Take a Tour of Boston with the Library of Congress

ALA Midwinter 2016
Boston, MA
January 8-12
To his excellency William Burnet, esqr., this plan of Boston in New England is humbly dedicated by his excellency's most obedient and humble servant Will Burgiss / 1728. G&M Division. http://hdl.loc.gov/loc.gmd/g3764b.ct003495
http://hdl.loc.gov/loc.gmd/g3764b.wd000501
A Plan of the battle, on Bunkers Hill fought on the 17th of June 1775, G&M Division. http://hdl.loc.gov/loc.gmd/g3764b.ar091800
A number of the inhabitants, disguised as Indians, boarded the ships in the night, broke open all the chests of tea, and emptied the contents into the sea.

Photomechanical print. c1903. P&P Division.
http://hdl.loc.gov/loc.pnp/cph.3b53084
NEW-YORK TRIBUNE ILLUSTRATED SUPPLEMENT.

UNDERGROUND TRAVEL.

THE BOSTON SUBWAY PARTLY COMPLETED AND IN OPERATION.

A BRIGHTLY LIT LIMITED TUNNEL, AFFORDING RAPID TRANSIT FOR ELECTRIC CARS—CONSTRUCTION OF THE STREETS IMPROVED.

The subway for streetcars in Boston, a part of which has just been opened for service, is an instance of more than local interest. The necessity for some relief to the crowded thoroughfares above it cannot be appreciated, of course, by Bostonians; but the Modern Athens is to be envied the only city in this country which is bent with problems of the same character.

Those who are familiar with "the lay of the land" in Boston remember that Tremont-st. runs in a generally north-and-south direction and forms the eastern boundary of the Common. It is intersected by Harrison-st., which constitutes the southern boundary of that historic park. On the Hapston and Tremont at edge of the Common there is a broad promenade, known as the Mall. The main part of the subway, which is wide enough to accommodate four tracks, passes under Tremont-st. Mall, and after passing under Park-st., which lies along the northern side of the Common, extends so far that, when completed to Noddle-street, thence eastward to Adams Square, and finally up northward to Haymarket Square. This terminal is close to the great union railroad station at the North End.

From the corner of Tremont and Boylston sts. there are two extensions, wide enough for only a double track. One runs westward under Boylston-st. for about 500 feet, and then ascends an incline through an open cut for 310 feet. The terminal station for this branch is situated in the Public Gardens. The other branch reaches away to the southward, and, on nearing the junction of Shawmut-ave. and Tremont-st., runs in the direction of the Back Bay. At these points, the subway has a total length of about one mile and a half, and will contain about five miles of track. At present the branches from the corner of Hapston and Tremont st., and the main line to Park-st. are in operation. A great deal of work has already been done on the northern portion of the route, and it is hoped that everything will be finished within the next eight months. Ground was broken for the subway in April, 1890, nineteen months ago.

The depth of this underground passageway is 10 feet, and the distance between the lower sides is 16 feet, and 4 feet for the roof. At intervals of six feet, along the sides, steel posts are set up, on good foundations, and also are the tops of those on one side there reach across to the tops of those on the other side, so that there are four tracks only stations in use underground are at the corner of Boylston and Tremont sts. and at Park-st. A temporary loop at the latter point permits the northbound cars to return without switching. When the subway is completed, however, there will be other stations at Hapston Square, Adams Square and Haymarket Square.

Only an engineer can begin to understand the difficulties of an undertaking like this. Countless sewers, gas-pipes, gas-pipes and telephone wires, conduits have been laid close to the roof, and some of these have been buried during the process of the necessary excavation. When their position was at a higher level than the roof of the future subway it was not necessary to do more than to protect them carefully for the time. But if they were lower than the roof, and higher than the floor, the situation was more serious. Two great water mains, one thirty inches in diameter and the other forty inches in diameter, stand on the lines and are supported by iron girders. The result is that in nine cases out of ten they are consigned to the waste basket, and the Government does not redeem unclaimed postal cards as it does stamped envelopes.

The process has been discovered by which all of the printed matter may be removed from the cards, leaving it in the same condition as when bought at the postoffice. A charge of one cent per card is made for this work, or in other words, a man sends five hundred cards to be "made over." The man who does the work charges $2.50 for his services, and the customer saves $2.50, as the printed cards are of no use to him.

WHY THE COW LOST HER APPETITE.

From The Muskogon Chronicle.

Several words ago a cow belonging to Mr. Payne began to lose her appetite and grow thin. There seemed to be nothing the matter as the animal, although it continued to eat, it was very little, just sufficient to keep it alive. The cow was perfectly healthy, but its stomach was not strong enough to support its weight.

Fenway Park and the 'Green Monster,' Boston, Massachusetts. Photo. Carol Highsmith Collection. [Link](http://hdl.loc.gov/loc.pnp/highsm.12619)
Figure 1: [Kid Nichols, Boston Beaneaters, baseball card portrait] [Link](http://hdl.loc.gov/loc.pnp/bbc.0596f)

Figure 2: [John Clarkson, Boston Beaneaters, baseball card portrait] [Link](http://hdl.loc.gov/loc.pnp/bbc.0001f)

Figure 3: [Dick Johnston, Boston Beaneaters, baseball card portrait] [Link](http://hdl.loc.gov/loc.pnp/bbc.0010f)
Bill Russell oral history interview conducted by Taylor Branch in Seattle, Washington.
MARATHON GAMES.

Twenty-Five-Mile Road Race Won by J. J. McDermott.

BOSTON, April 19.—The Marathon games, under the auspices of the Boston Athletic Association and patterned after the games at Athens, Greece, in the spring of 1896, were held this afternoon and were witnessed by thousands of people. The games included a twenty-five-mile road race from Ashland, Mass., to Boston, and athletic games at Irvington Oval, while the road race was in progress. The winner of the road race was J. J. McDermott, of the Pastime Athletic Club, of New York, who covered the distance in two hours, fifty-five minutes and ten seconds, lowering by ten seconds the time made in the twenty-five-mile race at Athens.

Fifteen runners started from Ashland at 12:19 p.m. Their course lay through Natick, Wellesley and the Newtons to the finishing point at Irvington Oval. Dick Grant, Harvard's famous mile runner, kept with Gray, of St. George's Athletic Club, of New York, as far as Wellesley. At that point McDermott came up, and after a sharp race with Gray to Newton Upper Falls, passed the latter, who was forced to drop to the rear. From Newton Upper Falls to the finish it was McDermott's race, and at the close he led the second man by nearly a mile. The first six to finish and who are prize winners were: First, J. J. McDermott, Pastime Athletic Club, New York, 2:55:10; second, J. J. Kiernan, St. Bartholomew Athletic Club, New York, 2:52:02; third, F. P. Thell, of Jamaica Plain, 3:06:52; fourth, Hamilton Gray, St. George's Athletic Club, New York, 3:11:57; fifth, H. L. Eggleston, Pastime Athletic Club, New York, 3:17:50; sixth, James Mason, Star Athletic Club, 3:31:00.
CITY OF BOSTON.

EXTRACT FROM THE CITY ORDINANCE IN RELATION TO THE COMMON, PUBLIC GARDEN, &c.

PASSED JAN. 4, 1862.

All persons are cautioned against violating the Ordinance in relation to the Common, Public Garden, &c., which contains the following provisions in relation to said lands, viz:

No person shall ride, lead or drive any horse thereon.

No person shall dig, or carry away any of the sand, gravel, sand, turf or earth in or upon any part thereof.

No person shall climb any of the trees growing, or which shall hereafter be planted, nor tie any horse or other animals to any of said trees, nor post any bills thereon.

No person shall in any manner carry or cause to be carried thereon, any dead carrion, ordure, filth, dirt, stones or any offensive matter or substance whatsoever, nor shall they commit thereon any other nuisance.

No person shall shake or otherwise cleanse any carpet thereon.

No person shall carry or cause to be carried thereon any wheelbarrow, handcart, or other vehicle, for the conveyance of burdens.

No person shall deliver any sermon, lecture, address, or discourse on said lands, or on any of the public squares or common lands in the City.

No person shall walk or stand, or enter any dog or other animal belonging to him or in his charge to walk or stand upon any of the flower beds on said lands.

No person shall throw or place any stone, sand, gravel, tan, earth, filth, rubbish, or any other substance in or upon any pond, or upon the ice in any pond or cut or remove the ice on any pond on said lands.

No person shall engage in any games of ball, football or other athletic sports upon the Public Garden.

Any person who shall violate any of the provisions of this ordinance unless by permission of the Mayor, or by having been duly authorized by the Board of Mayor and Aldermen, shall forfeit and pay for each offence a sum of not less than One, nor more than Twenty Dollars.

It shall be the duty of any Police Officer to remove from the Common, Public Garden, or any of the public squares or common lands, any person who is violating any Law or Ordinance, or is committing any nuisance, or is guilty of any disorderly conduct.

J. L.C. AMEE,
Chief of Police.

Passed Apr. 1st, 1862.
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A New Ambassador for Reading
January 7, 2016
Library of Congress Blog

(The following is a story written by Mark Hartse, editor of the Library of Congress staff newsletter, The Gazette.) There’s something special, author Gene Luen Yang says, about the first time a reader encounters a literary character that shares the same cultural background. In his case, the character was Jubilation Lee, an X-Men comic-book figure [...]

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Thank you!
Erin Engle
National Digital Initiatives, National and International Outreach
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