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WOMEN'S HISTORY MONTH *Celebrating with profiles on local women*

A profile of State Senator Lydia Edwards

By John Lynds



State Senator Lydia Edwards.

She became the first woman of color to be elected to the District 1 City Council seat when she won in 2017 and recently became the first woman elected to the First Suffolk & Middlesex State Senate seat, a seat historically occupied by Italian American men.

Senator Lydia Edwards has found herself at the epicenter of a political movement that has seen more and more women and women of color being elected to political office in recent years.

"You don't run on being "the first" you run for being effective, and I'm just very happy that we are at a point where we elect people based on their qualifications and their ability to serve people," said Edwards. "I am honored. I'm honored to break through the glass ceiling and hopefully make sure that even more people of all different backgrounds have opportunities to serve."

With the recent wave of women elected to powerful political offices like Mayor Michelle Wu, Senator Elizbaeth Warren and Congresswoman Ayanna Pressley, Edwards argues politics and a woman's place in politics has become more reflective of the populations they serve.

"I feel like our politicians are reflecting the people," she said.

said there were plenty of strong women in her life that shaped the person she eventually became.

The first of these women, of course, is Edwards's mother Bridgett.

"I don't know too many people who grew up with a single parent who aren't inspired by them," said Edwards. "My mother joined the military in the 1970s and to see my mother get up every day to put on military fatigues, put on combat boots and go to the base and then to also see her come home make dinner for me and my sister, Erica, help us pick out our prom dresses and help us with our school work gave me such a wonderful, well rounded view of power, grace and what it meant to be a real woman. That's why I'm so inspired by my mom."

And when her mom was busy serving in the Air Force there were other women in the small town of Gwinn that would step in to ensure Edwards's success.

"I was blessed by having incredible public school teachers, who were sometimes single moms themselves, but they were mentors to me and helpful," said Edwards. "I would give a shout out to Mrs. Deshambo who was always there for us when my

(EDWARDS Pg. 6)

BEACON HILL CIVIC ASSOCIATION COMMUNITY CORNER

Notice of Public Viewing

The City of Boston will be conducting a demonstration on Wednesday, March 30, 2022, beginning at 7:00pm, at 212 Stuart Street, on the corner of Church and Shawmut Street in Bay Village, of a mock-up of an LED electric light pole fixture that the City proposes to use to replace all of the City's several thousand existing historic gas street lamps now present in Beacon Hill, Bay Village, Back Bay and Charlestown. All Beacon Hill residents are invited and encouraged to

attend and comment on the City's proposed gas street lamp replacement plan and on the proposed replacement LED electric fixture.

Beacon Award

Nominations Requested

The Beacon Hill Civic Association invites the community to nominate candidates for the 25th Annual Beacon Award. Instituted in 1997 by the BHCA as part of its Diamond Jubilee Year, the Beacon Award annually honors those individuals or groups deserving of particular recognition for signifi-

cant and sustained contribution to the Beacon Hill community.

Nomination forms are available online at www.bhcivic.org or by calling BHCA at 617-227-1922. A new form should be completed for each individual nomination submitted and should be returned to the Beacon Hill Civic Association no later than Friday, April 4th. Nominations will be reviewed and a winner will be selected by a committee composed of representatives from

(BHCA Pg. 3)

BHAC approves application to replace doors at Beacon Hill Hotel & Bistro

By Dan Murphy

During its March 17 monthly meeting, which took place virtually, the Beacon Hill Architectural Commission voted unanimously to approve an application for Beacon Hill Hotel & Bistro to replace one existing door, and to repaint and replace the hardware of three additional doors, as part of its ongoing renovations.

Brett Bentson, the architect representing the applicant, said the panel door on Branch Street would be replaced in the same style and color as the existing one while its hardware would be replaced and a new card reader installed.

The main-entrance door on Charles Street installed in 2000 is still in "good shape" and would therefore remain in place, said Bentson. In addition to repainting the door and replacing its hard-

ware, a new deadbolt would be installed, along with a new card reader on the stucco column to the right of the door, he added.

The two doors on Chestnut Street would be repainted and their hardware replaced, said Bentson, but he added that they haven't been used much in the past "so we don't want to encourage their use."

Nick Armata, BHAC staff, advised the applicant that a vertical pole proposed near the Branch Street door was "inappropriate" for the district.

The application's approval came with several provisos, including that the proposed bars on the Charles Street door, along with the placement of a "handicap knob" and door hardware be remanded to staff for approval.

(BHAC Pg. 7)

Blue Moon Smoke Shop meets with rejection in Wellesley

By Dan Murphy

Blue Moon Smoke Shop, which abandoned its plans to open a store on Charles Street last year amid ardent opposition from the neighborhood, met a similar fate on March 17 in Wellesley when that town's Board of Health unanimously rejected a request for a variance for the business that would have allowed them to open in a former convenience store location in Wellesley lower falls.

Blue Moon Smoke Shop, which operates around a dozen stores that sell smoking and vaping supplies in the Greater Boston area, had intended to open a new location at the former home of the Village Market at 9 Washington St. in Wellesley, which per the town's zoning is too close to a gas station across the street that sells tobacco products, according to The Swellesley Report, an online news source covering the Wellesley community.

The Wellesley Health Department also denied Blue Moon's initial application in December, again



D. MURPHY PHOTO

138 Charles St., which was once proposed as a store location for Blue Moon Smoke Shop.

on the grounds that the business would be located within 500 feet of another tobacco-license holder. (The Town of Wellesley issues up to 10 tobacco licenses and now has two available, according to The

(BLUE MOON Pg. 3)

EDITORIAL

SPRING IS IN THE AIR FOR ALL THE SENSES

This past Sunday marked the vernal equinox, also known as the beginning of astrological spring. It's one of the two days of the year -- the other being the fall equinox -- when day and night are roughly equal in length around the globe.

We would note that "meteorological spring" began March 1, the date used by meteorologists and climatologists to mark the beginning of the spring season.

However, to paraphrase Bob Dylan and Sam Cooke, we don't need a weatherman (or a calendar) to be aware that a change is coming. Our senses have alerted us for the past few weeks to the impending arrival of spring.

We can see the crocuses that have been emerging, providing a burst of color through the barren ground.

Every morning right around sunrise, we can hear the chorus of birds in the trees, loudly chirping and tweeting after their winter of silence.

On clear days, the sun feels warm and strong, especially if we are on the leeward side of a wall or other structure, protected from the still-chilly March wind.

And even in the city, there is an earthy smell we have known since childhood that instinctively informs our brains that there is a change in the seasons.

To be sure, Mother Nature most likely will have some wintry surprises left for us. This April 1 will mark the 25th anniversary of the April Fool's snowstorm of 1997 (we'll write about that next week).

But our senses have told us that Ol' Man Winter is done and spring is here.

WHAT WILL WE DO IF (WHEN) PUTIN USES A NUCLEAR WEAPON?

With the news that Putin's Russian army at best is facing a stalemate in Ukraine, the odds that Putin might use a so-called tactical nuclear weapon are increasing daily.

The thing about autocrats is this: Just when you think they've gone as far (or as low) as they can go, they cross a new threshold of evil.

We were both surprised and dismayed to read that Russia has nuclear weapons that only are about two percent as powerful as the atom bombs that the U.S. dropped on Hiroshima and Nagasaki in WWII.

Both the Soviet Union and the U.S. have long-maintained nuclear arsenals with hydrogen bombs that are 2000-3000 times more powerful than the first A-bombs, but we were not aware that both sides also have developed these mini-nukes.

Indeed, Putin can look at our use of the A-bombs in WWII as an example of how to force an opponent into submission. Japan only surrendered after we used the bombs. With the Ukrainians defiantly resolved to fight to the last person, the use of a small nuclear weapon might be the only option left to Putin to win his war.

So what if Putin were to drop a small nuke over say, Kyiv?

What will be the response of NATO and the U.S.?

The world as we know it is being threatened -- and thereby controlled -- by a sociopath.

The civilized world can impose all of the economic sanctions it wants upon a despot, but in the final analysis, nukes are what matter, which is why the No. Koreans are trying to get them.

We can only speculate about the future path that the war in Ukraine will take us.

We are entering a deep, dark cave with no light at the end of the tunnel.

Hopefully, that light, when it comes, will not be the flash of a nuclear bomb.

GUEST OP-ED

Utility bills, gasoline prices and Ukraine

By Dr. Glenn Mollette

Most of us simply want peace in our lives, nation and world. We enjoy resting in a warm or cool house, with something to eat, free from worry and stress. Peace is not always easy. This winter, chances are that your heating bill was chomping on your checking account and taking a huge bite out of your income. You may have turned your thermostat down and wore extra layers hoping to cut back on literally burning up your money.

People have reported gas and electric bills from \$500 to over a \$1,000 for one month of trying to stay comfortable in their homes.

While you are attempting to stay warm or cool, you are wondering if you can afford to start

your car. Americans are seeing gas prices dance between \$4.00 and over \$6.00 for one gallon of gas. Filling up my old truck is pushing toward \$150 at a time. When my wife goes to the grocery store the same staples seem cost more every time she goes.

The current inflation is not only expensive but is chipping away at our peace. Peace? It's hard to have peace if you go into cardiac arrest every time your utility bill arrives, you buy gasoline or go to the grocery store. If you are renting a place in America then you have a further burden as some Americans are paying over \$2,000 a month to rent a house. If they can find one to rent.

Russia has destroyed Ukraine and has become a major player in driving up our cost of living. We were already experiencing inflation but the entire planet is reacting to what Russia is doing to Ukraine. Do you remember when we heard the news that Osama Bin Laden had been shot by one of our seal teams? When and how will the murderous rein of Vladimir Putin end? We must hope and

pray for an end to this evil.

Unfortunately, the world is a difficult place for peace. The Bible assures us that in the last days there will be wars and rumors of wars. There will be pestilence, famine, and our hearts will fail us from fear. Thus, our peace must come from God who is greater than our problems. There is an internal strength and peace that comes when we focus our minds on Him. Currently millions of Ukrainians have nothing left but the shirts on their backs and whatever internal resolve and fortitude that is keeping them going.

Our peace in America is very unsettling but compare your situation to millions of Ukrainians today. Pray for them and let us all give thanks for what we have.

Glenn Mollette is the publisher of Newburgh Press, Liberty Torch and various other publishing imprints; a national columnist -- American Issues and Common Sense opinions, analysis, stories and features appear each week in over 500 newspapers, websites and blogs across the United States.

LETTER to the Editor

REPAVE THE STREETS

To the Editor,

I strongly urge our elected officials to do their part to repave the streets of Beacon Hill so we can live up to our historic designation and not be demoted to third world status. Any thoughts of waiving the gas tax should be reconsidered in light of the deplorable condition of our streets.

Bob Hodakowski



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MBTA details proposed changes to modernize and streamline its fare-collection system

By Dan Murphy

The MBTA outlined proposed changes to modernize and streamline its fare-collection system, including the introduction of a mandatory one-time \$3 fee for all CharlieCards riders, during a March 22 virtual meeting.

Steven Povich, the MBTA's director of fare policy and analytics said the T intends to introduce new ways to pay for fares, including a contactless credit card, a mobile wallet, a temporary CharlieCard, and a mobile CharlieCard, as well as the newly issued permanent CharlieCards.

In the future, CharlieCards would be available at every fare vending machine; at retail locations, which would be expanded to include more convenience stores; over the phone; and via the T's mobile phone app, said Povich, while the mandatory \$3 activation fee covers the cost of the card, as well as "one more trip protection," which would prevent riders without cash from finding themselves stranded. (The one-time \$3 fee won't apply to contactless-card or mobile-wallet transactions, however.)

The new system would credit each commuter's card for a single subway or bus fare, which could be paid for prior to their next trip through the myriad payment options offered; this would prevent the present possibility of riders finding themselves stranded, if they show up at a bus stop without a CharlieCard or cash on hand.

The T is creating programs to partner with local organizations in an effort to distribute CharlieCards at no cost to low-income riders, said Povich, and all reduced fare participants will receive a free

CharlieCard. But several citizens on hand for the meeting expressed their concern that the new system would have the unintended consequence of making the T less accessible for the most financially vulnerable riders, especially those who don't have bank accounts.

With the new system, which requires each commuter to have their own CharlieCard, card-sharing will be prevented, although children under 11 will still ride for free without a card.

Other service changes proposed by the T include permanent five-day FlexPasses on the commuter rail; lower pricing for one-day LinkPasses; new seven-day LinkPass for reduced fare riders; expanded reduced fare monthly passes to all modes of transportation; and second transfers on bus and subway and transfers between Express Buses.

If approved by the full T board, changes would be implemented on bus and subway first, followed by changes to commuter rail service about a year later, said Lynsey Heffernan of the MBTA, who added that overall T fares wouldn't be raised as a result of these proposed changes.

Riders who now have CharlieCards would need to upgrade them once the new system has been implemented, and they would still be subject to the one-time \$3 fee, but any remaining balance on their old cards besides this would be transferred to their new cards.

The T will also be introducing new fare-evasion measures, including installing readers at the rear of all buses and Green Line trains, while a new fare-verification team would be deployed throughout the system, armed with devices that readers can tap their cards on to

show they've paid the correct fare for their trips.

Collique Williams, an organizer for Community Labor United, a nonprofit dedicated to protecting and promoting the interests of 100,000 low- and middle-income working families in the Greater Boston area, said the proposed CharlieCard changes "add insult to injury" at a time when salaries are already outpacing the cost of living for many citizens. "Giving a fare break to people who have discounted rates already isn't a solution," she said.

Williams also suggested that the new CharlieCard surcharge is only necessary because of the \$500 million contract that the T entered into with Cubic Transportation Systems last year for a privatized collection system.

Sam Montano, director of organizing for GreenRoots, a Chelsea community-based nonprofit devoted to environmental justice, expressed his concern that while the new program would offer free passes to low-income individuals, it wouldn't help those just above the poverty line.

On the upside, one meeting-goer lauded the new CharlieCard system as a way to eliminate the waste now caused by riders who discard their paper cards after a single trip on the T.

Meanwhile, Heffernan said the T would soon be overhauling its bus network, which will be the subject of many public meetings this spring.

The public can submit their comments to the MBTA on the proposed changes to its fare-collection system until March 31 at <https://www.mbta.com/fares/fare-transformation/get-involved>.

BHCA (from pg. 1)

the BHCA and the community at large.

The 2022 Beacon Award will be presented at the BHCA 100th Annual Meeting, to be held May 16, 2022 at the Union Club of Boston.

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you there! Look for the ad with the QR code in this edition of the Beacon Hill Times.

There's no better time to become a Member of the BHCA!

Are you new to Beacon Hill? This is a great time to join the BHCA as we begin our Centennial year celebrations, and a great time to join in our efforts of Community Building, Civic Engagement and Historic Preservation. You can become a member at bhcivic.org.

Save the date!

BHCA Annual Meeting for Members; Monday, May 16th, 6pm, Union Club

(If you are unsure of your membership status, please call the office and we will assist.)

BLUE MOON (from pg. 1)

Swellesley Report.)

Last year, Blue Moon dissolved its 10-year lease with the landlord to occupy the former home of Danish Country & Modern (and current home of Crush Boutique) at 138 Charles St., following a virtual meeting co-sponsored by Rep. Jay Livingstone and City Councilor Kenzie Bok on March 22, 2021, when more than 160 residents from the neighborhood voiced their strong objections to the plan.

Neighbors in attendance resoundingly expressed their deep concern that the smoke shop would have been in close proximity to Hill House and multiple

elementary schools, including The Advent School, Park Street School, Torit Montessori School and Beacon Hill Nursery School, and located just a few doors down from J.P. Licks, an ice cream shop at 150 Charles St.

"I respect the opinion of the neighborhood and am not going to pursue the plan," Blue Moon's owner Malik Hayat told The Beacon Hill Times immediately after the business scrapped its plans to open on Charles Street. "We're sorry for any inconvenience, or bad feelings, we have caused the neighborhood, and we respect their opinion."

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& creator of the Frog Pond Skating Rink & Carousel!*

GATHERING SIGNATURES



D. MURPHY PHOTO

Despite the rain, Rep. Jay Livingstone and Sen. Lydia Edwards were out collecting signatures to appear on the 2022 ballot in September's election on the morning of Saturday, March 19, on the Commonwealth Avenue Mall.

"I'm excited to meet my new constituents and [neighborhood] voters," said Sen. Edwards.

Rep. Livingstone said, "It's an honor to represent the people of the 8th Suffolk District. I'm excited to run for reelection, and to partner with Sen. Edwards."

If the two incumbent candidates can get the requisite number of signatures to appear on the ballot, Sen. Edwards and Rep. Livingstone will both be seeking reelection in the Nov. 8 general election.

Beacon Hill, surrounding area's weekly COVID positive test rate increases

By John Lynds

With the city's overall weekly COVID positive test rate steadily declining it's safe to say removing Boston's mask mandate and canceling proof of vaccination for indoor venues has not caused a huge spike in cases over the past month.

However, there was a slight uptick in positive cases last week in Beacon Hill, Back Bay, Downtown, the North End and the West End.

Last week, 1,198 Beacon Hill, Back Bay, Downtown, the North End and the West End residents were tested for the virus last week and 3.5 percent were positive--this was a 17 percent increase from the 3.3 percent that tested positive as reported by the Boston Public Health Commission (BPHC) on March 14.

Forty two additional residents contracted the virus between March 14 and March 21 and there are now 9,268 confirmed cases in the neighborhood since the start of

the pandemic.

According to the BPHC 12,982 residents were tested citywide last week and 2.3 percent were COVID positive--this was a 4 percent decrease from the 2.4 percent that reportedly tested positive for the week ending on March 14.

The statistics released by the BPHC as part of its weekly COVID19 report breaks down the number of cases and infection rates in each neighborhood. It also breaks down the number of cases by age, gender and race.

Citywide positive cases of coronavirus increased 0.31 percent last week and went from 166,722 cases to 167,241 confirmed since the start of the pandemic.

There were three additional deaths in Boston from the virus in the past week and the total number of COVID deaths is now at 1,434. Deaths decreased 25 percent in Boston last week with one less death compared to the four deaths reported by the BPHC two weeks ago.

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Blue Line from Airport to Government Stations to close

By John Lynds

At a recent community meeting the MBTA's Adam Kamoune announced some bad news for local commuters.

At the meeting Kamoune said the MBTA will be closing down the Blue Line for nearly two weeks between Airport and Government Center from Saturday, April 2 to Thursday, April 14 for harbor tunnel repair work.

"The bad news is we do have to divert the Blue Line from April 2 through April 14," said Kamoune. "The MBTA at this time is replacing 1,800 feet of track but the good news is this work is going to make the tunnel a lot more resilient and less prone to some of the concerns that we're hearing from folks from the environmental community. This work will also make our service just a little more reliable in the future."

Kamoune said part of the work includes a lot of tunnel inspection,

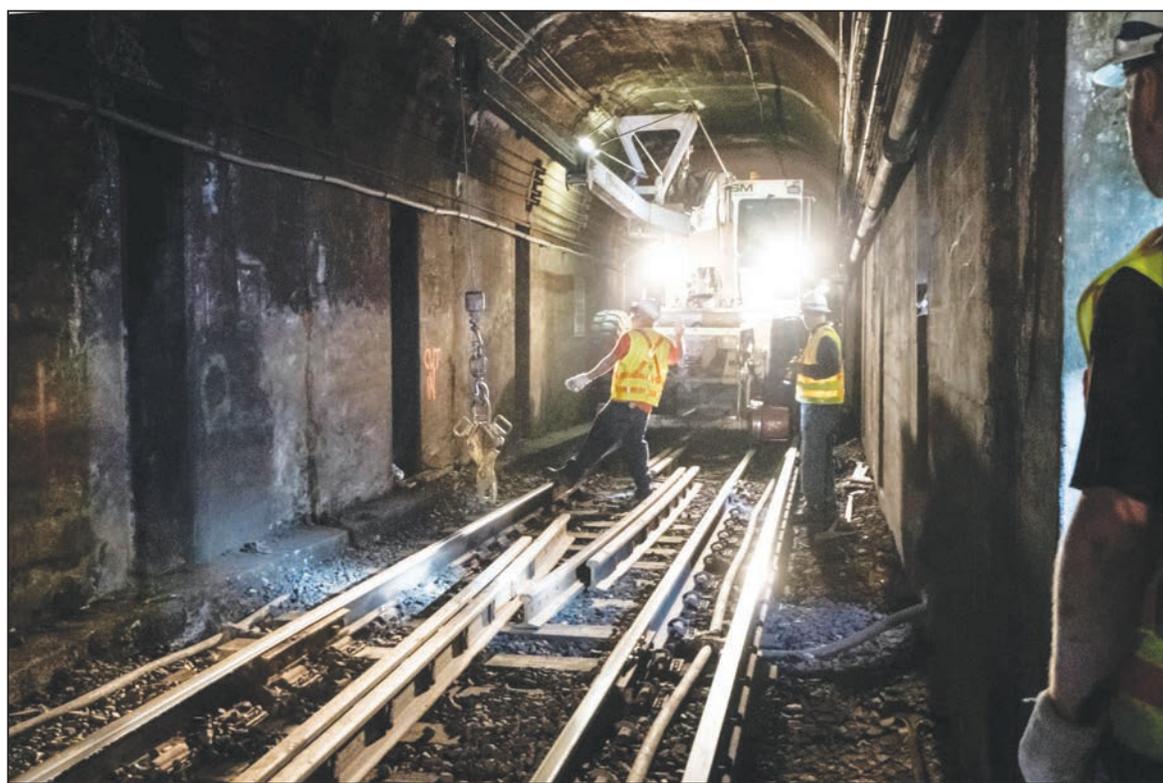
tunnel lighting repair, fiber optic cable installation, removing abandoned cable that exists in the tunnel.

"We are also performing signal repairs, which is a major source of issues on the Blue Line when there are so-called "blind delays", said Kamoune. "We're also investigating some of the drainage issues that we have in the tunnel—especially because it goes under the harbor."

Kamoune said commuters will have to use shuttle buses from the Blue Line's downtown stations to Airport Station in East Boston. These buses will stop at the Aquarium, State Street and Government Center and Maverick.

"So during this time, we'll be bussing folks from Airport station to Bowdoin and back," said Kamoune. "So you'll have regular train service from Airport to Wonderland in Revere."

Kamoune said express shuttles will be servicing Airport, Aquarium, State (drop off only) and Government Center. Local shuttles will service Airport, Maverick, Aquarium, State (drop off only) and Government Center.



The MBTA will close the Blue Line from Government Center to the Airport for nearly two weeks next month for tunnel repair work.

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EDWARDS (from pg. 1)

mother couldn't take the time off from work. This is a woman who got a substitute teacher for our history class, drove me nine hours to Detroit herself, got the hotel room herself and made sure I was there in person and available for my college scholarship interview—a scholarship that I was eventually awarded."

There were also her women college professors that helped shape and inspire Edwards once she got to New York City.

"Dr. Ellen Silver gave me the advice that people don't have to like you but they should respect you," said Edwards. "That changed my whole life and changed my whole perspective. I ended up becoming my class president. I ended up becoming the number one tutor in chemistry

and math for a lot of the girls in my college. I ended up using what I was good at to help keep other women in college. At the beginning I didn't think they liked me because they were from New York and I was sort of a tomboy from the Midwest. I told Dr. Silver that I felt the girls didn't like me and it was hurtful. That's when she told me, "Honey, they don't have to like you but they have to respect you. In the end they respected me. I think that advice and that experience taught me that being liked is one thing but being respected is everything. So you use your talents to do what you can for people and that's what I've tried to do ever since."

In the end, Edwards said she hopes her role as a strong woman holding political office will inspire

others to do the same.

"One of the greatest joys I get in this job is when moms or dads intentionally bring their little girls to me and say, "This is your State Senator" and to see a little girls' eyes light up brings a special honor because parents really want them to see what they can be," said Edwards. "I didn't have a Sen. Edwards or a local woman politician to look up to growing up. So I remind myself everyday that there might be a little girl watching and that makes me incredibly proud and honored."

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BHAC (from pg. 1)

Bentson told the commission he would be returning to them in the near future to discuss the business's signage.

In another matter, the commission voted unanimously to ratify

unapproved storefront changes for Vineyard Vines at 39 Charles St., with proviso that all composed materials be removed and replaced with wood to match the façade next door at 37 Charles St., and

that the paint color be returned to its original brown.

Moreover, the commission also unanimously approved an application for new signage comprising a band sign and a blade sign for Vineyard Vines. This determination came with several provisos, including that the band sign be similar in dimension to sign next door at Anton's Cleaners at 37 Charles St., and that details for that sign be remanded to staff for approval.

The commission voted unanimously to deny without prejudice an application for St. John the Evangelist Mission Church at 35 Bowdoin St. to use synthetic slate for its roof replacement, instead of the previously approved real slate roof. This determination will allow the applicant to return to the commission with plans for a "hybrid roof," using real slate in areas that are visible from a public way and therefore under the commission's purview, as well as synthetic slate elsewhere on the roof.

Likewise, the commission voted unanimously to deny without prejudice an application from ExteNet Systems Inc., a national telecommunications company, to install new apparatus on a light pole at 24 Beacon St. (Keenan Brinn, a contractor representing the applicant, said despite the Beacon Street address, the pole is in fact located on Bowdoin Street.)

The work would entail converting a single-corn light pole into a double-acorn pole, with a whip antenna extending 4-5 inches long

in the middle, said Brinn, and the installation of an equipment box measuring approximately 38-by11-by-9 inches, which could be placed either in the middle of the pole or at its base.

As part of its denial of this application, the commission asked the applicant to instead look for a light pole that could accommodate the apparatus located outside the historic district.

On an application for a new roofdeck at 60 Temple St., the commission voted 3-1 to approve it as submitted, with the proviso that the deck be set back 1 foot from what was proposed per staff recommendations.

Commissioner Arian Allen served as chair for the meeting, except on the application for the telecommunications device on the light pole at 24 Beacon St. On the matter of 60 Temple St., Allen recused herself, as she is an abutter, while Commissioner Alice Richmond served as chair for only that application.

Armata of the BHAC said past chair, Martha McNamara, had stepped down from the commission and thanked her for her service.

Other commissioners on hand for the meeting were Annette Given and Wen Wen.



Vineyard Vines at 39 Charles St.



D. MURPHY PHOTOS

Beacon Hill Hotel & Bistro on Charles Street, which is currently undergoing renovations.

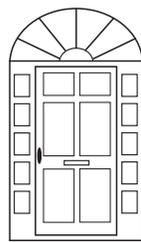
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NEWS BRIEFS

THE LYRIC STAGE COMPANY OF BOSTON PRESENTS A GENTLEMAN'S GUIDE TO LOVE AND MURDER

A Gentleman's Guide to Love and Murder with Music and Lyrics by Steven Lutvak and Book and Lyrics by Robert L. Freedman triumphantly finds its way to the Lyric Stage Company of Boston after originally scheduled to open on May 15, 2020. Directed by Lyric Stage Producing Artistic Director Emeritus, Spiro Veloudos with Musical Direction by Matthew Stern with Choreography by Larry Sousa°, this Tony Award®-winning musical brilliantly and hilariously tells the story of wrongfully getting what is rightfully yours.

Charming and ambitious, Monty Navarro is in line for an earldom in the lofty D'Ysquith family. Eighth in line, that is. With a few tricks up his sleeve, he plots to speed up the line of succession all the while juggling the affections of two beautiful women, dodging suspicions and relying on fortunate twists of fate. Lyric Stage favorite Neil A. Casey* brings to life all eight members of the D'Ysquith family including a pious clergyman, a pompous bodybuilder, an aging actress, and a misguided philanthropist.

Performances begin Friday, April 15 and run through Sunday, May 22. Press Performance is Sunday, April 17 at 3pm.

Featuring a cast of Boston stage favorites and newcomers to the Lyric Stage including Leigh Bar-

rett*, Teresa Winner Blume, Neil A. Casey*, Aimee Doherty*, Jennifer Ellis*, Kate Klika, Lori L'Italien, Todd McNeel, Jr., Karen Murphy*, Robert St. Laurence*, Phil Tayler, and Jared Troilo*.

Scenic Design is by Shelley Barish, Costume Design by Elisabetta Polito**, Lighting Design by Franklin Meissner Jr.**, Sound Design by Andrew Duncan Will, and Projection Design by Johnathan Carr.

SUPREME JUDICIAL COURT ISSUES ORDER RELAXING MASK MANDATE IN STATE COURTHOUSES

The Supreme Judicial Court (SJC) issued a new order on Monday regarding access to Massachusetts state courthouses, which relaxes the requirements with respect to the wearing of masks, effective March 23, 2022.

The order continues to encourage the wearing of masks inside courthouses to protect against the transmission of COVID-19, especially by those who are at increased risk for severe disease or are not up to date on COVID-19 vaccinations. Masks are no longer required, however, except under certain identified circumstances.

The order also continues to prohibit entry into courthouses by persons who have tested positive for COVID-19 within the previous 5 days, have symptoms consistent with COVID-19, are not up to date on vaccinations and have been in close contact with someone with

COVID-19 within the last 5 days, are awaiting test results after experiencing symptoms, or should be in isolation or quarantine.

APRIL FOOLS' BIKE RIDE SET FOR APRIL 2

Bike to the Sea's first ride of the year will be held on April 2, starting along the car-free Northern Strand Community Trail at Bent Water Brewing, 180 Commercial Street, in Lynn.

The April Fools' ride is open to everyone and will start along the newest stretch of the trail before going on the bike lanes on Western Avenue, South Common Street, Market Street, and Broad Street. The 15-mile ride will also include a stretch on the East Coast Greenway in Swampscott before heading back to Lynn.

The ride is rated "easy/intermediate" and will include off-road paved and unpaved trails, as well as on-road bike lanes.

Parking is available in the lot behind the brewery or on Alley Street.

All are welcome to join the ride for free, but everyone riding must fill out a waiver at least once every year. And if you don't have a Bike to the Sea Membership then you may only join one ride organized by Bike to the Sea per year. Basic memberships cost \$25/year and are available here.

If you're interesting in participating in this ride, please RSVP here.

For more information, contact Pete Sutton at beausutt@hotmail.com.

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- ◆ Discounts on sampled bottles

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Friday, April 8th
4:00 pm - 7:00 pm

Featuring Wines from:

MARTIGNETTI

Friday, April 15th
4:00 pm - 7:00 pm

Featuring Wines from:

CHARLES RIVER WINE

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Real Estate Transfers

BUYER 1	SELLER 1	ADDRESS	PRICE
BACK BAY			
Mehrotra, Rishabh	Bruce RT	212 Beacon St #3	\$4,025,000
Balmuth, Miriam J	Margaret Mccarthy RET	300 Boylston St #712	\$3,800,000
BEACON HILL			
Cai, Wenting	Staffiere Jr, Arthur C	21 Beacon St #6S	\$565,000
21 Beacon G3 LLC	Lakis FT	21 Beacon St #G3	\$1,700,000
Century Sky LLC	Gould, Jeffrey	34-1/2 Beacon St #12	\$5,650,000
Jordan H Doran 2007 RET	Yin, Hang	58 Beacon St #4	\$4,230,000
BAY VILLAGE/SOUTH END/KENMORE			
MSGM LLC	Fish, Anatoly M	11 Aberdeen St #3A	\$600,000
Kerr, Carolyn E	Johnson, Patrick	31 Concord Sq #1	\$1,400,000
Myers, Jayne Y	Highline 52 Dwight LLC	52 Dwight St #1	\$3,475,000
Hye-Lee, Kang M	Winter, Gregory J	85 E Brookline St #4	\$705,000
Han, Jinyu	Sethvarangkul, Pakdee	120 Mountfort St #206	\$810,000
Morgan, Spencer	Cantin, Stephen A	16 Upton St #1	\$1,825,000
BGRS Relocation Inc	Lin, Tun T	11-C Waltham St #1	\$770,000
Lee, Jonathan R	BGRS Relocation Inc	11-C Waltham St #1	\$750,000
Kelsey, Ilana A	Larsson, Carolina	28 Isabella St #28	\$685,000
Stephanie Briguglio T	Lauer, Thomas	400 Stuart St #22E	\$3,900,000
WATERFRONT/DOWNTOWN			
Axford, Jacqueline	Cotter, Colleen	80 Broad St #606	\$708,000
Boston Harbor 31H LLC	Guerreri, Andrea	85 E India Row #31H	\$876,500
Ferrara, John	Helen Lin LT	1 Franklin St #5103	\$5,500,000
Greene, Peter B	Chin-Lee, Raymond D	100 Fulton St #2W	\$1,050,000
Rist, Wendy L	Zaragoza-Watkins, M D	5-9 Hudson St #5S	\$875,000
Kassler, Mitchell A	Otey, Michelle	300 Pier 4 Blvd #4L	\$1,640,000
Yajnik, Vijay	Rushaid, Hana A	580 Washington St #903	\$1,840,000

Attention to Detail

PHOTOS AND TEXT BY PENNY CHERUBINO

THIS WEEK'S ANSWER



NEIGHBORHOOD ROUNDUP

VIRTUAL AUTHOR TALK SET FOR APRIL 7

The Friends of the West End Library welcomes Jane Healey, a bestselling, local author, to present the history behind her novels during a Virtual Author Talk on Thursday, April 7, at 7 p.m.

Her novels are set in New England, Boston, and the North End, which makes reading her

books even more interesting.

Healey has given hundreds of presentations and is a vibrant and fascinating speaker. She is the host of Historical Happy Hour, a monthly webinar and podcast featuring premiere historical fiction authors and their latest novels.

A graduate of the University of New Hampshire and Northeastern University, Healey shares a home north of Boston with Her husband,

two daughters, and their two cats.

Her three historical fiction novels include "The Saturday Evening Girls Club," "The Beantown Girls," and her latest novel, "Secret Stealers." While it is not necessary to read her books, it will probably enhance the event and perhaps you can come with some questions for her.

R.S.V.P. for reservations to jean.lawr@yahoo.com.

The horse door knocker in the last clue is on 117 Phillips Street built circa 1900. This is one of the more unique door accessories in the neighborhood. While you will find many door knockers that are variations of common designs, there are also a few very special ones like this visible on Beacon Hill streets. Perhaps this was handcrafted to represent a love for horses.

Do you have a favorite building or detail you would like featured? Send an email to Penny@BostonZest.com with your suggestion.

THIS WEEK'S CLUE



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Massport announces goal to be Net Zero by 2031

The Massachusetts Port Authority (Massport) unveiled a new, bold agenda to reduce carbon emissions across all facilities and become Net Zero by 2031, coinciding with the Authority's 75th anniversary. The Roadmap to Net Zero focuses on 100% of the greenhouse gas (GHG) emissions directly controlled by Massport-owned facilities, equipment, and purchased electricity, with continued influence in areas the Authority does not control. The plan outlines the steps Massport will take to reduce emissions within the decade, directly benefitting neighboring communities and further preparing the Authority for the impacts of climate change.

"Massport is committed to working with our surrounding communities to reduce our impacts to the environment, while remaining focused on supporting the region's economy," said Massport Board Chairman Lew Evangelidis. "Massport's Roadmap to Net Zero aligns with the Com-

monwealth's climate goals."

Massport will accomplish this by:

- Improving energy efficiency in buildings through design standards and operational controls;

- Transitioning to clean fuel sources such as renewable electricity, renewable natural gas, etc.;

- Generating as much renewable energy as possible on-site, and make off-site renewable energy purchases;

- Acquiring renewable energy credits, renewable identification numbers, and carbon offsets as a transition strategy, for the fossil fuel sources that cannot be reduced, electrified or switched to renewable energy in the near-term;
- Implementing all remaining facility-specific initiatives identified to ultimately reach net zero.

"The pandemic gave us an opportunity to rethink the way we do business going forward, and we are now on the path to Net Zero," said Massport CEO Lisa Wieland. "This is a real commit-

ment, with aggressive goals, tied to real actions that will take us to Net Zero by 2031, which also happens to be Massport's 75th anniversary. While we get our own house in order, simultaneously we will be working with our business partners on ways they can help reduce emissions."

For any areas where emissions cannot be reduced to zero, Massport will invest in carbon offsets to reach the target. The Authority expects to be Net Zero without offsets by 2040. Carbon offsets are investments in GHG reducing projects, such as a solar farm, that diminish the impact of an organization's own GHG emissions. Massport's aim would be to purchase offsets that benefit local projects within the Commonwealth.

"As an East Boston resident and community advocate, I'm glad to see Massport making this commitment to becoming Net Zero that will greatly benefit neighboring cities and towns," said John Nucci, Massport Board member and

Chair of the Community Outreach Committee. "Logan Airport and Massport's other facilities create greenhouse gases that impact our neighbors and this plan takes real steps to improve air quality and reduce those impacts."

Components of the phased plan controlled by Massport include items like upgrading lighting systems across all facilities to LEDs, which has already been started, to rehabilitating Logan Airport's Central Heating Plant, upgrading the Logan Express and shuttle bus fleet to electric vehicles, and installing more solar panels and renewable energy sources.

There is also a section of the plan including emissions that Massport does not control, but can possibly influence. One such example of an area of potential influence would be to enable use of SAF at Logan. SAF, or sustainable aviation fuels, are a renewable/cleaner substitute for fossil jet fuels that reduce carbon emissions and improve the air quality. It is estimated that more than 99% of airline emissions and approximately 50% of airport emissions worldwide are related to the combustion of jet fuel. This past fall, President Biden announced a goal for U.S. companies to produce at least 3 billion gallons of SAF per year by 2030 and, by 2050, sufficient SAF to meet 100% of aviation fuel demand, which is currently projected to be around 35 billion gallons per year. Massport will work to enable use of SAF at our three airports and encourage our airline partners to transition to this alternative fuel while longer term strategies are evaluated, approved and adopted.

Massport currently has several programs to reduce emissions and has had success with environmental initiatives. Past projects include:

- On-airport clean-fuel buses since the mid-1990s;

- In 2001, Hanscom Field became the first U.S. airport to earn ISO 14001 certification for its Environmental Management Systems (EMS);

- In 2003, Conley Terminal was the first U.S. container terminal to implement an EMS and receive

ISO 14001 certification;

- In 2005, Logan's Terminal A redevelopment was the first LEED® Certified airport terminal in the world;

- Installation of on-site renewable energy sources, including solar and wind;

- Developed more than 37 acres of greenspace within our surrounding communities; two new parks currently being designed in East Boston will be an additional 8 acres

- Since 1990, Massport has invested more than \$100 million in High Occupancy Vehicle (HOV) transportation to and from Logan Airport, including the Logan Express system and free MBTA Silver Line service to South Station;

- In 2014, completed the Rental Car Center at Logan- a LEED Gold certified building that consolidated nine rental car agencies into one center; reduced 100 diesel buses trips to 28 hybrid buses per hour; decreased shuttle bus vehicle miles by 70%, with an accompanying 35% decrease in airport-related emissions. The facility also has rooftop solar panels that account for 5% of the building's energy usage;

- Cut carbon emissions at Logan by 40% by 2019 – goal was 2020;

- Cut energy consumption at Logan by 25% by 2019 – goal was 2020.

Massport will continue to pursue outside funding to help pay for some of these projects. The Authority was recently awarded \$600,000 by the Mass. Clean Energy Center for a pilot project to build electric vehicle infrastructure at Logan to catalyze the electrification of the ride-for-hire industry. In 2020, Massport received a \$4M VALE grant to acquire charging stations at Logan for eGSE (electric ground service equipment). The EPA granted Massport \$500,000 in 2018 to install airline owned eGSE charging stations at Logan's Terminal B, and \$330,000 in 2015 for a Clean Diesel Project at Conley Terminal.

The next steps in the road map will be prioritizing the projects, further data analysis, creating the budget strategy, and timeline.

CONSTRUCTION UPDATE

North Washington Street Bridge construction look-ahead to April 2

This is a brief overview of construction operations and impacts for the North Washington Street Bridge Replacement Project. MassDOT will provide additional notices as needed for high-impact work and changes to traffic configurations beyond those described below.

SCHEDULED WORK

- North abutment (Charlestown side near Chelsea Street) – barrier slab repair, rebar installation, and excavation

- Utility work on Charles River Ave: sidewalk and utilities installation work

- Forming and pouring concrete elements at City Square

WORK HOURS

- Most work will be done during the daytime (6:00 a.m. – 4:00 p.m.)

MARINE IMPACTS

- Routine closures of the north and south channels continue. Only one channel will be closed at a time.

- Work hours are during the day (6:00 a.m. - 4:00 p.m.)

- Vessels may continue to transit through the work site through the open channel.

- While traveling through the

open channel, pay close attention to signage and the multiple boats, barges, cranes, and other work vessels on site.

Use VHF-FM Channel 13 to contact work- and push-boats. If access to the commercial lock is required and work barges are in the channel, 24-hour notice to J.F. White is required to clear access to the lock. The on-scene Superintendent for the J.F. White Contracting Company is Patrick Wilson and can be contacted at (617) 680-7537.

TRAVEL TIPS & THE WINTER SEASON

While we are now entering spring, the project team is still committed to clearing the bridge during & after potential snow events. We will continue to monitor and reapply anti-skid coating whenever the coating needs to be refreshed. Our team will also continue to inspect the walkway regularly. Additionally, the contractor will remain proactive in preparing for imminent weather conditions when forecasted.

For everyone using the temporary bridge, please help share the space: walk to the right, walk bikes, and be mindful of people

coming from both directions, if walking in a large group.

Drivers should take care to pay attention to all signage and move carefully through the work zone. Police details, lane markings, temporary barriers, traffic cones, signage, and other tools will be used to control traffic and create safe work zones.

The Tudor Wharf Walkway (under the bridge next to the water in Paul Revere Park) will be intermittently closed for safety during construction operations, with access provided via the Water Street underpass. The Boston Harborwalk under the bridge and eastern/harborside bridge sidewalk remain closed until rebuilt.

For your awareness, the following events are scheduled during this look-ahead period:

- BRUINS: 3/24 at 7:00 p.m., 3/26 at 6:00 p.m., 3/29 at 7:00 p.m., 3/31 at 7:00 p.m., and 4/2 at 7:00 p.m.

- CELTICS: 3/23 at 7:30 p.m., 3/27 at 6:00 p.m., and 3/30 at 7:30 p.m.

- EVENTS: 3/20 at 9:00 p.m., 3/22 at 8:00 p.m.

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KINGSLEY MONTESSORI SCHOOL STUDENTS GIVE INPUT DURING CCC MEETING

Photos & Story by Marianne Salza

Kingsley Montessori School students are collecting previously worn socks, t-shirts, and sweat-shirts to be sewn into bedding for shelter animals. The project is one of a multitude of environmentally conscious endeavors that the Climate Change Committee (CCC) has initiated to promote sustainability in their community.

“One of my favorite parts about being in the CCC is knowing that we’re making a difference and inspiring people,” said Nina, 4th grade.

The Climate Change Committee is a devoted group of 1st-6th grade students who meet every other Friday during their lunchtime. The organization emphasizes that anyone can make an impact, regardless of one’s age.

“Everyone has a great mind and understanding of our mission in the CCC, which is to bring awareness to the fact that you don’t have to be a certain age to make a difference in the world,” asserted 5th grader, Alexandra, who enjoys

exchanging ideas with classmates. “We partnered with Cradles to Crayons to donate around 130 pajamas from newborn to adult sizes. They’re always accepting donations.”

Founded by students, Alexandra and Josie, two years ago, with guidance by Ms. Robbie Walton, the CCC provides youth with the opportunity to express their suggestions on how friends and family can protect the planet.

During the CCC’s March 11 meeting, students discussed encouraging parents to consider purchasing electric vehicles and other eco-friendly products, as well as installing solar panels to their homes.

Students continue to clean litter in local playgrounds and parks during recess, and hope to soon begin composting at the Kingsley.

“I joined the CCC to know that I am making a difference, even though I am in elementary school,” explained Josie, 5th grade. “I’ll be moving next year, but I hope to bring some version of the CCC to another school.”



Alexandra, 5th grade; Mae, 4th grade; Josie, 5th grade; Ms. Walton; Sarah, 4th grade; and Nina, 4th grade.



Sarah, 4th grade, suggesting recyclable toothpaste containers.



Upper Elementary students recommending sustainable practices.



Climate Change Committee teacher/organizer, Ms. Robbie Walton, leading discussions during the March 11 Climate Change Committee meeting, as Lower Elementary students attend via Zoom.



Upper Elementary students proposing ways to live responsibly.

CITY PAWS

Garden planning with pets in mind

By Penny & Ed Cherubino

“More than 20 million novice gardeners picked up a trowel for the first time swelling the ranks of American gardeners to more than 63 million according to Bonnie Plants CEO Mike Sutterer,” so reported Pat Munts recently in Spokane, Washington’s The Spokesman-Review.

Some of these are the same folks who added companion animals to their lives. Since this is the time of year when gardeners, new and old, begin to work on their plots and plans, we wanted to share some essential considerations on pet-friendly gardens.

Safety First

Insecticides, herbicides, weed killers, antifungals, and other garden chemicals are not the only pet dangers in a garden. For those, read the “Material Safety Data

Sheets” available with each and decide what you find safe to use around your pets. Use care in storing these products in a pet-proof manner. Watch for mushrooms that grow in wood mulches. Those may be harmful.

Warnings from ER Veterinarians

Veterinarians in ER practices see dangers in a garden that most of us would never consider. Naturally, they will warn you about plants that are poisonous to animals. Some are more dangerous than others but choosing plant material with your animals in mind can help you avoid a mildly sick pup or a trip to the emergency room.

The ASPCA’s website has a list of plants that are toxic to dogs and cats. It includes some photos if you don’t know the name of a plant that you might have inherited. Even those of us who don’t garden

may want to visit the site because we’ve spotted toxic flora along the edge of sidewalks and poking through garden fences.

These doctors also see dogs with scratches on their cornea from rose bushes, who have cut a paw on lawn edging, swallowed wood chips or rocks used as garden decor, or have ingested “cocoa mulch” made from cocoa bean shells and potentially dangerous to your pets.

We suggest that you pet-proof your garden with a dog or cat view inspection. While down low tending your plants, look around carefully and see what is going on at the four-paw level. Walk barefoot in the space to feel what might hurt or even cut a paw. Consider what your dog or cat can reach at full stretch.

Garden Training

How safe a particular dog is in a garden depends on the age, breed, temperament, and how well-



Some gardens also serve as memorials to beloved animals.

trained that pup happens to be. Like all other aspects of life with dogs, training your companion to be a polite garden visitor will take some effort.

Small breeds are designed to be human companions, these guys are normally easy on a garden. But, dogs with high energy, strong instincts to dig, guard, or hunt need careful monitoring and correction.

Indoors Too!

The other day, we watched our Westie Poppy doing her best to reach the herbs we grow in a hydroponic planter. She used a step stool kept handy to work on the plants in the back and could almost reach the mint trailing over the edge.

That mint wouldn’t have hurt her, but there are plants that, while safe for humans, could be dangerous for her. Keep any questionable plants out of reach. Remain alert. Leaves can fall, plant food can spill, the gardener could be a bit careless, and your dog or cat might be sickened by a plant despite your best efforts to keep the two apart.

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