostonians old and new to bemoan the state of the subway and belittle those who run it. If there’s one common denominator for this famously balkanized city and its streetcar suburbs, it’s *hatin’* on the T.

But what if— in this moment of gravity and collective misery— we try a different tack. Can we dig a bit deeper, “chin-up” as the Brits might say, and find a well of goodwill and *esprit de corps* to support what could be— if successful— a fine feat of engineering and civic resolve?

Let’s start by hitting pause on the unhelpful suggestion from some political quarters in the last week that the top brass at the MBTA should be replaced. It would be folly to change leadership on the brink of what everyone agrees is an unprecedented attempt to squeeze five years of repair work into a pair of fortnights. Let’s instead embrace the bold thinking behind tearing off the Band-aid and expediting fixes that are clearly long overdue. Can we put aside the blame-game— albeit temporarily— and just try to get the problem resolved?

In a matter of five months, give or take, we’ll have a new governor in place. Short of some cataclysmic, extinction-level event transpiring between now and Nov. 8, what is now Mr. Baker’s Transit Authority will be Maura’s Big Transportation Agency come the ides of January. On Tuesday, the current attorney general and presumptive Democratic nominee laid out her transportation platform, with a heavy dose of prescriptive measures for “the failings at the MBTA.”

There’s plenty of promise in Healey’s 3,000-word plan, including a commitment to turn the Fairmount commuter rail line that runs through our neighborhood into a viable rapid-transit line. (The Fairmount, by the way, should be an alternative of first resort for many Orange Line cast-offs this month.)

Healey’s plan also includes appointing a new general manager— which presumably means brooming the current GM, Steve Poftak. Our next governor certainly has that authority. And Poftak— well-liked and respected on transit matters long before he answered the public service call to lead the troubled T— might actually be well-served not having to worry about job security as he oversees this mammoth Orange Line project.

But here’s a wild proposition: Why don’t we see how this next month goes and do our part to help it go as smoothly as possible? Maybe this radical shut-it-down to shape-it-up approach will be the right medicine. It’s worth a shot.

-Bill Forry

The Reporter

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Commentary

State’s high schoolers will need better MCAS scores to graduate

By COLIN A. YOUNG
STATE HOUSE
NEWS SERVICE

The state board of education voted on Monday to raise the minimum score that this year’s incoming freshman class, and at least the four classes that follow, will have to attain on the MCAS test in order to graduate high school, a controversial decision that was blasted by teachers union officials and a handful of lawmakers.

The Board of Elementary and Secondary Education accepted Commissioner Jeff Riley’s recommendation to update MCAS regulations and the competency determination that would establish a new passing standard for English language arts, mathematics, and science and technology/engineering for the classes of 2026 through 2029. The board also adopted an amendment to Riley’s plan proposed by member Martin West extending the new requirements to the class of 2030 and providing a starting point for the thresholds for classes beyond that.

Students will now be required to earn a scaled score of 486 on the English and math exams (or 470 with the completion of an educational proficiency plan) and meet a threshold set at 470 for science and technology/engineering tests. The score thresholds are currently 472 for English, or 455 with an educational proficiency plan, 486 for math, or 469 with an educational proficiency plan, and 220 for science/technology for students who took a test by February 2020.

Riley previously told the board that research shows “MCAS scores predict later outcomes in education and earnings” and that “only 11 percent [of] students in the class of 2011 who scored at the current passing standard in mathematics went on to enroll in a four-year college in Massachusetts, and only 5 percent graduated from a four-year college within seven years.”

“This evidence underscores the importance of raising the [competency determination] standard and also highlights the need to articulate clearly to students, parents, educators, and other stakeholders how the different levels of achievement on the MCAS tests—and in particular the CD level—signal whether a student is on track for success beyond high school, whether in postsecondary education, the military, the workplace, or independent and productive community life,” Riley wrote in a memo to the board.

“Raising the CD standard is critical,” he added, “as is the message that we believe students are capable of meeting the higher standard and the Commonwealth and its educators will support them to do that.”

Lawmakers created the MCAS system in a 1993 education reform law aimed at improving accountability and school performance. The first tests were administered in 1998, and students have been required to achieve sufficient scores to graduate since the class of 2003.

Most students take the tests linked to graduation in 10th grade, though they can retake exams up to four more times if they do not score high enough. MCAS has long been a controversial test and measurement of student achievement, with opponents arguing that setting the exams as a bar all students must clear forces teachers to narrow their focus on test preparation and creates unnecessary stress in the classroom.

The majority of public comments the board heard Monday were from people opposed to raising the thresholds that determine whether a high school student scored well enough on the MCAS standard-

ized test to pass. Among those to testify against Riley’s recommendation Monday were state Rep. Jim Hawkins and state Sens. Patricia Jehlen and Jo Comerford.

Hawkins, who taught math at Attleboro High School for 12 years, said he’s afraid that higher MCAS passing standards will mean that more students will have to take remedial courses instead of being able to pursue something that truly interests them.

“You go through school, first few grades are all the same, the same, the same. And when you get to be a junior, senior in high school, you get to take the courses that really energize you, whether it be music, arts, vocational trades, whatever it is. If these students don’t pass the MCAS in 10th grade and then have to take remedial courses instead of the courses that motivate them—especially in low-income communities, children who are struggling to get by—these are the courses that motivate them and we’re taking them away from them if they haven’t passed the MCAS,” he said.

Hawkins and Comerford this session filed a bill (S 293 / H 612) that would have decoupled MCAS from graduation and instead offered other pathways for students to prove they meet the benchmarks to complete high school, some of which would not have required a standardized test. That bill was sent to a dead-end study by the Education Committee, but Hawkins told the Sun Chronicle in June that he plans to refile the legislation next session.

Jehlen, of Somerville, urged the board not to accept Riley’s recommendation and said that “raising the passing score for English MCAS will harm children who are English learners,” a cohort that she said is the fastest-growing group of students in Massachusetts schools at more than 100,000 students or 11 percent of statewide enrollment.

“These children will be the ones most affected by raising the English passing scores because, by definition, they don’t yet read and write English fluently. They can have bright futures as important members of our community and contributors to our economy if they can get a high school diploma,” she said.

Monday’s vote was also bashed by Max Page, president of the 115,000-member Massachusetts Teachers Association, who said he was not there to plead for members to reject the recommendation since “you’ve already made pretty clear in public and no doubt in private meetings that you intend to” adopt it.

“You’ve fetishized an approach to education that is, at the very least, outdated and, at the most, destructive of our schools and communities. You know, somewhere a little before the ed reform bill in 1983, I had a shiny object I, too, thought was magical. It was called a mood ring and I thought it was capturing my every change of emotion. I also thought that REO Speedwagon’s first album was really the height of pop music. Then I grew older and I grew up,” Page said. “The board is still fidgeting with your mood rings and spinning their REO Speedwagon albums, obsessed with a test invented some 20 years ago and repeatedly shown to do little more than prove the wealth of the student and the community where it is taken.”

He said he was “actually looking beyond this meeting today” and wanted board members to know that the MTA, its supporters and other activists “will stay committed until each of you who continue to reinforce this high-stakes testing regime have moved on to other places, and we replaced you with people who will reverse this two-decades-long travesty.”

— COLIN A. YOUNG
State House News Service

State eases Covid protocols in K-12 schools

Massachusetts school districts were told on Monday that they should focus their Covid-19 mitigation strategies toward vulnerable and symptomatic individuals this coming school year instead of deploying universal masking requirements or surveillance testing of asymptomatic students and staff.

Education Commissioner Jeff Riley and Public Health Commissioner Margaret Cooke distributed a memo on Monday telling districts that the state “is not recommending universal mask requirements, surveillance testing of asymptomatic individuals, contact tracing, or test-to-stay testing in schools” and reminding them that there are no statewide testing or masking requirements, although masks will still be required in school nurses’ offices.

“With vaccines now readily available, treatments accessible to those at higher risk for severe disease, and widespread availability of self-tests, DESE and

DPH have continued to evolve our support for schools in collaboration with the medical community and in line with the most recent CDC guidance issued Aug. 11, 2022,” the commissioners wrote. They also detailed plans for free vaccine clinics in August and September aimed specifically at students, teachers, staffers, and family members.

Riley said on Monday that he is “looking forward to the school year getting back to as close as pre-pandemic norms as possible. We are hoping that our students can continue to be fully engaged in school extracurricular activities and interactions amongst their peers and teachers. I’m sure we’re all hoping for an easier year than last year,” he said at a meeting of the Board of Elementary and Secondary Education.



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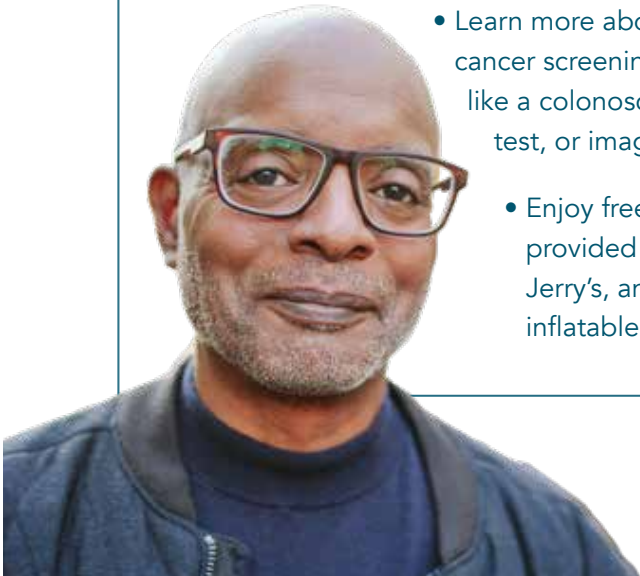
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Pressley on bus lane for Blue Hill Ave: It's a 'city matter'

**BY GINTAUTAS DUMCIUS
AND SETH DANIEL
REPORTER EDITORS**

As some neighborhood opposition to plans for a Blue Hill Avenue bus-only lane simmers, Congresswoman Ayanna Pressley says she hasn't taken a position on what she called a "city matter."

Pressley and Congressman Stephen Lynch, who each represent parts of Boston, helped land \$15 million for massive changes to Blue Hill Avenue, an economic corridor that runs from Warren Street in Grove Hall down to Mattapan Square. Minority-owned businesses, schools, and places of worship line the avenue. The \$15 million, which would cover just a fraction of the planned overhaul, is coming through a US Department of Transportation grant program.

The funding would help support a dedicated bus lane and bike lanes while reducing the number of lanes for cars. Some parking spaces could also be eliminated to make room for the bus lane. The price tag could reach \$60 million, if not more, and construction could start sometime in the next few years.

But the idea of a center bus lane has drawn grumbles from some. A similar effort to tap federal funding for dedicated bus lanes in 2009 collapsed after local lawmakers, hearing opposition from some corners of the community, pulled their support.

The Greater Mattapan Neighborhood Council has historically had reservations about the bus lane, and during a recent forum involving candidates for the Second Suffolk Senate district, which includes Blue Hill Avenue, the four major contenders sounded skeptical notes. Dianne Wilkerson, who is making a bid to return to her old state Senate seat, called the proposal "stupid."

In community meetings, city transportation officials have pushed the bus lane proposal as a key part of the Blue Hill Avenue overhaul. The officials said they are committed to engaging all community voices as part of the plan, which includes discussion of the center-lane bus. They've also noted that the corridor has not been redesigned since the 1950s when a center-running streetcar lane was removed.

Asked about the bus lane, Pressley said she is taking City Hall's lead when officials there see federal grants for projects they're interested in. "All I'm doing is fighting for the resourcing," she said.

"What my office continues to push, as we do with any infrastructure or any visioning project that's going to have an impact on people's lives, is that there be a robust community process, a true partnership, and that we center equity in that," she said. "Because we know there have been previous federal projects and redesigns where people have



Ayanna Pressley
felt equity was not centered and all it did was perpetuate many of those inequities and disparities. And, certainly, we don't want that."

Ultimately, she said, how the federal funds are spent "will come down to this process, which we're trying to, again, although it's not our role, to be present at these meetings, to conduct our own sort of informal oversight to make sure there continues to be a robust community process where equity is centered."

Pressley reiterated that she hasn't taken any formal positions on the bus lane. "We've not been that granular," she said. "What we did was just work with the city on advocating and lobbying for the funds to be secured and now what we're doing is just doing our best to have a staff presence or principal presence as I can when I'm in town, at the various meetings, to just hear from the community what they want."

Lynch's office did not respond to a request for comment.

Jarred Johnson, executive director of the advocacy group Transit Matters, voiced support for the bus lane, saying it will ultimately benefit the corridor. "The center-running bus lane is an essential part of the project and actually makes the project better for both riders and drivers by removing the conflict with turning vehicles," he said in an email.

"And in talking to riders and pedestrians around Egleston Square, they appreciate the fact that the center stations made it easier to cross the streets and they appreciated that the bus ran faster because it wasn't having to dodge cars parking or turning vehicles."

A City Hall spokesperson said officials are committed to "thoughtfully engaging community voices and doing things differently" as part of the plans for Blue Hill Avenue. "We are working to implement a block-by-block engagement approach, in partnership with community leaders and residents, that will center the community's vision for Blue Hill Ave. and guide our work."

The debate over the bus lane has echoes of a 2009 battle, when James Aloisi was Gov. Deval Patrick's transportation secretary. Officials at the time pitched a hybrid-electric Silver Line bus route known as "28X," which would have used \$117 million in federal funds.

In an interview this week, Aloisi said the city is making the "right move" with its push

for a center bus lane, which he contended will improve the lives of everyone who uses Blue Hill Avenue.

"With all due respect, we've been listening to folks for 13 years," he said. "The test of a really good idea is whether it can survive the public debate and scrutiny for 13 years. And it has."

Aloisi attributed the opposition to the center bus lane to a resistance to change that can be seen in communities across the country. "You find this constant issue of sometimes the loudest and most persistent negative voices to transit improvements are coming from neighbors who don't use the system and fear change."

Aloisi said there is the legitimate concern about improvements triggering displacement of people from their homes, but city and state officials can address those through zoning and tenants' rights policies to ensure that won't happen. He noted that in 2009, transportation officials were under pressure to spend federal money, so they didn't have time to address those issues then.

"The city is fully engaging the people in this conversation," Aloisi said. "The time comes when you either say you're going to make progress or you're not. But the city to its credit has gone through a very careful process."

Center lane plan draws flak from state Senate candidates

(Continued from page 1) we asked our congresswoman [Ayanna Pressley] how this happened, and she said it happened because the city asked the federal government for the money," he noted.

He used the occasion to criticize the city's push for bike lanes. "On American Legion Highway, they have as many bike lanes as they do car lanes, and we don't even ride bikes like that. I haven't seen one bike on American Legion Highway."

Another candidate, state Rep. Nika Elugardo, said the discussion requires get-



Looking up Blue Hill Ave. near Morningstar Baptist Church (left).

Seth Daniel photo

candidate, said most of the plans for Blue Hill Avenue have not centered the voices of those living and working there.

"There is such a thing as Green Racism and most of the transportation plans that have been put forward by [city agencies] have not centered the voices of community folks," she said. "What we see is that they're making changes to our community at American Legion and Columbus Ave. and now they're saying they want to change Blue Hill Ave. But Blue Hill Ave hasn't recovered since 1968. I'm glad this seat now centers on Blue Hill Ave., so we can finally pay attention at a state level and community level to a corridor that should be full of promise and opportunity, and it is not."

A fifth candidate, James Grant, did not participate in the forum.

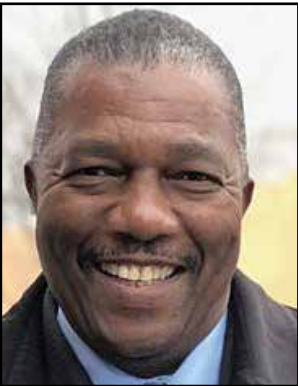
Darryl Smith, who coordinated the session as part of the Communities of Color, said the interest in Blue Hill Avenue has sparked a call for a second forum focused mostly on the Blue Hill Avenue Transportation Action Plan. It will take place on Aug. 31 in Morningstar Baptist Church.

The Democratic primary is set for Tues., Sept. 6. Early voting starts Sat., Aug. 27.

Morningstar Church site of final debate

The Communities of Color will be hosting a second and final debate featuring further discussion about the Blue Hill Avenue Transportation Action Plan. on Aug. 31 starting at 5:30 p.m. in the Morningstar Baptist Church on Blue Hill Avenue.

The debate will include candidates for the Second Suffolk Senate seat, the 5th Suffolk Representative seat, the 6th Suffolk Representative seat, and the District Attorney's office.



Miniard Culpepper
About those bike lanes?

ting information out equitably and letting the community lead the



Rep. Elugardo
Whose 'voices'?

decision-making. "The question really is what voices are being heard



Rep. Miranda
Cites 'Green Racism'

and even as a state rep I have taken my direction from the people in the



Dianne Wilkerson
Idea 'clearly stupid'

community," she said. State Rep. Liz Miranda, the fourth major

Widespread alert as Orange Line shutdown begins

(Continued from page 1) collisions on the Green Line.

By the end of the shut-down, new Orange Line cars, assembled in Western Massachusetts, will make up most of the fleet, which handles 100,000 trips every weekday.

The scramble to mitigate the effect of the closure has brought together the T and Boston City Hall. Mayor Wu said she's working closely with T officials to ensure that things go "as smoothly as possible." City transportation officials have added temporary bus lanes to speed the shuttles along their routes.

Wu and city school leaders sent a letter to parents last Friday outlining options for children taking the T. An estimated 23,000 students use the T to get to and from school, according to Boston Public Schools (BPS). Roughly 5,000 take the Orange Line.

"Students should plan for delays and ensure they leave additional time to get to and from school," the letter advised. "There will not be any consequences for students' late arrivals, within reason. BPS will plan to provide additional staff support to help guide students who are



Traffic is expected to slam Boston, with 200 shuttle buses expected to hit the roads. MassDOT image

going to school along their route."

The letter also notes the free shuttles – There will be a northern loop between Oak Grove and Government Center Stations and a southern loop between Back Bay/Copley and Forest Hills – and encourages jumping on the commuter rail, which is likely to be the "fastest way to travel."

Riders can show their CharlieCard or CharlieTicket to ride at no charge between Zones 1A, 1, and 2. The Providence Line will make additional stops at Forest Hills before heading to Ruggles, Back Bay, and South Station, according to the letter.

On Tuesday, the MBTA



MBTA General Manager Steve Poftak shows a print-out version of a 16-page "Rider's Guide to Planning Ahead" as the T prepares for a 30-day Orange Line shutdown to begin Friday.

Chris Lisinski/SHNS photo

said that it had provided city officials with 3,000 CharlieCards to distribute at the Boston Public Library and City Hall. In a separate but related move, City Hall is also offering a free 30-day pass for rentals of Bluebikes.

"The loss of a major transit line is a transportation emergency," Jascha Franklin-Hodge, Wu's chief of streets, told reporters at a Monday press conference with Baker officials. "But we are hopeful that we

will look back on this moment as a turning point. Boston needs and deserves safe, reliable, fast transit, and while we expect the shutdown to be painful, it will provide an unprecedented opportunity to perform a large volume of critical work quickly. We are optimistic it will deliver the kind of real and tangible benefits to riders that we so clearly need."

Asked by the Reporter if the Red Line will be the next to face a shutdown, Baker said, "I mean this really does end up being a case by case thing."

With the Orange Line, there is the opportunity to do a "dramatic amount of work in a really short period of time," he added. "It's a big pain in the neck for everybody during the disruption. But there's something coming out the other side that will be dramatically different and better, we believe."

"The Red Line cars are farther back in the process with respect to when they're going to start to arrive," he added, referring to the new Red Line cars that are getting assembled by a Chinese-owned company in Springfield, Mass.

"We've done a lot of Red Line weekend work for the past few years," Baker said. "I don't want

to speak for [MBTA General Manager Steve Poftak], but I can tell you there's nothing immediately planned other than keep doing the kind of work we've been doing on the Red Line."

The Orange Line shutdown is also occurring in an election year, though Baker is not on the ballot since he opted against running for reelection. Attorney General Maura Healey, who does not face opposition in the Sept. 6 Democratic primary for governor, is set to face off in November against whoever wins the Republican primary: Either former state Rep. Geoff Diehl or businessman Chris Doughty.

On Tuesday, Healey rolled out her plan for the state's transportation system, with the appointment of a "transportation safety chief" at the top of the to-do list.

"My plan will urgently address the failings at the MBTA, expand rail and buses across our state, and continue to fix our roads and bridges," Healey said in a statement. "This will drive economic growth, create good-paying jobs, and support residents and businesses."

Material from State House News Service was used in this report.

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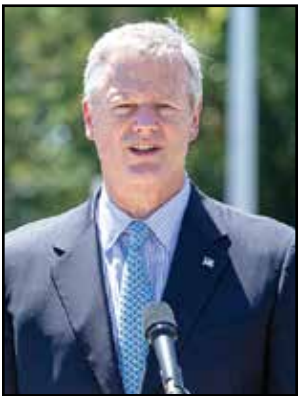
Buyer		Seller		Address		Date	Price
Segel, Scott S	Segel, Julia D	Jessica J Klein T	Klein, Jessica J	11 Wenlock Rd	Dorchester	07/12/22	\$1,265,000
Rose, Rohan	Christie, Elise	Hanson, Madge D		132 Lorna Rd	Mattapan	07/13/22	200,000
Bram LLC		Alfred, Sherika	Brarm LLC	268 Itasca St	Mattapan	07/12/22	255,000
3 Sutton Street Dev LLC		Deschamp Group LLC		3 Sutton St	Mattapan	07/12/22	1,755,000
Nealon, Michael		5-7-2 Westglow Street IRT	Spencer, Michael M	5-7 Westglow St #7-2	Dorchester	07/15/22	360,000
Riordan, Monica A		Al-Hafidh, Jenan		76-78 Tuttle St #1	Dorchester	07/14/22	465,000
Brog, Daniel S		Cross Development LLC		29 Algonquin St	Dorchester	07/29/22	855,000
Susi, Lydia M		Susi, Mario A		27 Puritan Ave	Dorchester	07/26/22	20,000
Susi, Joseph A		Susi, Joseph A		27 Puritan Ave	Dorchester	07/26/22	20,000
Harkess, Kevin J		14 Oakley Street LLC		14 Oakley St	Dorchester	07/29/22	824,900
41 Dix LLC		Oconnor, Gerard		41 Dix St	Dorchester	07/27/22	1,225,000
Jacobs, Eva		Jacob, Ethel		27 Thetford Ave	Dorchester	07/28/22	695,000
Zhang, Annie		15 Hecla Street LLC		15 Hecla St	Dorchester	07/27/22	1,250,000
106 Glenway LLC		106 Glenway Street RT	Roberson, Tameka T	106 Glenway St	Dorchester	07/26/22	628,000
Paul, Ricardo		Howie, Evans	Howie, Jennifer	18 Thetford Ave	Dorchester	07/28/22	920,000
Shkordoff, Lara	Kumahia, Senam	Atwood, Jason N	Atwood, Kristin J	63 Edwin St	Dorchester	07/28/22	899,999
Bay Cove Human Svcs Inc		Simmons, Martha J	Wilson, Eleanor R	22 Evans St	Dorchester	07/27/22	1,150,000
Gaines, Laurence K		Bristol, Edward A		41 Stockton St	Dorchester	07/26/22	300,000
Home Reconstruction LLC		Mills Elma Est	Mills, Marshall	121 Stratton St	Dorchester	07/29/22	150,000
25 Moreland Street LLC		MTB Washington LLC		1111-1113 Washington St	Mattapan	07/26/22	2,000,000
Huynh, Viet H		Thompson, Jeffrey A	Thompson, Dolores N	1109 Adams St	Dorchester	07/29/22	1,000,000
Nguyen, Vinh Q	Nguyen, Tuyen P	Forde, Junior	Forde, Lotlene	44 Stockton St	Dorchester	07/29/22	1,275,000
Block Boys LLC		Williamson, Ian		53 Caryll St	Mattapan	07/29/22	7,000
58 River St LLC		Nguyen, Khanh X		58 River St	Mattapan	07/29/22	1,500,000

Morrissey revamp ‘needs to happen,’ insists Gov. Baker

(Continued from page 1) infrastructure bill.

Baker said that despite his having a close relationship with then-Mayor Marty Walsh, who frequently took Morrissey to get to City Hall, “It was just hard to get all the various players—and there are a lot of them—on the same page. You add to that all of the development that’s going on along Morrissey Boulevard, which is going to be a very different place five or ten years from now.”

Developers have pitched plans for sites along the roadway at a dizzying pace and eye-popping numbers. One project, just steps from the JFK/UMass MBTA Station, is looking



Gov. Baker

to take up to 6.5 million square feet under 20 buildings on 36 acres of land. The massive mixed-use project, called “Dorchester Bay City,” seeks to create office and lab space, in addition to residences.

The former home of the Boston Globe at 135 Morrissey Boulevard

has been converted into space for life science companies and the fitness apparel maker Nobull. Additional plans call for a new life science building in the space between the rehabbed front building and I-93.

Additionally, work has already begun on one of two projects adjacent to Boston Bowl in the Neponset section of the parkway—780 Morrissey, which, on completion, will have 219 units in an apartment complex with 136 parking spaces. Next door is 800 Morrissey, which would add 240 housing units into that space, pending city approval for the development.

“There’s just a lot going on down there and

I think the only way to get to the point where people can come up with something everybody can agree to and get going is to basically create a framework where everybody has a seat at the table and a timeframe in which they need to figure this out,” Baker said in the interview.

He also referenced environmental issues. Morrissey Boulevard regularly floods, even on sunny days, wreaking havoc on a major coastal roadway, saying, “The only way to make that happen is going to be to have people fill the seats and do the work and figure it out.”

The commission’s creation comes as Baker approaches the end of his

term. He opted against running for reelection, and his successor will be sworn in January.

Asked whether a change in gubernatorial administrations will trip up the commission, Baker said, “I’m not worried about that. I think whether it’s us or whoever comes after us can certainly represent what I would describe as the interest of the commonwealth. This project needs to happen.”

The transportation infrastructure bill is partly funded by \$3.5 billion in discretionary federal grant funds, including money from the federal infrastructure law signed by President Biden last year.

Congressman Stephen

Lynch recently told the *Reporter* that some of the federal money from Biden’s infrastructure bill could be used to fix the Morrissey Boulevard area.

The overall bill signed by Baker also includes \$2 million for repairs to Fields Corner MBTA Station; \$2 million for an elevated median on Gallivan Boulevard between Neponset Circle and Adams Street; \$1 million for a study of a potential sound barrier to quiet noise from Red Line tracks between Savin Hill MBTA Station and McConnell Park; \$750,000 for lighting, noise reduction, and safety improvements to the parking lot adjacent to JFK/UMass Station and under the Southeast Expressway; and \$250,000 for improvements to the tide gates on Morrissey Boulevard at Patten’s Cove.

Under the bill, the embattled MBTA will receive \$400 million to help deal with safety issues as the public transit agency faces federal scrutiny.

Baker also sought changes to the bill by returning some language to the Legislature for action, though it’s unclear if lawmakers will act on the measures this year.

Lawmakers had proposed spurring the MBTA’s commuter rail system to focus on electrification on several lines, including the Fairmount Line, rather than diesel locomotives. But Baker’s proposed amendment argued that the T should implement “battery electric locomotive” service.

“I support this planning to make the commuter rail system more productive, equitable, and decarbonized,” Baker wrote in his amendment letter. “I am proposing changes to ensure the plans incorporate the most up to date technology.”

Material from the State House News Service was used in this report.

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Witness, HON. BRIAN J. DUNN, First Justice of this Court.

Date: July 26, 2022

Felix D. Arroyo
Register of Probate

Published: August 18, 2022

‘Pan Yard’ – where Branches Steel Orchestra hones its tradition of Trinidad-style rhythms

(Continued from page 1)

Smith and his wife, Joyce Spencer Smith, noted that the band became Branches Steel Orchestra in 1983. They focus primarily on youth in the community and count hundreds of alums who routinely return to the pan yard on hot summer nights for a tune up.

“Branches is the longest performing steel band in the United States,” said Smith. “No band has practiced Trinidadian style carnival longer than Branches up to this date.”

Of Trinidadian descent, Smith said they take the music very seriously, adding that while Carnival and the culture around it have spread worldwide, the roots are uniquely ‘Trini.’ Branches has a long history in Boston, having prevailed numerous times in the former Steel Band Panorama competition at White Stadium. The band has also played for presidents, governors, mayors, at weddings, in parades, and normally in the Boston Carnival – though not this year.

“In the old days young people didn’t have social media or phones so their parents would give them a choice – either stay and do work at the house or go to the pan yard,” said Smith. “They didn’t want to stay home and work, so you found them here at the pan yard. That’s been going on now for more than 30 years...I would say 95 percent or more go on to college. My dentist was a former member of the band.”

Music director Justin Petty, a professor at Roxbury Community College and a long-time steel band performer, began with Branches in 1997 when the pan yard was still on Harvard Street in Dorchester. He said Branches is unique because they entertain on the stage, and also play quality arrangements that challenge old views of steel pan music.



Branches Director Carl Smith leads the band at their “pan yard” rehearsal space off River Street earlier this month. *Seth Daniel photo*

“When people talk about steel drums, the first thing they think is that it’s archaic,” he said. “They don’t know that versatility of the instrument. We can play Michael Jackson and we can play Beethoven’s Serenade in D. The players are also entertainers. You can’t just stand behind the drum like someone forced you to be there; our players don’t do that. You have to entertain so that others can be entertained.”

The young people in Branches range from age 8 to age 19. Some are new to the music, while others are legacy members who have family that played in the past.

“My aunt knows Mr. Carl and our families are basically one big family,” said Nigel Driggs, the captain of the band who attends Snowden International High School. “She dragged me out and I keep coming and I like it, too. I enjoy the music. It’s a very different instrument and you can play

melody with others while playing the drums, too.”

Thora Henry, 16, said she joined the band a few years ago with her triplet brother and sister. Her family had no association with Branches, but her mother wanted the kids to experience Trinidadian culture.

“I do love the band, but mostly I feel like it has brought me closer to my culture because I am immersed in it when I come here,” she said. “I love the fact this is music in groups. It’s another language, another way for us to communicate with each other, but not using words.”

Dorchester’s Kendyl Black, 11, said she began playing two years ago and plans to continue for years to come. “I really like to learn about the steel drums, and I want to play as long as

I can,” she said.

Then there are adults in the band, who previously had played with their kids, but returned as they got older and had more time. David Williamson played with the band for 12 years but left to focus on family and work.

“I missed it a lot,” he said. “I had to take care of my kids and my business as a lawyer, but I always missed it and now I have time and so I’m going to get back into it again.”

That was also the case for Peter Malagodi, who lives a short distance from the pan yard and was drawn back in after the pandemic eased.

“Carl has a way of pulling people into his universe,” he said. “He started up the band after Covid and pulled me back in...It’s just amazing how this band has succeeded and persevered over 40 years. When you spend enough time in it though, you realize why.”


One Friday night during a rehearsal this month at the pan yard, the band was hot off their performance at Boston’s City Hall Plaza and working on arrangements of the “Sound of Silence” and some Jackson 5 tunes. The melodies, though on steel drums, couldn’t be mistaken. Though Smith and Petty heard a lot of things that needed correcting, which they noted to one another while being interviewed, they were at the same time proud of the young people for carrying on the tradition and using it to find success.

“As long as we have the young people, we keep things fresh,” Smith said. “I tell these young people all the time, ‘Your success if my reward.’ We’re all volunteers here. I only want to see them succeed in music and in life.”

Branches Steel Orchestra is sponsored by T&T Steel, Regis Steel Co., and David McDonald Design and Construction. Their family day performance will be held at Franklin Park this year on Sept. 18.

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City of Westwood Income-Restricted Rental Opportunity

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2 Income-Restricted Units

# of Units	# of Bedrooms	Estimated Square Footage	Rent	Maximum Income Limit (% AMI)
1	1-Bedroom	854	\$1,564	80%
1	2-Bedroom	1,070	\$2,013	80%

Minimum Incomes (set by owner + based on # of bedrooms + Area Median Income (AMI))		Maximum Incomes (set by HUD + based on household size + Area Median Income (AMI))	
# of Bedrooms	Minimum Income 80% AMI	Household Size	Maximum Income 80% AMI
1-Bedroom	\$46,920	1	\$78,300
2-Bedroom	\$60,390	2	\$89,500
		3	\$100,700
		4	\$111,850
		5	\$120,800
-	-	6	\$129,750

* 2022 Area Median Incomes for the Boston, Cambridge, Quincy, MA-NH MSA.

Minimum incomes **do not apply to households receiving housing assistance such as Section 8, MRVP, or VASH.**

Applications are available during the application period, from August 15th, 2022 through October 14th, 2022.

To request an online application or to have one sent by email, visit www.256WashingtonLottery.com or email 256Washington@MaloneyProperties.com or call (617) 639-3064 Ext 732.

If you cannot complete the application online, please call us at (617) 639-3064 Ext 732, to request that we mail you one and to ask us for any support or guidance you might need to complete the application.

DEADLINE: Applications must be submitted online or postmarked no later than **Friday, October 14th, 2022**

Mailed to:
Maloney Properties, Inc.
Attn: 256 Washington Lottery
27 Mica Lane, Wellesley, MA 02481.

Information Session:

Wednesday, September 7th, 2022 @ 12pm

Boston Carnival ready for full return on Aug. 27

By SETH DANIEL
NEWS EDITOR

Dust off the plumes, re-bend the costume wires, and pull the flat-bed trailer and sound system out of storage because Boston Carnival returns to neighborhood streets on Aug. 27 after a two-year hiatus due to COVID-19 protocols. The Caribbean American Carnival Association

of Boston (CACAB) announced that the 49th annual Boston Carnival will return, along with the early-morning J'Ouvert Parade.

"I want to tell folks that we would love you to come to the Boston Carnival 49th year celebration and do not think about factionists, think about where God has brought us from, to

where we are today – 49 years of Carnival," said CACAB President Shirley Shillingford. "We had nothing in 2020 and we had a Pandemic Carnival concert in 2021, but we are back in 2022 with the Parade and everything else that goes with Carnival."

Ruth Georges, a CACAB spokesperson, credits the full return to the leadership of Shillingford, who has headed up the effort since 1991. "We're looking forward to celebrating with our bands that are participating in Carnival and J'Ouvert this year," said Georges. "Boston Carnival is here to stay, and we need to continue to build partnerships and continue to work with those that see the value in building community through the fellowship of celebrating our heritage."

In earlier years, Carnival has attracted more

than 200,000 people to the various events throughout the weekend. CACAB noted that the events bring many visitors to the city and a lot of money spent in business in and around the Dorchester and Mattapan neighborhoods.

However, this year has brought about some controversy with a few local groups calling for a boycott of the 2022 Boston Carnival, Shillingford said. That has happened before, she noted, and this time it revolves around money received to put on the Pandemic Concert last year and to plan for this year. She also alleged that there are simply historic grudges based on her being Jamaican and Carnival being originally from Trinidad.

"It is really painful to hear it from our people – that we get all this money, and no one knows what they do with it,"

said Shillingford. "Most of the people that create this thing are from one country and they have a problem with me because I am Jamaican and Carnival did not start in Jamaica, of course."

Shillingford added: "I say I don't need to know how to bend a wire or attach a plume to still be a good administrator. The proof is in the pudding – 49 years of it. That's it."

Several of the best-known masquerade bands, or Mas Bands, will be marching – including Misfit Carnival, Nightlife Nation, No Behavior Crew, French Konxion, Hyde Park Lions Club, JAB Family Boston, Smoov Network, Socaholics, and Island Vybz.

One of the most popular events of the weekend, Shillingford said, is the J'Ouvert Parade, founded by Andre Modestee and Althea Modestee-Labad in the 1990s. This year, starting at 5 a.m., the "breaking of dawn" parade will return on Talbot and Blue Hill Avenues to get the party started. Other highlights will also include the Junior Carnival on Aug. 21 and the Boston Carnival Breakfast at the City Hall Patio on Aug. 26.

"It's the largest event in the city. It brings to the city a lot of tourists



Shirley Shillingford, president of the Caribbean American Carnival Association of Boston (CACAB), said they are ready to bring back Boston Carnival in total this month after a two-year hiatus due to COVID-19.

and money," said Shillingford. "If the city says there will be no more Carnival, I don't think a lot of the city would feel like they have lost anything."

"The community here would have lost a great deal because it's one day the community can let their hair down and be in the park and enjoy themselves. The community would miss that."

Boston Carnival List of Events –

- Sun., Aug. 21 – Kids Jr. Carnival at White Stadium sponsored by Puma Athletics.
- Fri., Aug. 26 – Boston Carnival Breakfast hosted by Councilor Ruthzee Louijeune, 9 a.m. to noon at the City Hall Patio.
- Sat., Aug. 27 – J'Ouvert Parade – Let's Get Dutty! – 5 a.m. – 10:30 a.m., gather at the corner of Talbot Avenue and Millet Street, proceed up Blue Hill Avenue to Columbia Road.
- Sat., Aug. 27 – CACAB Boston Carnival Parade, 1 p.m. – 6 p.m. Masquerade bands, live music, food, drinks, vendors and more. Parade starts at MLK Boulevard in Roxbury and proceeds up Warren Street, then down Blue Hill Avenue to end at the entrance to Franklin Park.

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1	1	514	30% of HH Income	50% AMI	-	1
6	1	514	30% of HH Income	60% AMI	-	-
10	1	514	30% of HH Income	50% AMI	-	-
16	1	514	\$1,424	60% AMI	-	-
1	2	714	30% of HH Income	30% AMI	-	-
5	2	714	30% of HH Income	50% AMI	3	-

5 Homeless Set-aside units will be filled through direct referral from HomeStart. For more information please contact us at the email address or phone number below. For direct referrals, please visit: <https://www.homestart.org/bostonhsa>

*Minimum Incomes (set by owner + based on # of bedrooms + Area Median Income (AMI))				Maximum Incomes (set by HUD/MOH + based on household size + Area Median Income (AMI))			
# of bedrooms	30% AMI	50% AMI	60% AMI	Household size	30% AMI	50% AMI	60% AMI
1	-	-	\$50,000	1	\$29,450	\$49,100	\$58,900
				2	\$33,650	\$56,100	\$67,300
				3	\$37,850	\$63,100	\$75,700
				4	\$42,050	\$70,100	\$84,100
				5	\$45,450	\$75,750	\$90,850
2	-	-	-	6	\$48,800	\$81,350	\$97,600

*Minimum incomes do not apply to households with housing assistance (Section 8, MRVP, VASH) OR for units in this development that include a project-based voucher.

Applications are available during the application period for 45 days, from Monday, 8/1/22 to Thursday 9/15/22. To request an online application or have one sent by email, visit <https://bit.ly/GraceAptApplication> or call 617-567-7755.

After careful consideration and an abundance of caution, the City of Boston has decided to cancel the in-person application distribution period. If you cannot complete the application online, please call us at 617-567-7755, to request that we mail you one and to ask us for any support or guidance you might need to complete the application.

We will hold 2 virtual informational meetings on Zoom:
Wednesday, August 17 at 6 PM
<https://us02web.zoom.us/j/82507781476?pwd=Z2JCbkpNcVJlREpmUC9XMS94eVJFZz09>
Meeting ID: 825 0778 1476 / Passcode: 124586
Or call +1 929 205 6099

Monday, August 29 at 6 PM
<https://us02web.zoom.us/j/83372205047?pwd=UUFDY2NYSnDKDcVUkorN3NUdUdTNdZ09>
Meeting ID: 833 7220 5047 / Passcode: 132619
Or call +1 929 205 6099

DEADLINE: Applications must be submitted online or postmarked no later than Thursday 9/15/22.

Mailed to: East Boston CDC, 72 Marginal Street 6th floor, East Boston, MA 02128

• Selection by Lottery.

• Asset & Use Restrictions apply.

• A 55+ opportunity; Preferences Apply.

For more information, language assistance, or reasonable accommodations for persons with disabilities please call 617-567-7755 or email GraceApts@ebcdc.com

LEGAL NOTICES

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Suffolk Probate & Family Court
24 New Chardon Street
Boston, MA 02114
(617) 788-8300
CITATION ON PETITION FOR
FORMAL ADJUDICATION
Docket No. SU22P1740EA
ESTATE OF:
ROBERT LARKIN MINOR
a/k/a: ROBERT L. MINOR
DATE OF DEATH: 01/22/1998
To all interested persons:
A Petition for Formal Adjudication of Intestacy and Appointment of Personal Representative has been filed by Kevin L. Minor of Boston, MA requesting that the Court enter a formal Decree and Order and for such other relief as requested in the Petition. The Petitioner requests that: Kevin L. Minor of Boston, MA be appointed as Personal Representative(s) of said estate to serve Without Surety on the bond in unsupervised administration.
IMPORTANT NOTICE
You have the right to obtain a copy of the Petition from the Petitioner or at the Court. You have a right to object to this proceeding. To do so, you or your attorney must file a written appearance and objection at this Court before: 10:00 a.m. on the return day of 09/09/2022.
This is NOT a hearing date, but a deadline by which you must file a written appearance and objection if you object to this proceeding. If you fail to file a timely written appearance and objection followed by an affidavit of objections within thirty (30) days of the return day, action may be taken without further notice to you.
UNSUPERVISED ADMINISTRATION UNDER THE MASSACHUSETTS UNIFORM PROBATE CODE (MUPC)
A Personal Representative appointed under the MUPC in an unsupervised administration is not required to file an inventory or annual accounts with the Court. Persons interested in the estate are entitled to notice regarding the administration directly from the Personal Representative and may petition the Court in any matter relating to the estate, including the distribution of assets and expenses of administration.
Witness, HON. BRIAN J. DUNN, First Justice of this Court.
Date: August 12, 2022
Felix D. Arroyo
Register of Probate
Published: August 18, 2022

5 ane travay nan 30 jou.

Fèmeti Green Line ak Orange. Kisa ou Bezwen pou Konnen.

Apati Vandredi 19 Out nan 9PM jiska Dimanch 18 Septanm, Orange Line lan pral fèmen nèt. Anplis de sa, Green Line la soti nan Union Square pou rive nan Government Center ap fèmen pou 28 jou apati Lendi 22 Out.

Fèmti Orange Line

Fèmti Orange Line lan pral akselere pwojè yo pou rann T a pi ansekirite ak pi fyab pou pasaje yo. Espesyalman, li pral adrese yon reta antretyen ak envestisman konstriksyon planifye ki tout konsantre sou amelyore sekirite ak retounen sistèm lan nan yon bon eta reparasyon. Nou pral fè 5 ane travay nan 30 jou pou fè amelyorasyon jeneral nan vitès ak efikasite Orange Line.

Fèmti Green Line

Fèmti Branch Green Line Union an pral pèmèt T a fè travay konstriksyon dènye faz ki nesesè pou ouvri Branch Medford la, ki kounye a prevwa pou ouvri nan sezon otòn 2022 a.

Pou w jwenn yon varyete opsyon lòt vwayaj pandan fèmti Orange ak Green Line lan, gade anba a:

Opsyon Tren Banlye Amelyore

Pasaje yo kapab tou senpleman montre CharlieCard oswa CharlieTicket yo bay chofè yo pou yo monte Tren Banlye yo nan Zòn 1A, 1, ak 2 sou TOUT liy tren Banlye yo gratis.

Zòn Nò

Oak Grove	Malden Center
North Station	

Zòn Sid

South Station	Back Bay
Ruggles	Forest Hills

Tren

Sèvis Green Line ant Government Center ak Northeastern

Navèt*

Ant Oak Grove ak Haymarket, apres a sou Government Center

Ant Forest Hills ak Back Bay, apres a sou Copley

Fèmti Navèt Green Line

Ant Government Center ak Union Square

RIDE la

Vwayaj RIDE la kòmanse epi li fini nan ¾ kilomèt nan Orange Line lan pral gratis pou itilizatè RIDE yo.

Lòt Wout Otobis

Sèvis Amelyore SL5 apati Park Street pou rive nan Kafou Anba-lavil

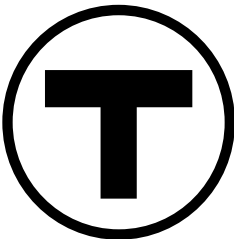
39 – Ant Forest Hills ak Back Bay
CT2 – Ruggles wout

Wout 92 ak 93,
kap sèvi Sullivan Square – Anba-lavil

Bisiklèt Ble

Vil Boston an pral ofri pas Bisiklèt Ble gratis pou 30-jou

Gade Gid Rider MBTA a pou w jwenn èd avèk opsyon vwayaj ak enfòmasyon pou enfòm desizyon vwayaj yo.



*Tout navèt otobis yo aksesib. Van aksesib yo disponib tou sou demann kliyan. Konsilte pèsònèl MBTA oswa itilize yon kazye estasyon apèl pou mande yon vwayaj.

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<div><div>NEW 2022 RAM LARAMIE CREW CAB HEMI V8 4X4</div><div><div>MSRP.....\$61,220</div><div>REBATES.....-1,500</div><div>QUIRK DISCOUNT ...-4,222</div><div>LEASE LOYALTY.....-1,500</div><div>Quirk Price \$53,998</div></div><div><div><div>MONEY DOWN LEASE: \$3,995 \$379 PER MO. 48 MOS.*</div><div>ZERO DOWN LEASE \$479 PER MO. 48 MOS.*</div><div>QUIRK DISCOUNT.....-7,222</div></div></div></div>	<div><div>NEW 2022 RAM 1500 WARLOCK QUAD CAB 4X4</div><div><div>MSRP.....\$45,830</div><div>REBATES.....-2,000</div><div>CHRYSLER CAPITAL.....-750</div><div>QUIRK DISCOUNT ...-1,582</div><div>LEASE LOYALTY.....-500</div><div>Quirk Price \$40,998</div></div><div><div><div>MONEY DOWN LEASE: \$3,995 \$199 PER MO. 48 MOS.*</div><div>ZERO DOWN LEASE \$299 PER MO. 48 MOS.*</div><div>QUIRK DISCOUNT.....-4,832</div></div></div></div>	<div><div>NEW 2022 JEEP WAGONEER SERIES I 4x4</div><div><div>MONEY DOWN LEASE: \$3,995 \$669 PER MO. 48 MOS.*</div><div>ZERO DOWN LEASE \$769 PER MO. 48 MOS.*</div><div>Quirk Price \$68,135</div></div><div></div></div>


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QUIRK DISCOUNT.....**-1,162**

LEASE LOYALTY.....**-2,000**

Quirk Price **\$49,998**



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ZERO DOWN LEASE **\$519** PER MO. 48 MOS.*

QUIRK DISCOUNT.....**-3,162**

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BGCD Members Take 3-Day Camping with Elevate Youth: See details below.

CONNECT THE DOT: BGCD Members Take 3-Day Camping with Elevate Youth: As part of Boys & Girls Clubs of Dorchester's ongoing program partnership with Elevate Youth, a group of 15 BGCD members were able to take part in the amazing opportunity of a 3-day camping experience at Lantern Lights in New Hampshire. While on the trip members enjoyed swimming, archery, kayaking, rock climbing, various crafting projects, campfires, and more.

Thanks to our friends at Elevate Youth for providing this special opportunity to our members. Elevate Youth's mission is to empower youth to explore the outdoors alongside mentors, sharing awe and the richness of our natural world.

For more information on partnerships, please contact Mike Joyce at mjoyce@bgcdorchester.org.

FIND OUT WHAT'S INSIDE: BGCD Hosts BeachFest 2022 with Save the Harbor/Save the Bay: During the last week of our summer program, in partnership with Save the Harbor/Save the Bay, BGCD hosted BeachFest 2022 as part of the Better Beaches program. Youth from BGCD and the Leahy Holloran Community Center enjoyed a variety of onsite games, interactive activities, food and a fun day at Malibu Beach.

Many thanks to our friends at Save the Harbor/Save the Bay, The Trustees, Boston Police Department, Fresh Food Generation, the Circus Guild and to all who supported this amazing event.

This was such a great way to close out the summer! Thank you to all who helped make this summer a success. Our members had so much going on field trips, participating in special events, and so much more.



BGCD Hosts BeachFest 2022 with Save the Harbor/Save the Bay: See details below.

DID YOU KNOW: BGCD & Boston College High School Innovation Project: Boys & Girls Clubs of Dorchester's Walter Denney Youth Center members recently combined efforts with three Boston College High School students on a new innovation project.

Members and the BC High students got together to share topics of interest and potential opportunities in the community that they could work on together. After lots of discussion, the final decision for their project is to find a way to provide better food in schools.

Thanks to Joe Macnamara from BC High Shields Center for Innovation for introducing our members to the Center and leading an incredible Ideation Activity. BC High's innovation curriculum encourages students to grow into agile thinkers and resilient contributors to society.

UPCOMING EVENTS

- Camp Northbound**
August 15 - 20
Pre-registration required
- Disney for Kids**
August 21 - 26
- Ron Burton Family Retreat**
September 17
Scan QR Code to Register
- 
- Rodman Ride for Kids**
September 24
Register at <http://do.nr/ybjeav>

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Crew Love Basketball Tournament



Celtics star Jaylen Brown joined players from the 4th annual Dorchester vs. Roxbury game at center court on Saturday, Aug. 13, in Harambee Park. The Dorchester men lost, but the women’s team prevailed over Roxbury.



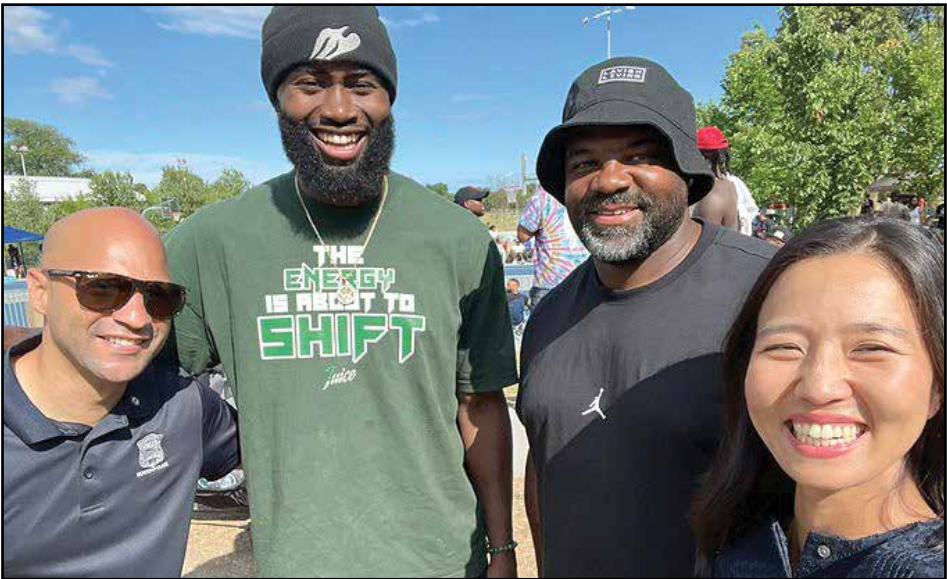
Sunday saw more action on the court from morning to night as teams battled during the second day of play in the 10th annual Crew Love tournament.

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Celtic Jaylen Brown (center) joined Mayor Michelle Wu and friends for a photo at Harambee Park on Saturday during the 10th annual Crew Love Basketball Tournament.



One of the players makes a move down low before pivoting for a jump shot.



Everyone’s House Has a History *Curious to know about yours?*

**Request a House History from the
Dorchester Historical Society!**

Our volunteer researchers use extensive online resources to look for information about the original owner, year of construction, previous occupants, and more, for houses in Dorchester and Mattapan. A written report documents their findings for you.

Go to www.dorchesterhistoricalsociety.org and click House History dropdown to request individual house research and see completed histories.

The 10th annual Crew Love Basketball Tournament took place all weekend Aug. 13-14 at Harambee Park in Franklin Field. The double elimination tournament featured some of the best men’s and women’s teams in the area battling it out over two days, morning to night. Included in the fun was the 4th annual Dorchester vs. Roxbury games on Saturday. While Roxbury got the best of the battle over the Dorchester men, the women’s game was very competitive with Dorchester dropping Roxbury on the home court.

The tournament was first and foremost about the game, but there were some cool visitors that dropped by including Boston Celtic Jaylen Brown and Mayor Michelle Wu. Another great basketball weekend in Boston, this time at Franklin Field.

**Photos by
Seth Daniel,
Michelle Wu and
Nora Baston**

Olmsted legacy lives on as artists celebrate, affirm his ideas with autumnal events

BY MICHAELA BRANT
SPECIAL TO THE REPORTER

Last April, Boston celebrated the 200th birthday of Frederick Law Olmsted, the legendary architect of the city's Emerald Necklace. This fall, Greater Boston's Olmsted bicentennial event, "Olmsted Now," will keep celebrating through the rest of the year with events organized by local artists.

During his life and through the parks he designed, Olmsted was committed to bolstering community engagement with green spaces. "Olmsted Now" is bringing his ideas into the present, exploring how the city can best share these lands.

Events with through lines of cultural affirmation, healing, and revitalization will take place starting at the end of August and continuing through October.

The first of the events in Dorchester comes at 2 p.m. on Sept. 18 when Kera Washington, the music group Zili Misik, and the sculptor Walter Clark will bring a festival highlighting Afro-diasporic arts to Pope John Paul II Park on the Neponset River.

Among other events, Ngoc-Tran Vu and Asian American Resource Workshop will present an outdoor art exhibition in Town Field in Fields Corner throughout September. Vu is a Dorchester-based artist who has created a public exhibition focusing on issues facing Asian American and Pacific Islander communities.

Two programs will take place in Franklin Park into early October: a series of yoga sessions for Black and Indigenous practitioners, and an interactive art installation in which participants express themselves through writing on ribbons tied to woven Asi-

atic Bittersweet vines.

Linda Wells will be leading yoga sessions from now through Oct. 5 on Saturdays at 10:30 a.m. and on Mondays and Wednesdays at 6:30 p.m. atop Franklin Park's Schoolmaster Hill. The art installation, Wilderness Bittersweet Vyne Project, is a collaboration between Dzidzor Azaglo and Crystal Bi and will be set up at Overlook Ruins at Franklin Park from Sept. 30 to Oct. 7.

For dates and times and information about other events planned

across the city, visit olmstednow.org/events. They include, among others:

Anniversary of Boston Liberation Center, a reflection on public land, food, music, art, and activities, will be held on Aug. 21 next to the BLC on Blue Hill Avenue in Roxbury.

Public Outdoor Hip-Hop Open Mic Series: Sept. 24 along the Emerald Necklace.

Ancestor processions to honor the gravesites of enslaved African Americans in

Boston. Sept. 25 at 1 p.m. at the Copp's Hill Burial Ground in the North End.

Indigenous cultural revitalization including the making of a mishoon (traditional canoe). Spanning seven to ten days in October, with details to come.

Ceremonial Circle and Medicine Fire hosted by a Mashpee Wampanoag Boston resident. Oct. 10, Indigenous Peoples' Day.

Day of the Dead Celebration and Parade: Oct. 30 in East Boston's

Central Square Park. **Hudson Street Stoop/Chinatown Backyard** at One Greenway Park on Hudson Street, Chinatown.

Afro-Latin cultural affirmation with live music, art activities, a mural, and youth dance performances. At Mozart Park, Blessed Sacrament Church, and Mildred C. Hailey Apartments, in the Latin Quarter Cultural District in Jamaica Plain.

Writing our truth in the park offers BIPOC women and girls to write about their memories in Boston parks, with the

opportunity to be published in a professionally bound book released in 2023.

The projects are operated by the Olmsted Now Parks Equity and Spatial Justice grants funded by the "Come Together" Fund of the Emerald Necklace Conservancy Board and the Olmsted Now coalition.

The Committee of Neighborhoods, made up of community leaders committed to advocacy and justice, awarded the grants. In total, local creatives are receiving \$205,000 to put on these events.

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2011 Ford Fusion Hybrid
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Codman Square Neighborhood Development Corporation (CSNDC)
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CSNDC seeks an experienced and mission driven Eco-Innovation Director. Working under the supervision of the VP of Base-Building Strategy and & Fundraising, the Eco-Innovation Director will lead CSNDC's efforts to expand our sustainability and environmental justice strategies across our service area. This includes managing an internal team of 2-4 staff and/or volunteers, developing and implementing green job training programs, and coordinating with external partners to implement all direct service programs, sustainability-related organizing, advocacy and leadership development initiatives and campaigns. This position will also advise CSNDC's real estate team on approaches to developing affordable housing projects to the highest level of energy and environmental sustainability through best practices research and identifying resources. This position is currently operating on a hybrid remote/in-office schedule. Fundamental to the position is the ability to see the big picture, and to think, plan and implement across the spectrum of direct service (green job training), advocacy/organizing, as well as some levels of community planning and research. The base salary is \$75,000; actual salary will reflect experience and qualifications. CSNDC offers a competitive benefits package. Our ideal candidate will be an organized individual, with a deep commitment to racial equity, diversity, and inclusion, who has many of the following skills and experiences: 6-8 years of progressively responsible management experience including 3-4 years of proven experience successfully overseeing a team of professionals; an educational background in environmental studies/science, community planning, public policy, or related field; meaningful experience in clean energy programs, urban agriculture, green housing standards, green workforce development, and/or environmental justice; strong knowledge of community organizing strategies, urban planning/design, and community development; a successful track record working in urban settings with a diverse range people, including low/mod income people of the global majority (POGM); excellent verbal and written communication skills; strong knowledge of Microsoft 365 applications (Word, Excel, PowerPoint, One Drive), Google Applications, and Salesforce; bilingual in English and another language predominant in CSNDC's service area. For a full job description please visit the Jobs and Resources page on our website. Email a resume and an accompanying cover letter to Heather@csndc.com with Eco-Innovation Director Application in the subject line. CSNDC is an equal opportunity employer committed to building a diverse staff. Candidates of color, LGBTQ individuals, people with disabilities, members of ethnic minorities, foreign-born residents, and veterans are encouraged to apply. No phone calls please.

RECENT OBITUARIES



BEAN, Melvin Sr., 84, of Mattapan. Son of the late Mattie Lou Bean and Ruben Bean. Husband of Mary D. Payne. Preceded in death by son Dwight E. Bean, daughter Mattie R. Bean, daughter in law Sandra Scott, brothers John Bean Jr., Willie Patterson (Papa Bear), sister Eva Lou Stinson, brothers in law, Charles Payne and Raymond Payne. Mr. Bean is survived by his wife Mary Bean, children Sherry Bean, Raymond Davis, Melvinbean Jr., Raymond Bean, Keith Bean, Pamela Bean Young, Michael Bean, daughter in law; Gail Jackson, son in law; Anthony Young, sister-in-law Jackie Payne. and many nieces, nephews cousins and friends.



BURKE, Arlene (Lizine), 75, of Dorchester. She was the daughter of the late Charles and Elizabeth “Sue” (Cabana) Lizine. Wife of the late Robert F. Burke. Mother of Joseph and his wife Patricia of Hanson, Patrick and his wife Susan of Hanson, Derek and his wife Jessica of Dorchester and Robert of Abington. Nana of 10.

Great-Grandmother of 2. Arlene is also survived by her sisters Beverly Pierce of Weymouth, Elizabeth “Liz” Morse of NH, Agnes Carter of Roslindale and brothers Charlie Lizine of Brockton, Robert Lizine (Susan) of Marshfield, sisters-in-law Noreen Hosea (Carl) of Quincy and Gloria Burke of Weymouth. Arlene was predeceased by her brother Richard Lizine of Dorchester. She also leaves behind many devoted nieces, nephews, cousins, extended family, friends and neighbors. Donations in memory of Arlene may be made to St. Jude Children’s Research Hospital, 501 St. Jude Place, Memphis, TX 38105 or visit stjude.org.

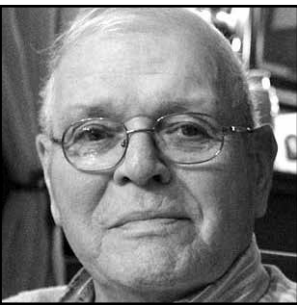


COX, Ina Blossom (Beberman), 84, of Dorchester, formerly of Roslindale. Daughter of Barnett and Rita Beberman. Wife of the late Richard B. Cox, Jr. Mother of Beverly Kelly and her significant other George Choquette, Lisa Cox-Redmond and her significant other Brian Fox, and the late Mary Cray and her husband Rex Cray, and stepmother of Ginger Cox Murray. Sister of Stanley Beberman and his wife Jacqui. Ina was also predeceased by her sister Ann Carl and son-in-law William B. Kelly. Grandmother of 3. Great-grandmother of 3. Ina is also survived by many nieces and neph-

ews. Expressions of sympathy in Ina’s memory may be donated to the Alzheimer’s Association at alz.org.



ENTZMINGER, Domonique (Jean-Claude), 61. She was the daughter of the late Anastasie Aubourg Jean-Claude and Alfred Jean-Claude. She was predeceased by her husband Esau Entzminger. Mrs. Entzminger was a certified Physician Assistant (PA-C) who practiced medicine for 18 years at the Codman Square Health Center. She was the founder of the Anastasie Aubourg Foundation. The mission of the foundation is to improve the health and education of people in need or in crisis in the Haitian community, mainly in the les Anglais area. She is survived by four brothers, nine nieces and nephews, a grandniece and many cousins.



GRACIA, Maurice F. of Milton, formerly of Dorchester and New Bedford. Husband of Bridget T. (Maguire) Gracia. Father of Christopher Gracia and his wife Jessica, Edward Gracia and his wife Carol, and Sarah O’Hagan and her husband Patrick, all of Dorchester. “Papa” of 9. Brother of Kenneth Gra-

cia and his wife Patricia of Buzzards Bay, and Raulin Gracia and his wife Joyce of New Bedford. Son of the late Maurice v. and Mary (Smith) Gracia. Also survived by many loving nieces, nephews, and friends. US Army veteran, Vietnam War. Member of the John P. McKeon Post #146 and the Paul J. Saunders Post A.L. #383. Please consider a donation in memory of Maurice to St. Brendan’s School, 29 Rita Rd., Dorchester, MA 02124.



GREGSON, Wright G. of Dorchester formerly of Beverly Husband of Minh Quang Pham-Gregson. Son of the late Stephen H. Gregson and Hattie M. (Symonds) Gregson. Brother of Stephen H. Gregson and his late wife Denise Gregson Uncle of 3. Wright is also survived by his nephew, Luc Duy Nguyen, several grand-nieces and nephews, and his large extended Vietnamese family. US Army veteran, Vietnam era. At Wright’s request, please consider planting a tree or shrub in his memory at a place of your choosing.



HEALY, Marie P. (Broderick), 86, of Halifax, originally from Dorchester. Daughter of the late Patrick and Helen (Joyce) Broderick. Wife of the late James T. Healy.

Mother of Christine Healy of Halifax, Colleen Healy of Middleboro, and James Healy of Halifax. Nana of 5. Sister of John Broderick of Quincy, Margaret MacKay of Dorchester, and the late James and Thomas Broderick. Also survived by her sister-in-law, Frances Doyle of Plymouth. Marie also leaves many nieces, nephews, friends, a large extended family.



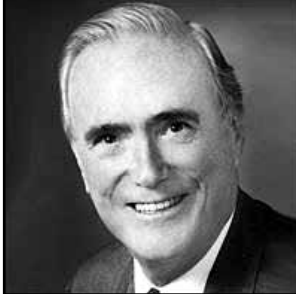
HENNESSEY, Dr. John “Jack” Welch, 82, of Andover, formerly of Dorchester and Brookline. Son to the late Dr. James A. and Gertrude Z. (Welch) Hennessey, and was raised in Brookline. Jack was an anesthesiologist with MGH, the U.S. Army, having served in Vietnam, New York Presbyterian Hospital and Veterans Administration Medical Center, Boston. Jack leaves behind brothers, James and wife Carol and Michael and wife Donna; along with cousin Ann Marie (Carroll) Falvey and husband Donald; and many nieces and nephews. Jack was predeceased by brother Thomas and wife Mary and sister Gertrude (Trudy). Memorial donations may be made to the American Red Cross.



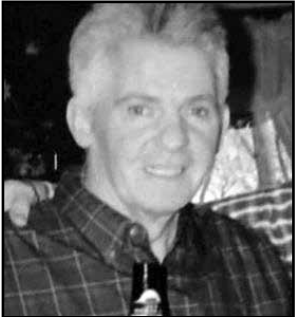
JONES, Sidney Arthur, 73, raised in Roxbury and Dorchester. He sold the Boston Herald for 20 years. Starting on the corner of American Legion Highway and Cummins Highway and ending on Warren St. near 12th Baptist church. He was preceded in death by his father Sidney McGill and Ann McDonald, Sidney’s life partner. He leaves behind his 98-year-old mother, Theresa Grace, his five siblings; Carl Jones Sr., Mildred Trimble, Pamela Wright, Victoria Thomas, and Dianne Durrant. He also leaves 17 nieces and nephews, 18 great nieces and nephews, 11 great-great nieces and nephews, and a host of cousin and friends.

LANE, Gerard R., 85, of Walpole, formerly of Dorchester. Husband of the late Carol A. (McHugh). Father of Gerard Lane, Jr. of Walpole, Brian Lane and his wife, Kathy of Walpole, and Susan Lane of Falmouth. Brother of Mary White of Ohio and the late Joseph and John Lane.

“Grampy” of James Lane and his wife, Karen of Wrentham and the late Justin Lane; great-grandfather of 1. Also survived by many nieces, nephews, and friends. US Army Veteran. Donations can be made to Walpole Conservation Commission, Willett Pond Access, 135 School Street Walpole 02081.



MARR, Robert L., 86 of Boston. Co-Founder of the Dorchester Boys and Girls Clubs. Born in Dorchester to the late Mary V. Marr (Davin) and the late Daniel F. Marr. He was predeceased by his brothers, John T. Marr and Daniel F. Marr, Jr. Robert is survived by his wife, Cynthia M. Marr of Boston; his sister, Judith M. Spyrou and her husband, Andreas of Bonita Springs, FL; nephews, Daniel F. Marr, III and Claire of Milton, Jeffery T. Marr and his wife, Debbie of Milton, David B. Marr, Sr. and his wife, Jennifer of West Dennis, and Stephen P. Marr and his wife, Cynthia of Palm Beach Garden, FL. Bob also leaves many close friends and associates from his lifetime of work with the Marr Companies, the Dorchester Boys and Girls Club, and the Ancient and Honorable Artillery Company of Boston. US Navy veteran. Please send donations to The Robert and Cynthia Marr Charitable Foundation, 10 Rows Warf, Suite 1404, Boston, MA 02110 (dedicated to housing, feeding, and educating those in need).



McCHESNEY, Paul E., 74 of Dorchester. Son of the late Albert J. McChesney and Grace E. (Sweeney) McChesney Husband of the late Margable “Peggy” (Burns) McChesney. Father of Michelle E. McChesney of Jamaica Plain and Paula M. McChesney of Dorchester. “Papa” of 6. Brother of the late Elizabeth “Betty” McChesney, and Judi McChesney Empey and her late husband Victor of Missouri, Helen McChesney and her wife Josie of Colorado, and Albert McChesney and his wife Marcia of Plymouth. Survived by several nieces and nephews and many dear friends. US Marine Corps veteran, Vietnam era.

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