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# The Boston Globe

MONDAY, FEBRUARY 16, 2009

REST AND THE BRIGHTEST

TODAY: Dry and mostly sunny. Highs 33-38, lows 21-26. TOMORROW: Much the same. Highs 34-39, lows 23-28. HIGH TIDE: 3:54 a.m., 4:29 p.m. SUNRISE: 6:39 SUNSET: 5:18 FULL REPORT: PAGE B11

## In the news

**A girl, 16, died after wandering away from a party** in Andover and ending up in an icy stream, authorities said. **B1.**

**Afghan President Hamid Karzai and President Obama's special envoy** met and said Afghan officials would take part in a US review of the war. **A3.**

**Venezuelans voted to allow President Hugo Chávez** to eliminate term limits and run again in 2012. **A4.**

**Pakistan officials and a Taliban-linked group reach a peace deal** that could lead to enforcement of Islamic law in a key valley. **A5.**

**The plane that crashed near Buffalo was on autopilot** until just before it struck a home, which would have violated safety rules on landing in icy conditions. **A6.**

**Illinois GOP leader calls for resignation of new US senator Roland Burris** after accusing Burris of lying to a committee about dealings with former governor Rod Blagojevich. **A2.**

**The makeup of the Boston City Council could dramatically change** with the announcement that two at-large councilors are freeing their seats for their run for mayor. **B1.**



**New visa program with Ireland is expanding the horizons** of college students, but economic clouds loom. **B1.**

**Beleaguered businesses are trying to fend off attacks** delivered through blogs and such social networks as Facebook. **B5.**

**Have a news tip?** E-mail newstip@globe.com or call 617-929-TIPS (8477). Other contact information, **B2.**

### POINT OF VIEW:

JOSHUA REICHERT

"To maintain the resilience of the Arctic marine environment, it is critically important to protect the food web, which is particularly vulnerable to disruption. Historically, most of the Arctic Ocean has been inaccessible to industrial fishing fleets, but this is no longer true." **A15.**

### Inside

Features	Classified
Business <b>B5-7</b>	Autos <b>J</b>
Deaths <b>B8-10</b>	Notices <b>B7</b>
Editorials <b>A14</b>	<b>g</b>
Lottery <b>B2</b>	TV/Radio, Comics, <b>B11</b>
Weather <b>B11</b>	Crossword, <b>G11</b>
Movie times <b>G11</b>	Sudoku, KenKen, <b>Movies, Horoscope</b>

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## THE JOURNEY OF TED KENNEDY

# Turbulence and tragedies eclipse early triumphs



Ted Kennedy, flanked by his brothers Robert (left) and John during a Senate hearing in 1959. Robert Kennedy was a Senate counsel and John was a senator with eyes on a run for the White House.

## Stunning events convulse nation, turn young senator into family's patriarch and liberals' hope

By Neil Swidley  
GLOBE STAFF

Ted Kennedy had been entrusted with overseeing 13 western states for his brother's 1960 presidential campaign. It was a tough assignment, since many of the states were Republican strongholds. In the end, he failed to deliver all but three of them.

"Can I come back," the youngest and breeziest Kennedy wired his rabidly competitive family in a post-election telegram, "if I promise to carry the Western States in 1964?"

The move — using his fun-loving personality to paper over his failings — was classic Teddy. Even though he had grown into a handsome 28-year-old man with angular features, he was still largely seen by his high-achieving siblings as the overweight

baby brother who was great for a laugh or a hug, but nothing of consequence.

Yet his telegram also masked a surprise: Ted Kennedy didn't really want to come home.

If a lifetime of unfavorable comparisons with his brothers was only going to intensify now that one was about to become president and the other attorney general, Ted figured he'd have a better shot at being his own man if he left the compound. He wanted to move with his new wife, Joan, to one of those western states he'd explored in the campaign — New Mexico, California, or Wyoming — and maybe buy a newspaper and eventually run for office. "The disadvantage of my position," he told an interviewer, "is being constantly compared with two brothers of such superior ability."

KENNEDY, Page A10

'This is a consistent and complicated issue, and we're doing our best.'

ELAINE DRISCOLL, police department spokeswoman



## When police park at HQ, regular rules do not apply

By Colby Cremins and Emily K. Williams  
GLOBE CORRESPONDENTS

Illegal parking in a handicapped spot is no trifling matter. Boston issues 11,000 tickets a year, each of which carries a \$120 fine and often a \$93 towing charge. And it is not uncommon for passersby to loudly rebuke able-bodied drivers who use parking spots reserved for the disabled.

But violators who use the 11 handicapped-designated spaces in front of Bos-

ton Police headquarters are immune from any sanction at all — or even a sidelong glance from the scores of police officers who enter and leave the building every day, according to Globe observations over the past two months.

One repeat scofflaw: the driver of a Toyota Corolla registered to Irene Landry, the city's supervisor of Parking Enforcement, who oversees the 194 parking enforcement officers who write 1.3 million

POLICE PARKING, Page A8

## Seafarers' city ponders heading Recession buffets effort to save Portland's heritage

By David Filipov  
GLOBE STAFF

PORTLAND, Maine — To the east stretches Portland's city-owned pier, where a blockbuster proposal for badly needed renovations and development fell through last month. To the west, the main cargo terminal lies dormant. And in the center of this waterfront of erstwhile seafaring renown, the clusters of privately owned piers

that link city and harbor exhibit various stages of disrepair and decay, compounded by the woes of the once-thriving fishing and lobster boats they berth.

As Maine's largest city weathers the blows of a deep recession, the port that inspired its name has suffered the worst, and Portlanders are taking a hard look at how to preserve their city's heritage in a world where oceanfront property increasingly takes precedence over the maritime in-

dustry.

And while Portland does not want to lose its identity as an ocean port, the question is how a vibrant city of top-of-the-line restaurants, upscale shops, and white-collar businesses should keep its fading marine industries alive.

"Are we going to let this waterfront die or are we going to let people start coming up with ideas to save it?" asked Charles A.

PORTLAND, Page A9



Jack D. Humeniuk (background) watched as longshoremen worked to get a tanker underway at the Maine State Pier.

# Speedy recovery is called unlikely

Aides to Obama say stimulus needs time

By Farah Stockman  
GLOBE STAFF

WASHINGTON — As President Obama prepares to sign the unprecedented \$787 billion stimulus bill aimed at rescuing the US economy, his aides yesterday dampened expectations that the legislation — among the costliest in history — would quickly halt the nation's worsening unemployment and ease foreclosure rates.

"I think it's safe to say that things have not yet bottomed out," press secretary Robert Gibbs told CBS's "Face the Nation." "They are probably going to get worse before they improve. But this is a big step forward toward making that improvement and putting people back to work."

Senior adviser David Axelrod said that while many of the infrastructure projects funded by the stimulus bill would begin soon and help lower the unemployment rate, "it's not going to be an overnight turnaround."

"It took a long time for us to get in this mess," Axelrod said on NBC's "Meet the Press." "It's going to take awhile for us to get out of it."

As part of his recovery plan, Obama has decided to name a presidential task force to oversee federal aid to General Motors and Chrysler, instead of appointing a "car czar" for the re-

RECOVERY, Page A6

# Downturn spurs some foundations to give more

As need for aid deepens, groups cut into principal

By Irene Sege  
GLOBE STAFF

At a time when most foundations are cutting back or maintaining last year's spending, a few are doing what hedge fund manager Ken Nickerson of the Eos Foundation calls "counter-cyclical giving." They're increasing their grants.

Nickerson heard a story last October that helped him decide how to steer his family foundation through this severe recession: A gentleman visiting a local food pantry offered \$5 for his groceries. Even after a pantry worker assured him they were free, the man insisted on paying. "There are people out there who need this \$5 more than me," he said. The worker then laid his own \$5 on the counter. Others did the same, and within moments the food pantry had collected \$50.

Despite losing 30 percent of what a year ago was a \$50 million endowment, Eos will spend an additional \$15 million over the next five years to fight poverty in Boston. Nickerson

FOUNDATIONS, Page A8

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# Some foundations defy trend, give more

► **FOUNDATIONS**  
*Continued from Page A1*

son and his wife have also contributed an additional \$10 million to Eos to begin to offset its losses.

"At a time when we feel compelled to do more, our resources are vastly less," said Nickerson, 46. "It's something that kept us awake at night. . . . We have more money than we need, and the foundation needs it more than us."

While Nickerson recapitalizes his foundation, others dig deeper into their shrinking endowments than would be required to simply maintain spending. There are growing cries for more to do so.

"If not at this time, why do we have endowments? That's what endowments are for, that you have these additional funds to dip into," said Ron Ancrum, president of Associated Grant Makers, which represents donors in Massachusetts and New Hampshire.

"It's not necessarily something trustees would gravitate toward immediately, because it would take them away from what they're used to doing, which is protecting their endowment. It's difficult for most foundations to consider, but I believe it's the right direction."

The Highland Street Foundation, which along with Eos and two other family foundations

donated an additional \$1 million for hunger relief and fuel assistance late last year, also expects to increase grantmaking in 2009.

The Women's Fund of Western Massachusetts, a public foundation, announced last month that its grantmaking will jump from \$100,000 to \$250,000 in both 2009 and 2010. The 20 percent hit that its \$2.76 million endowment took is offset in part by an unexpected \$300,000 donation, some of which will help finance the increased spending.

"Our board looked at the impact the entire economic situation was having on women and children," said executive director Carla Oleska. "They are absolutely aware of the level of fundraising we will be doing from here on out."

The United Bank Foundation, based in West Springfield, expects to make at least \$250,000 in new grants this year, up from \$207,000 in 2008. "We've got groups getting reduced state funding and reduced federal funding," said foundation president Dena M. Hall. "We will try to be the new source of funds for the right groups."

Nationally, the Bill & Melinda Gates Foundation plans to give more than the \$2.8 billion it distributed in grants last year, though less than it had once projected. The New York-based

Foundation Center expects aggregate grantmaking to decline in 2009, but not as much as the stock market has dropped.

Associated Grant Makers expects half its members to reduce their giving and most of the rest to maintain their grantmaking, which, given their diminished endowments, means spending more than the legally required 5 percent of assets that many follow. The Philanthropic Initiative, a Boston-based agency that advises donors, reports that three-quarters of its clients plan to maintain their current level of grantmaking. Another 20 percent, including a big-money donor who lost money in the Bernard Madoff scandal, are cutting back. Yet even in an economic crisis, 5 percent are increasing their grants.

"There's a big kind of wait-and-see attitude before anybody makes any rash decisions to increase or decrease their charitable giving," said TPI vice president James Coutre. "We also see a desire across the industry of everybody feeling the need to step up and give more. Some people are acting on it. There are quite a number of people who are still deer in the headlights."

To Kelly Bates, executive director of Access Strategies, Eos is a "role model." But Access, a Cambridge-based family foundation devoted to empowering dis-

enfranchised communities, won't be increasing its grantmaking this year. "Gosh, I wish we were," Bates said. "We are doing everything we can to hold the line."

The issue caused a dust-up between the Council on Foundations and the Boston-based Non-profit Quarterly.

In an October letter on the economic crisis, the council did not mention increased grantmaking as an option.

"We're in this storm. Let us maintain and then increase if we can down the road," said council spokeswoman Monica Wroblewski. "That was the approach." The quarterly's editors offered an alternative version that put increased grantmaking at the top of the list.

Buzz Schmidt, founder and chief executive of Guidestar, which reports on nonprofits and foundations, called for increased grantmaking in an article posted on the quarterly's website late last year, urging foundations to rethink their commitment to preserving their endowments in perpetuity.

"Solving a problem today is less expensive than solving it tomorrow," he said.

"Warehousing your money for the future makes sense only if there are no more problems to solve today and society is not going to create more philanthropic capacity in the future."

# Police offenders repeat parking violations

► **POLICE PARKING**  
*Continued from Page A1*

tickets a year. When a Globe reporter called Landry's office on Feb. 10 to ask about the Toyota, Landry was stunned. "I will investigate," she said. "Trust me when I tell you that."

Within five minutes of that call, her son Anthony, a police dispatcher, and three other po-

lice officials hastened out of Police Headquarters in shirtsleeves, got into their illegally parked cars, and drove away.

Most often, all prohibited parking areas around police headquarters on Tremont Street are a penalty-free zone — scores of unmarked detective cars, police evidence vans, and personal vehicles of patrol officers and sergeants are ensconced for hours at

a time in spots earmarked for the disabled, and at fire hydrants, crosswalks, day-care drop-off, and MBTA bus stops — virtually all of them marked "tow zone."

And then there are those who park where there is no signed prohibition — on sidewalks. Or those who double-park.

Globe correspondents who kept watch at headquarters never saw a ticket written, much less a tow truck, despite a stern order in August 2007 from a senior commander who ordered that illegally parked cars be ticketed hourly.

"As a law enforcement agency with the responsibility to enforce parking regulations for the general public, visible and blatant violations of parking restrictions in the vicinity of Boston Police Headquarters are unacceptable," read the directive from Deputy Superintendent John F. Daley.

Eighteen months later, nothing much has changed. The only ticket books seen by the Globe over the six weeks' observation were those that officers left on the dashboards of their cars — a time-honored signal to fellow officers. Others left uniform shirts hanging in back windows.

Last Wednesday, the day after police officials learned of the Globe's interest, a handful of tickets were tucked under the windshield wipers of some of the illegally parked vehicles — though those cars sat all day in tow zones. One, a 2003 black Lincoln Town Car registered to patrolman David M. Fitzgerald, had a police ticket book on the dashboard just under the real ticket.

On Wednesday and again on Thursday, two days after police spokeswoman Elaine Driscoll called such behavior unacceptable, several cars were illegally parked in handicapped-designated spots, without tickets.

What Driscoll called unacceptable, Myra Berloff, director of the Massachusetts Office on Disability, characterized as "a flagrant abuse of the law." All motorists, Berloff said in an interview, should be aware that people who illegally use handicapped-designated spots are making life more difficult for those with disabilities. For police officers to use such spaces, she said, is outrageous.

As the 2007 police directive suggests, what the Police Department has is a chronic condition, perceived parking immunity, for which there may be no cure. Many police officers will park where they choose at headquarters and around some of the department's district stations, with little risk that their colleagues will treat them like ordinary motorists.

If a single phone call from Irene Landry can frighten four scofflaws into instant compliance, why not have her traffic enforcement officers, who are known for taking guff from no one, write tickets around Police Headquarters?

Not possible, said Thomas J.

Tinlin, the city's Transportation Commissioner and Landry's boss. Under longstanding policy, he said, police officers are responsible for enforcing parking rules outside their own buildings. And, Tinlin asserted, the creation of that policy was unrelated to concerns that ticketing police officers would lead to friction between the two departments.

"It would be redundant and inefficient for our parking enforcement officers to write tickets at Police Headquarters when they have a building full of people who can write tickets as well," said Tinlin.

An estimated 600 employees work at police headquarters, a 12-year-old building constructed a stone's throw from the Ruggles MBTA Station, but with a parking lot that accommodates only 104 vehicles. Initial plans to construct a parking garage were abandoned as too costly, Driscoll said.

The blocklong curbside along Tremont Street has spaces for fewer than 40 vehicles, all of them subject to various parking restrictions and signs designating them as tow zones.

Some cars, like Landry's, were regular offenders. Another frequent user of handicapped spots, David McClelland, an Emergency Medical Services dispatcher who works at Police Headquarters, acknowledged in a call he returned to a reporter that he has never been ticketed there, and said he took the risk because there is so little parking in the area.

Although the Globe saw no tickets at all during the six weeks' observation, Driscoll said officers at headquarters wrote about 200 tickets last year in front of the building and on a side street, Prentiss Street, with many of those written for department-issued unmarked cars.

Driscoll acknowledged, however, that tickets issued to city-owned vehicles are dismissed.

"This is a consistent and complicated issue, and we're doing our best," Driscoll said. "There's always room for improvement."

On Friday afternoon, after interviewing Driscoll, a Globe reporter counted six cars illegally parked in handicapped-designated spots in front of headquarters.

*Globe staff reporter Maria Cramer contributed to this report. In addition to Cremins and Williams, this article was reported by Anne Baker, Danielle Capalbo, Emma Johnson, Casey Ramsdell, and Jennifer Skala for a course in investigative reporting at Northeastern University. Their work was overseen and this article was edited by Northeastern journalism professor Walter V. Robinson, former editor of the Globe Spotlight Team. Robinson can be reached at wrobinson@globe.com. Confidential messages can be left at 617-929-3334.*



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