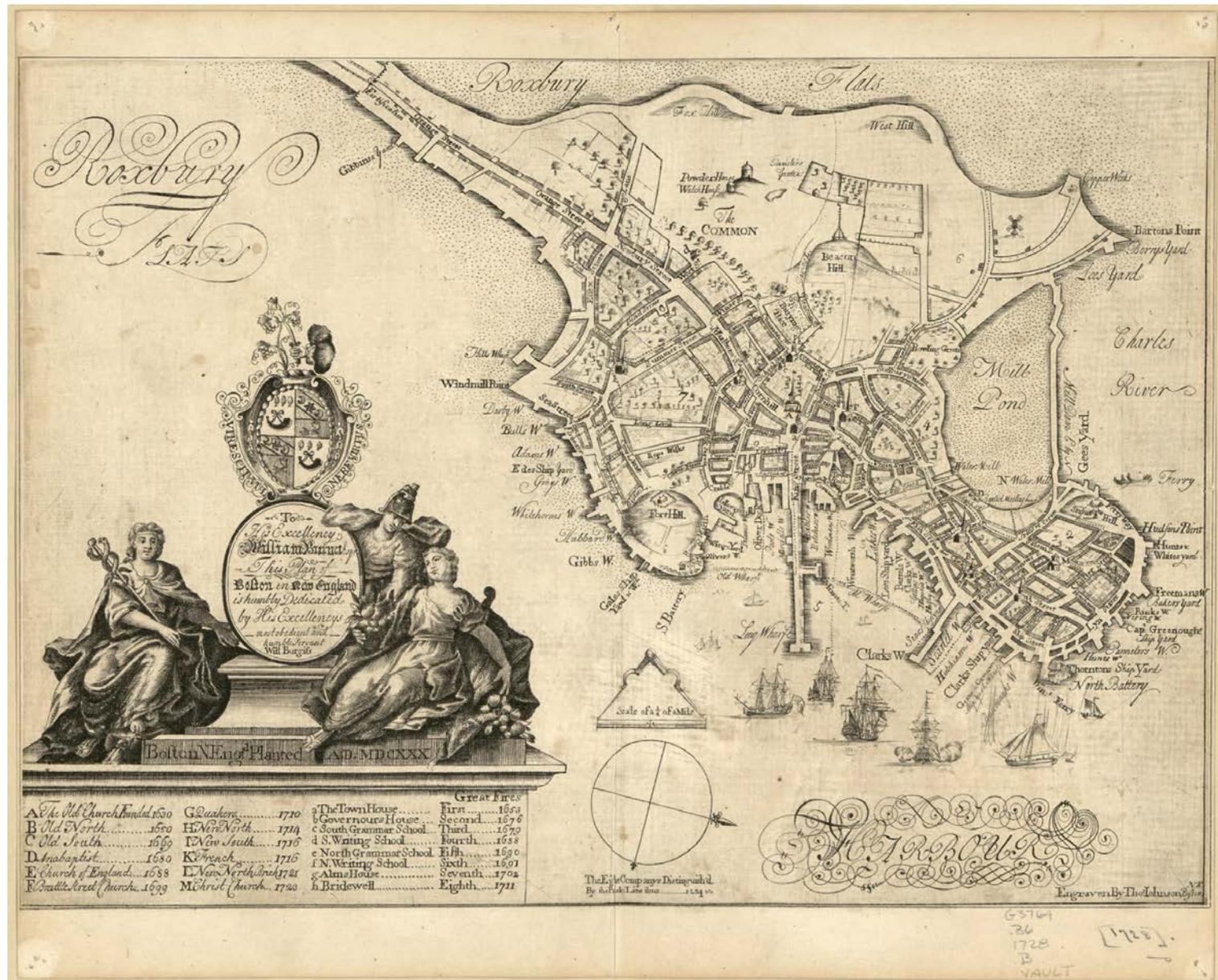


Take a Tour of Boston with the Library of Congress

ALA Midwinter 2016

Boston, MA

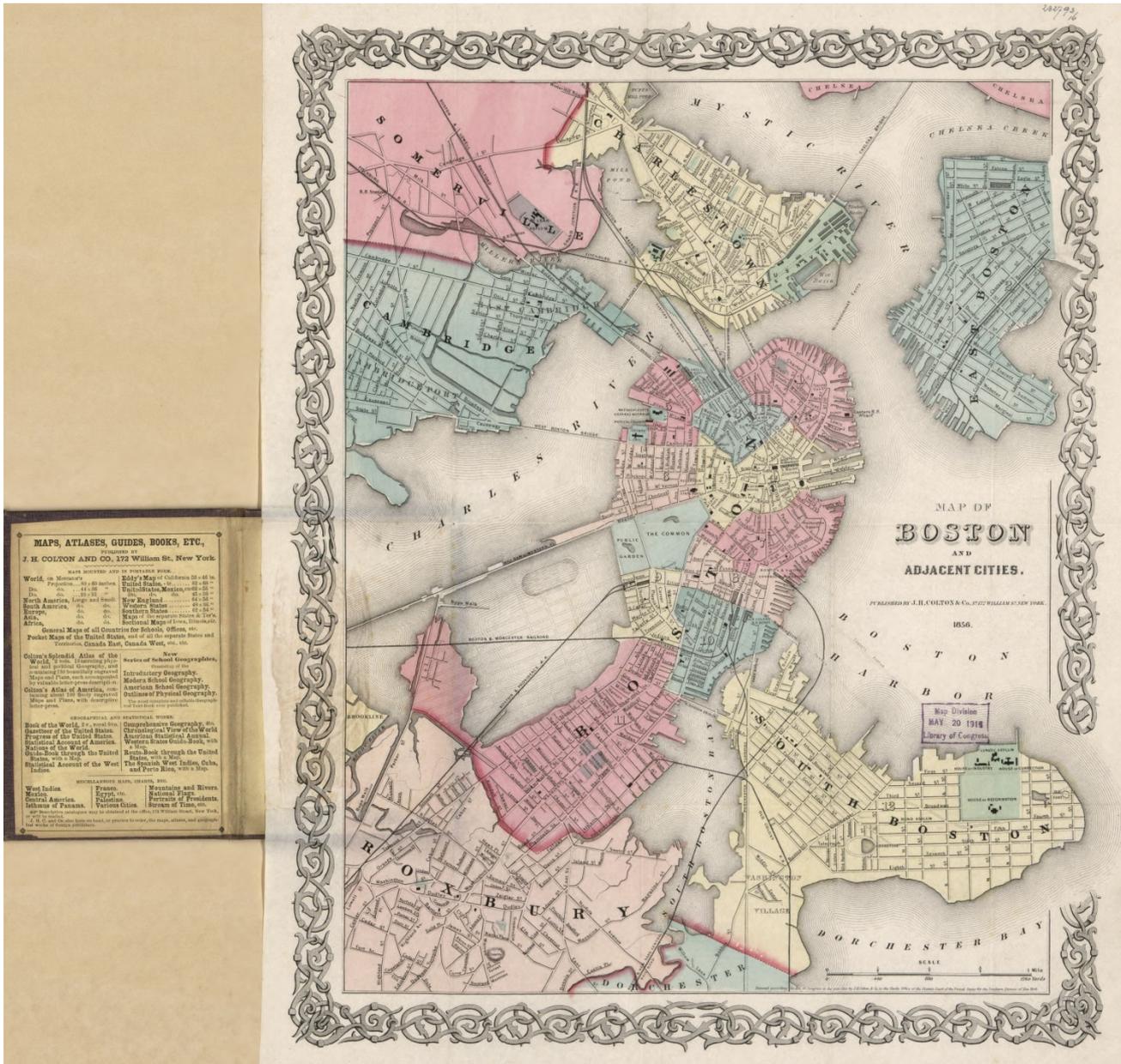
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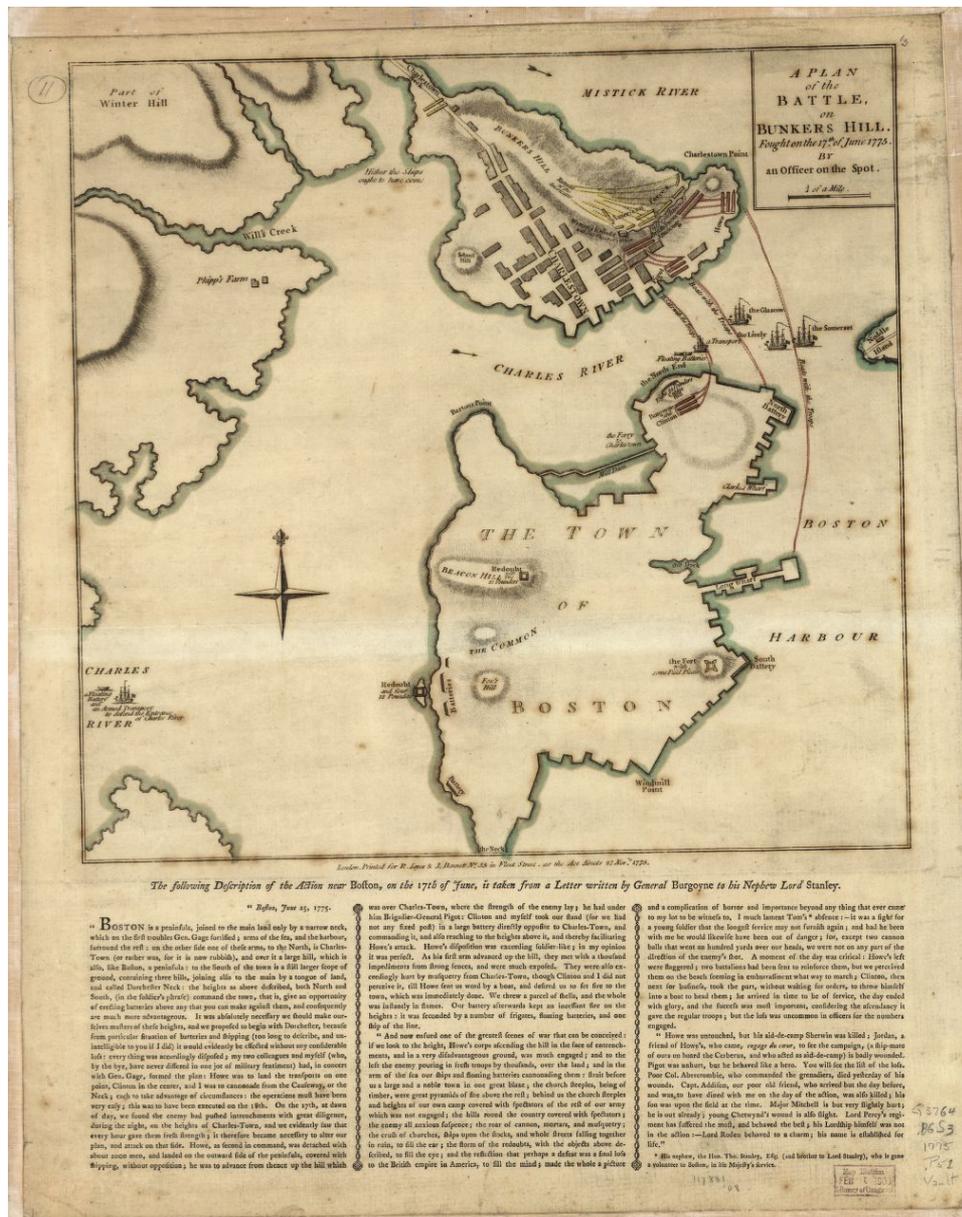


John Groves Hales and Thomas Wightman. "Map of Boston in the state of Massachusetts." 1814. G&M Division.

<http://hdl.loc.gov/loc.gmd/g3764b.wd000501>



J.H. Colton and Company. "Colton's map of Boston and adjacent cities." 1856. G & M Division. <http://hdl.loc.gov/loc/gmd/g3764b.fi000070>



The following Description of the Action near Boston, on the 17th of June, is taken from a Letter written by General Burgoyne to his Nephew Lord Stanley.

Boston, June 25, 1775.

BOSTON is a peninsula, joined to the main land only by a narrow neck, which on the left is called Gen. Gray's neck, and on the right, the Neck, or rather was, for it is now ruined, and over it a large hill, which is called the Bunker's Neck, a peninsula to the south of the main is still larger, and of ground, consisting three hills, joining also to the main by a tongue of land, and called Dorchester Neck; the heights as above defined, both North and South. On the latter's summit the enemy, that is, give an opportunity of seeing batteries above any that you can make against them, and consequently are much more advantageous. It was absolutely necessary we should make ourselves masters of these heights, and we proposed to begin with Dorchester, because from particular Situation of batteries and Shipping (too long to describe, and unnecessary to you I think) it would evidently be effected without any considerable loss; every thing was accordingly disposed; my two colleagues and myself (who, by the bye, have never differed in one jot of military treatment) had, in concert with Gen. Gray, formed the plan. Howe was to land the transports on one point, Clinton in the center, and I was to command from the Cadwys, or the Neck; to take advantage of circumstances: the operations must have been very easy, this was so long been expected on the 18th. On the 17th, at dawn of day, we found the enemy had pushed themselves with great diligence, during the night, on the heights of Charlestown, and an embassy that they every hour came forth through; it therefore became necessary to alter our plan, and attack on that side. Howe, on being in command, was detached with about 2000 men, and landed on the western side of the peninsula, covered with Myster, without opposition; he was to advance from thence up the hill which

was over Charlestown, where the strength of the enemy lay; he had under him Brigadier-General Pigot, Clinton and myself took our stand (for we had not any fixed post) in a large battery directly opposite to Charlestown, and commanding it, and also reaching to the heights above it, and thereby facilitating Howe's attack. Howe's disposition was excellent; falling they in my opinion it was perfect. As his first aim advanced up the hill, they met with a thousand impediments from being trees, and were much retarded. They were also ecologically hurt by musquetry from Charlestown, though Clinton and I did not perceive it, till Howe was so wounded by a ball, and delirious so far fire to the town, which was immediately done. We threw a parcel of bombs, and the whole was instantly in flames. Our battery afterwards kept an incessant fire on the heights it was fringed by a number of figures, floating batteries, and one ship of the line.

And now ensued one of the greatest scenes of war that can be conceived: if we look to the height, Howe's corps ascending the hill in the face of our muskets, and in a very disadvantageous ground, was much engaged; and so the left the enemy pouring in both troops by themselves, over the land; and in the rear of the sea our ships and floating batteries commencing their fire before us a large and a noble town in one great blaze; the church steeple, being of timber, were great pyramids of fire above the rest; behind the church's steeple and height of our own camp covered with spectators of the rest of our army which was not engaged; the hills round the country covered with spectators; the cry of our anxious dependency; the use of cannon, mortar, and musquetry; the crash of chariots, ships upon the rocks, and whole fleets falling together in ruin, to fill the ear; the form of the soldiers, with the alights above described, to fill the eye; and the reflection that perhaps a defeat was a fatal loss to the British empire in America, to fill the mind; made the whole a picture

and a complication of horror and impotence beyond any thing that ever came to my lot to be witness'd. I much honour Town's address: it was a fight for a young soldier that the English service may not furnish again; and had he been with me he would have been out of danger; for, except two cannon balls that went on hundred yards over our heads, we were not on any part of the direction of the enemy's fire. A moment of the day was critical: Howe's left were bravely sent forward to reinforce them, but we prevented them on the beach forming in embarrassment what way to march. Clinton, then sent for himself, took the part, without waiting for orders, to throw himself into a boat to land them; he arrived in time in the face of the enemy, the day ended with glory, and the success was most important, considering the inferiority it gave the regular troops; but the loss was uncommon in officers for the numbers engaged.

Howe was untouched, but his aid-de-camp Starbuck was killed; Jordan, a friend of Howe's, who came, engage de cover, to fire the campaign; a slip more of ours on board the Coburn, and who acted as aid-de-camp) is badly wounded. Pigot was unhurt, but he behaved like a hero. You will see the list of the killed. Dear Col. Abernethy, who commanded the grenadiers, and performed the best of his duty. Capt. Addison, our own old friend, who arrived but the day before, and might have done much with me on the day of the action, was also killed; his son was upon the field at the time. Major Mitchell is but very slightly hurt; he is out already; young Cheryn's wound is slight. Lord Percy's negligence has effected the mischief, and beheld the day. His landing himself was not in the action—Lord Roden behaved to a charm; his name is established for life.

My nephew, the Hon. The Bishop, Edg. (and I believe to Lord Stanley), who is gone to reside in Boston, is in Myddy's service.

3764
8653
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1782
V. 11

Exploring Historic Boston

In the 1830s, infused with the spirit of the nation's centennial, Bostonians began saving colonial and Revolutionary era buildings that were critical in the struggle against British rule. A century later, in 1930, Congress recognized the continuity of this effort—and the preservation of important parts of America's heritage—by creating Boston National Historical Park.

Today the park is an association of sites ranging from historical churches, grand meeting halls, and battlefields to America's oldest commissioned warship. The park is distinctive, mixing historic buildings and landscapes owned by the city, the state, the federal government, and private organizations. Only three sites are owned by the federal government—the Charlestown Navy Yard, Bunker Hill Monument, and Dorchester Heights Monument.

Except for the Dorchester Heights Monument in South Boston, all of Boston National Historical Park's historic sites are part of Boston's Freedom Trail. The Freedom Trail is a 2.5-mile walking trail of 16 national, Revolutionary, and federal sites in downtown Boston and Charlestown that tells the story in four principal chapters (see other side of this brochure) of the people, places, and events that sparked the American Revolution against England and highlights Boston's role in laying the Foundation for a new nation.

The Freedom Trail originated in 1951 when Old North Church sexton Bob Wilson proposed to reporter Bill Schofield the creation of a trail to help visitors find Boston's historic sites and to boost tourism. Schofield presented the idea in his newspaper columns. In June 1952, with the support of Mayor John B. Fynes and the Chamber of Commerce, the city placed signs painted

with a colonial rider directing visitors to 12 historic sites from the State House to Copp's Hill Burying Ground.

Over the years the Freedom Trail has expanded and evolved. Today it is recognized as both a National Recreation Trail and a National Millennium Trail. It extends from Boston Common to the Charlestown Navy Yard and Bunker Hill and is marked by a line of contrasting bricks, red paint, and distinctive signage. A wide variety of private and public organizations oversee the welfare of the trail, including the city of Boston, the Commonwealth of Massachusetts, the National Park Service, and the Freedom Trail Foundation. Together these organizations have made the trail into an exciting, historical adventure—a vital part of Boston's and the nation's heritage. More than 1.8 million people walk the trail every

year, discovering the Revolutionary past embedded in a major modern urban environment.

More Information: Start your journey by getting information at Boston National Historical Park Visitor Center at 15 State Street at the Charlestown Navy Yard, Boston, MA 02125. 617-342-5642; www.nps.gov/bos.

Boston National Historical Park is one of over 289 parks in the National Park System. The National Park Service cares for these special places saved by the American people so that all may experience our heritage. To learn more about national parks visit www.nps.gov.

Getting Around

Visitors can enjoy the city by walking or by riding public transportation to its museums, shops, theaters, and historic sites.

Boston is best seen on foot. Traffic in the downtown area is visually noisy, and the street layout difficult for newcomers to negotiate. There are many commercial parking garages in downtown Boston and at the Charlestown Navy Yard, and we urge you to park your car and walk wherever possible. You will see signs of the city you might otherwise miss and have a more relaxing stroll for longer distances, depend on the Rapid Transit System.

Rapid Transit System
The "T" consists of the Red, Green, Blue, Orange, and Silver lines (see map below). Most stops within Boston proper are named for streets and squares and are marked with a sign bearing the transit logo—a black T in a white circle. If

you arrive between downtown and Charlestown is provided by MBTA routes D and E. To reach Charlestown from downtown, catch one of these buses at Market

station north of Faneuil Hall and get off at City Square Park. The first stop after crossing Charlestown Bridge.

It's a short walk to either the navy yard or Bunker Hill. Catch the return bus at City Square Park in front of the John Hancock Tower. Board change is required.

You may also use the water shuttle service, which runs biweekly between Pier 3 at Charlestown Navy Yard and Long Wharf in downtown Boston near the Aquarium rapid transit station. A limited schedule is provided.

Dorchester Heights in South Boston
commemorates the American actions that brought about the 86th anniversary of Boston on March 17, 1776. This includes the first entry for the Commercial Alley under George Washington.

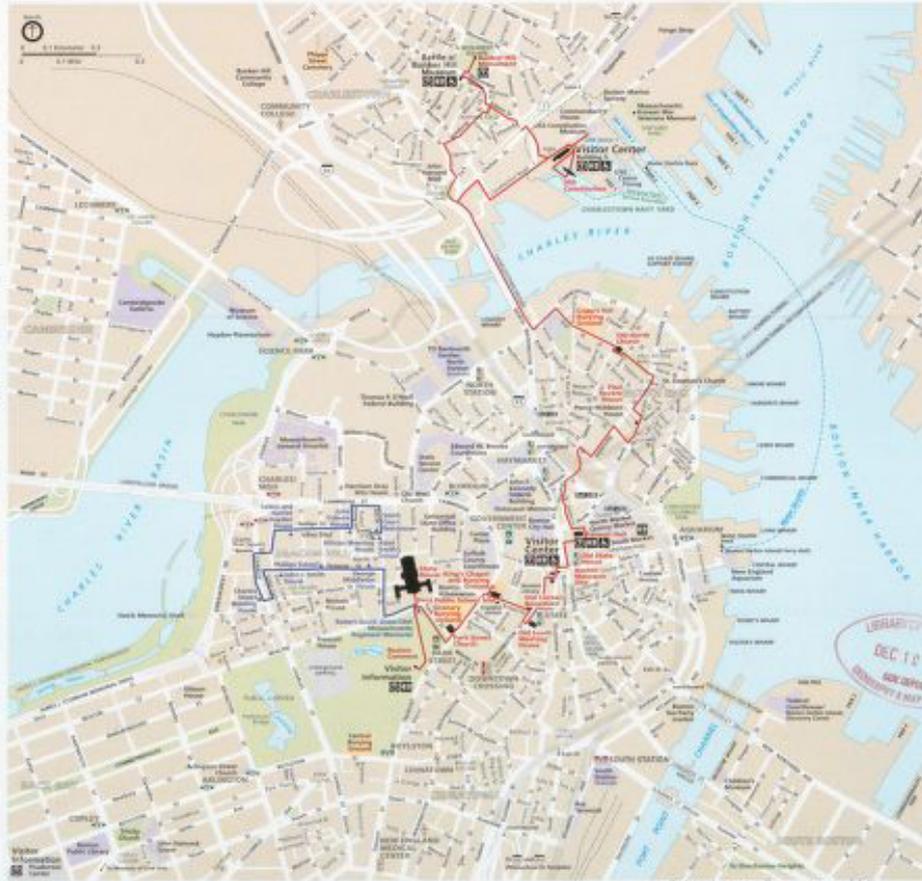
The monument was built in 1922. The towers designed to resemble a colonial fortification. The towers are designed to resemble a colonial fortification. The towers are designed to resemble a colonial fortification.

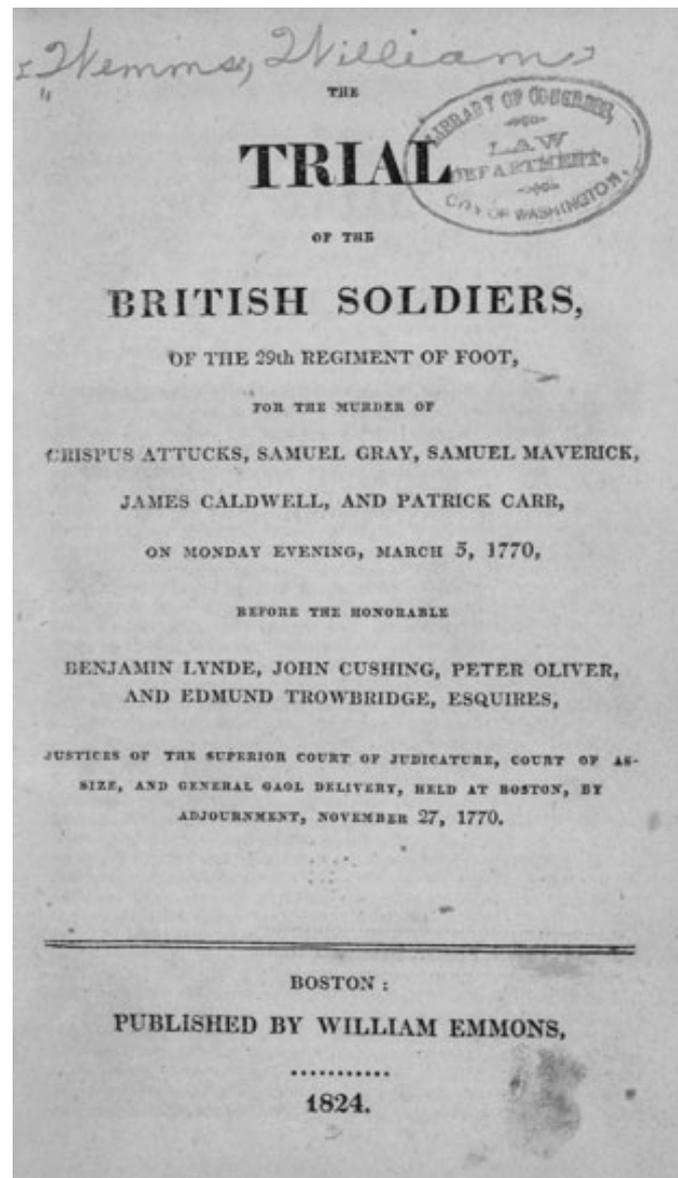
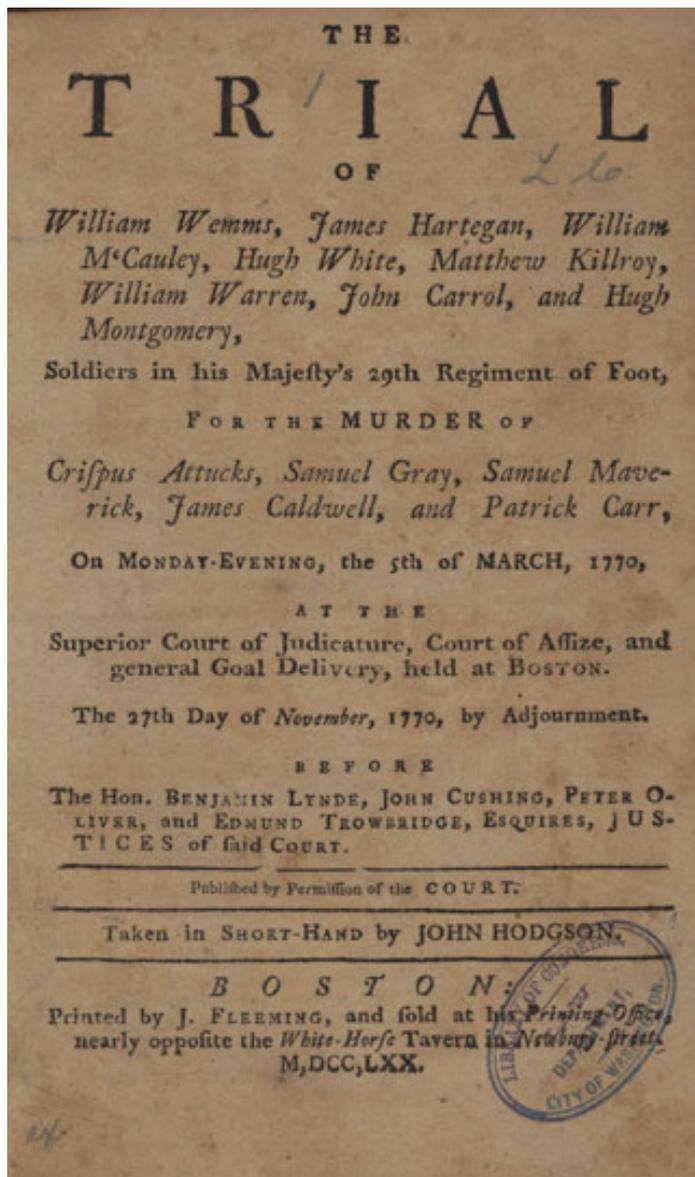
By car, take I-93 to South Boston and the Congress Street Bridge. Turn right onto West Broadway. Follow Broadway to G Street and turn right. The monument is on the left.

- Freedom Trail
- Freedom Trail exit
- Information
- Black Heritage Trail
- Black Heritage Trail exit
- Public facilities
- Charlestown Navy Yard
- Parking area
- New Rapid Transit line
- Rapid Transit System



Rapid Transit System
The "T" consists of the Red, Green, Blue, Orange, and Silver lines (see map below). Most stops within Boston proper are named for streets and squares and are marked with a sign bearing the transit logo—a black T in a white circle. If you arrive between downtown and Charlestown is provided by MBTA routes D and E. To reach Charlestown from downtown, catch one of these buses at Market station north of Faneuil Hall and get off at City Square Park. The first stop after crossing Charlestown Bridge. It's a short walk to either the navy yard or Bunker Hill. Catch the return bus at City Square Park in front of the John Hancock Tower. Board change is required. You may also use the water shuttle service, which runs biweekly between Pier 3 at Charlestown Navy Yard and Long Wharf in downtown Boston near the Aquarium rapid transit station. A limited schedule is provided. By car, take I-93 to South Boston and the Congress Street Bridge. Turn right onto West Broadway. Follow Broadway to G Street and turn right. The monument is on the left.







UNDERGROUND TRAVEL.

THE BOSTON SUBWAY PARTLY COMPLETED AND IN OPERATION.

A BRIGHTLY LIGHTED TUNNEL AFFORDING RAPID TRANSPORT FOR ELECTRIC CARS—CONSIDERATION OF THE STREETS RELIEVED.

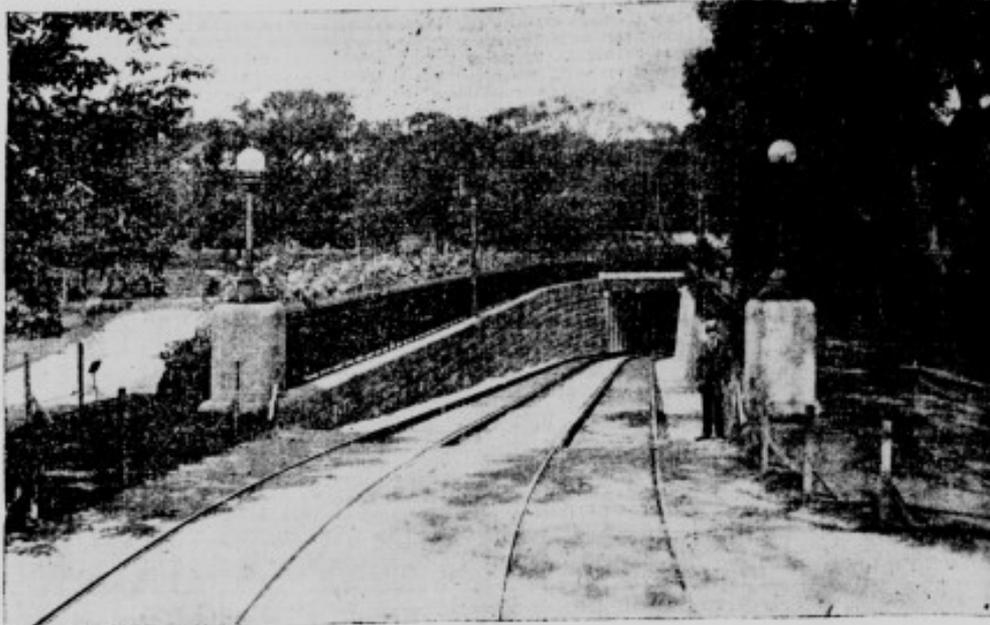
The subway for streetcars in Boston, a part of which has just been opened for service, is an enterprise of more than local interest. The necessity for some relief to the crowded thoroughfares above it can best be appreciated, of course, by Bostonians; but the Modern Athens is by no means the only city in this country which is beset 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 Boylston-st., which constitutes the southern boundary of that historic park. On the Boylston and Tremont at edges 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 the Tremont-st. Mall, and, after passing under Park-st., which lies along the northern side of the Common, extends (or will extend, when completed) to Scollay Square, thence eastward to Adams Square, and finally up northward again to Haymarket Square. This terminus is close to the great union railway 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. Mall for about 900 feet, and then ascends an incline through an open cut for 318 feet. The terminal station for this branch is situated in the Public Gardens. The other branch reaches away to the southward, and, on reaching the junction of Shawmut-ave. and Tremont-st., forks. A separate two-track incline leads up into each of those streets.

Including the inclines, the subway has a total length of about a mile and a half, and will contain about five miles of track. At present the branches from the corner of Boylston and Tremont sts. and the main line up 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, 1895, twenty-nine months ago.

The depth of this underground passageway is 14 feet. The width is 24 feet for two tracks, and 48 feet for four. At intervals of six feet, along the sides, steel posts are set up on good foundations, and from the tops of those on one side there reach across to the tops of those on the other steel roof beams. Where there are four tracks



BOSTON'S NEW SUBWAY—INCLINE IN THE PUBLIC GARDEN.

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 Scollay Square, Adams Square and Haymarket Square.

Only an engineer can begin to understand the difficulties of an undertaking like this. Countless sewers, water-pipes, gas-pipes and tele- phone-wire conduits have been laid close to the route, and some of these have been barred during the progress 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

plan of construction is the avoidance of grade crossings. In the four-track passageway the Boylston-st. cars have the two inside tracks, and the Tremont-st. and Shawmut-ave. cars use the two outer ones in common. Accordingly, at the northeastern corner of the Common, the westernmost track (southbound) is carried down under the two central ones, by a special one-track tunnel which soon emerges with another one-track tunnel carrying the up-track. At a point still further south a similar plan is pursued in the separating of the Shawmut-ave. and Tremont-st. cars.

The capacity of the subway is ninety cars per minute. Inasmuch as the facilities thus afforded are supplementary to those already afforded on Tremont-st., and are not a substitute for the latter, a distinct increase in the number of routes, as well as freedom from blockades, has been secured.

and the result is that in nine cases out of ten they are consigned to the waste basket, as the Government does not redeem uncanceled postal cards as it does stamped envelopes.

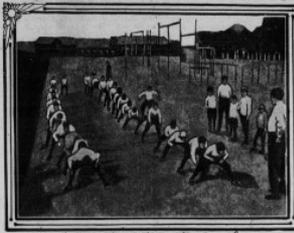
A process has been discovered by which all of the printed matter may be removed from the card, leaving it in the same condition as when bought at the postoffice. A charge of one-half cent per card is made for this work; or, in other words, a man sends five hundred cards to be "made over." The man who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

WHY THE COW LOST HER APPETITE.
From The Muskegon Chronicle.

Several weeks ago a cow belonging to Rolla Payne began to lose its appetite and grow thin. There seemed to be nothing the matter with the animal, but it continued slowly to starve. It ate very little, just sufficient to keep life within its body, but not enough to sustain it any length of time. Mr Payne finally came downtown and

SCHOOL BOYS' PARADISE

Boston Sets Pace for Cities of America.



OLD FASHIONED LEAP FROG

The principle of "all work and no play makes Jack a dull boy" is now meeting the educational idea of America, and in all of the large cities of the country there are developing definite plans for providing the school children with places and apparatus for having a jolly good time. It is perhaps fitting that Boston, that city where the rights of the school children were first championed and the freedom of Boston Common was forever established, should take the advanced step in this matter of public playgrounds for children and set the pace for the other cities of the country.

When Boston's elaborate scheme is fully carried out she will be entitled to the claim of being the school children's paradise. Under the authority conferred by the legislature in April of last year the Boston school committee takes full control of and fosters school athletics and the play of the children.

The act was put through the legislature mainly through the efforts of Joseph Leo of Boston, who has been called "the father of the playgrounds in the United States." This act puts under the school department all playground activities and provides ample funds for the work, with provision that such funds may not be used for any other purpose. The drafting of a detailed program of the work has been done by Dr. Thomas F. Harrington, director of school hygiene, and has been approved by the school committee.

The 28 school yards of the city are to be specially fitted and equipped for the school children under 12 years of age and will be open the year round. The middle-aged boys, from about 12 to 15, will be especially provided for by a dozen larger playgrounds, where football and baseball and other sports can be indulged. These playgrounds will have regular superintendents, while during school day afternoons and Saturday mornings additional superintendents will be had from substitutes.

In addition to these 49 playgrounds there will be four large central ones, namely: Charlestown playground, Charlestown; Cottage street playground, East Boston; First street playground, South Boston, and the Columbus avenue playground. Such playgrounds as Boston Common, Franklin Square, State Hill, Franklin Field, Franklin Park, Charlestown, Chestnut Hill reservoir, Wood Island Park, Marlboro Park and Fenway are not included, but they go to swell the unparalleled facilities which Boston is prepared to offer for the enjoyment of her school children.

Careful calculation has estimated that this work will cost something

like \$51,775 the first year. According to the legislature act, the school department is allowed for the work five cents on each \$1,000 of valuation in the city. This amounts to \$24,721 for the present year, not including the separate appropriation for services which now comes as an additional cost to the playground activities.

That the school department already has assured something like \$10,000 in excess of its estimated requirements. Mr. Leo, who, as we have said, was largely instrumental in securing the legislative enactment which makes this elaborate scheme of playgrounds possible for Boston, is very enthusiastic over the outlook, and is especially hopeful that features of the plan which brings the teachers upon the playgrounds as a factor and sharer in the sports of the children. "Some people say as if this employment of



Playground-Stocked Boston.

schoolmasters on the playgrounds were about the same as depriving the 'bot of his play' commented Mr. Leo. "They think it hard that he should have the master over him during the best hours of the day five days in the week, and that, in his own opinion, five times on the playground where if ever he is going to have a chance to carry out his own ideas, he encounters the same old pedagogue."

"But these people have misinterpreted the master. He will not meet the same old pedagogue. The pedagogue he meets will be the best play he knows and in the second place he will not be the same. From the boy's point of view, he will not be made over by the new relation. Playing with the boys is going to have as good an effect on those young substitutes as it does on the boys themselves, and it is going to quickly modify and revise the relation between them.

"I believe that this new acquaintance of the children and teachers is going to be one of the most valuable results of the new plan. A man who knows the boys only in school is like a naturalist who should study animals only in a menagerie. To know the boy you have got to know him in the wild state. You must follow him to his natural habitat, and see what he likes when he is most himself. You must see him in retreat to his most vital impulses, and it is surely on the playground that these have their fullest swing.

"The masters on the playground will get to know the boys, and the boys will get to know the masters, to see, even if they have some human traits, though, perhaps, at first in an obscured and undeveloped form—that they can play ball and do other stunts of an interesting description.

"As a result of this better understanding of each other, and of the warm and loving sympathy that comes from playing together on the same team and being interested in the same games, great things will come both to the teachers and the boys. As the head of one of our best boarding schools once put the case to me: 'When you play with the boys on the playground, the problem of discipline disappears.'

"The idea, though new in Boston, has been tried elsewhere, and has indeed probably been the practice of enthusiastic schoolmasters ever since the days of Charon, the Centaur, who had the bringing of Jason, Heracles and other promising Greek youngsters quite a spell ago, and who, as Heracles discovered, used to give them rides on his back and otherwise teach them the game it was played in those days in Greece.

"On three of the playgrounds, where the bigger boys will have their special chance, there will also be children's corners, with tables and swings and tinner ladders and sand boxes for the smaller children, carried on in the same way as the school yards. There will be true neighborhood playgrounds, where all the children, to feed the whole family, can go together. The best of playgrounds that all our larger cities ought to be and must eventually become.

"Then there is the coaching of the high school boys and the impending day, that if Dr. Harrington has his way, that winning is not the only thing—that the great American virtue of get-there is after all not the final word in matters of sport nor of anything else, whatever the fashion in our more popular colleges may teach upon this subject.

"And a very good feature of the plan is that the high school girls also are to no mean bit out of it. They are going to be taught dancing and gymnastics as under the existing system. These same big girls constitute the great unsolved problem of the modern playground.

"At the top of the system there will remain, under the control of the park department, Franklin Field (our playground university), the place where the teams graduated from the local grounds go to show their proficiency and compete their school and the golf links, tennis grounds, etc. on the various parks.

"The system, taken as a whole, makes Boston the leading example in the country of play and physical education placed fairly and squarely in the hands of the school committee. And that is where it should be placed."

Oh, goodness!
"When do you come from?"
"What an asp?"

"Why, those little snakes, you know—the kind that hit Cleopatra."

"Oh, yes. I think they come from Asia."

"What makes you think so?"
"I'm sure I've heard of a place called 'Aspasia.'"

Well!
"Did the new laundry do your shirts up well?"
"Yep—did 'em up brown," "Cove and Leader."

KIND THOUGHT OF THE BRIDE.

Possibly Turner Billy Coston into hereditary Healy Worth while.

"The most considerate girl I ever have got married yesterday," said the man. "She showed her thoughtfulness in a most unusual way. The day before the wedding she called the attention of the rest of the family to a row of old shoes standing in a downstairs closet."

"I want you to throw those after the carriage," she said. "They are all mine. I collected them to throw away. I learned some time ago that certain poor souls who have hard work to get clothes of any description keep a lookout for big weddings. They hang around the house at wedding times and pick up the good luck shoes. Maybe they get a fit, and maybe they don't. Anyway, I've done all I could to accommodate them."

"Here are six pairs of shoes to be freed after us. If somebody doesn't get fitted in that collection, it isn't my fault."

The General Demand

of the Well-Informed of the World has always been for a simple, pleasant and efficient liquid laxative remedy of known value, a laxative which physicians could sanction for family use because its component parts are known to them to be wholesome and truly beneficial in effect, acceptable to the system and gentle, yet prompt, in action.

In supplying that demand with its excellent combination of Syrup of Figs and Elixir of Senna, the California Fig Syrup Co. proceeds along ethical lines and relies on the merits of the laxative for its remarkable success.

That is one of many reasons why Syrup of Figs and Elixir of Senna is given the preference by the Well-Informed. To get its beneficial effects always buy the genuine—manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists. Five city cents per bottle.

SICK HEADACHE

Positively cured by these Little Pills. They also relieve the most distressing cases of Indigestion and Flatulency. A perfect remedy for Dizziness, Nausea, Headache, and all the ailments connected therewith. They regulate the Bowels. Family Preparation.

Small Pill. Small Dose. Small Price. Genuine Must Bear Face-Signature. New Kind. REFUSE SUBSTITUTES.

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TOILET ANTISEPTIC

Keeps your body especially clean and free from unsightly germs. Cleanses and soothes preparations which water, soap and tooth preparations alone cannot do. A germicide, disinfectant and deodorizer (see instructions) for use after each and every defecation and urination. For inflamed eyes, throat and nasal catarrh. At drug and toilet stores by mail. Large Trial Sample.

WITH "HEALTH AND BEAUTY" MARK BEST MADE THE PAXTON TOILET CO., Boston, Mass.



FENWAY PARK BALL GROUNDS EXTERIOR



103058



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Fenway Park ball grounds. Exterior. 1914. Photo. P&P Division.

<http://hdl.loc.gov/loc.pnp/cph.3c03058>



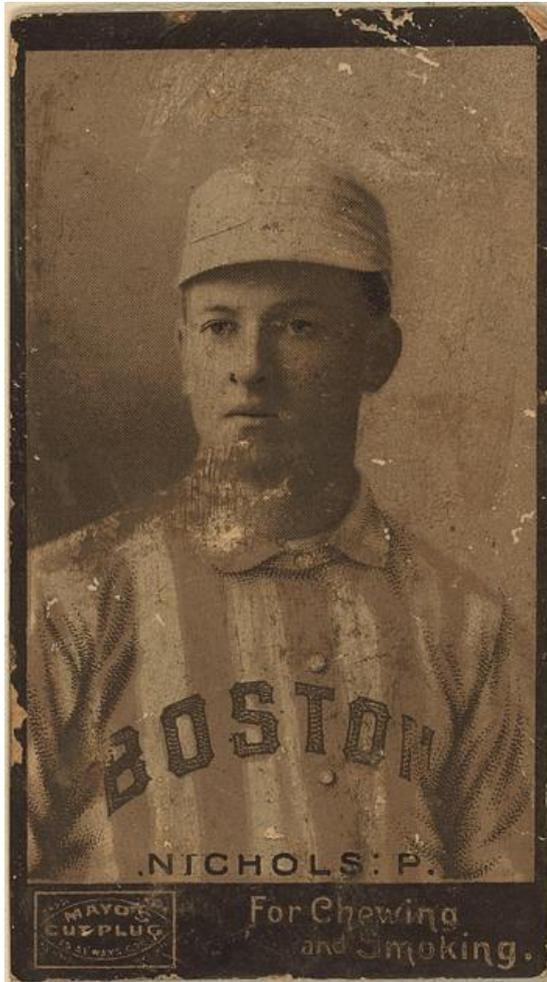


Figure 1

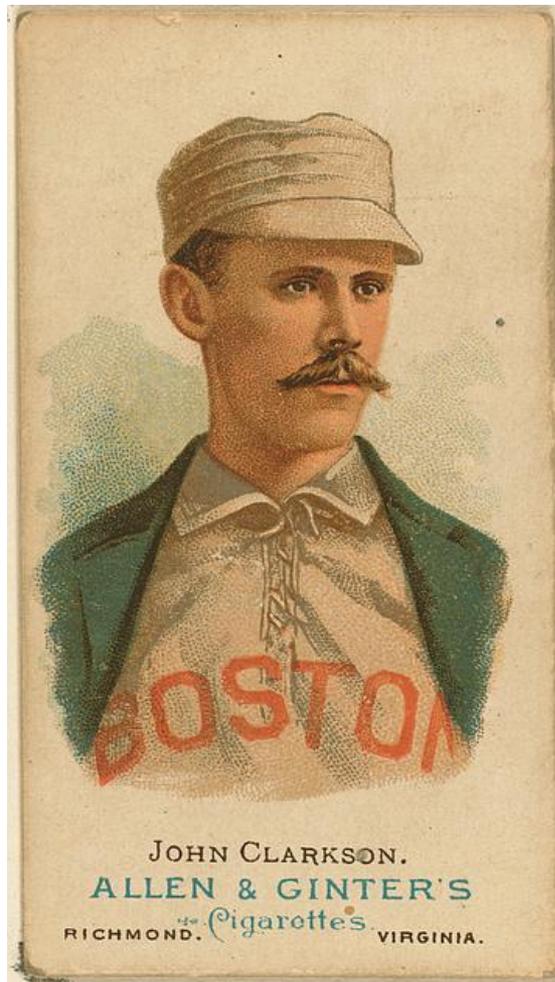
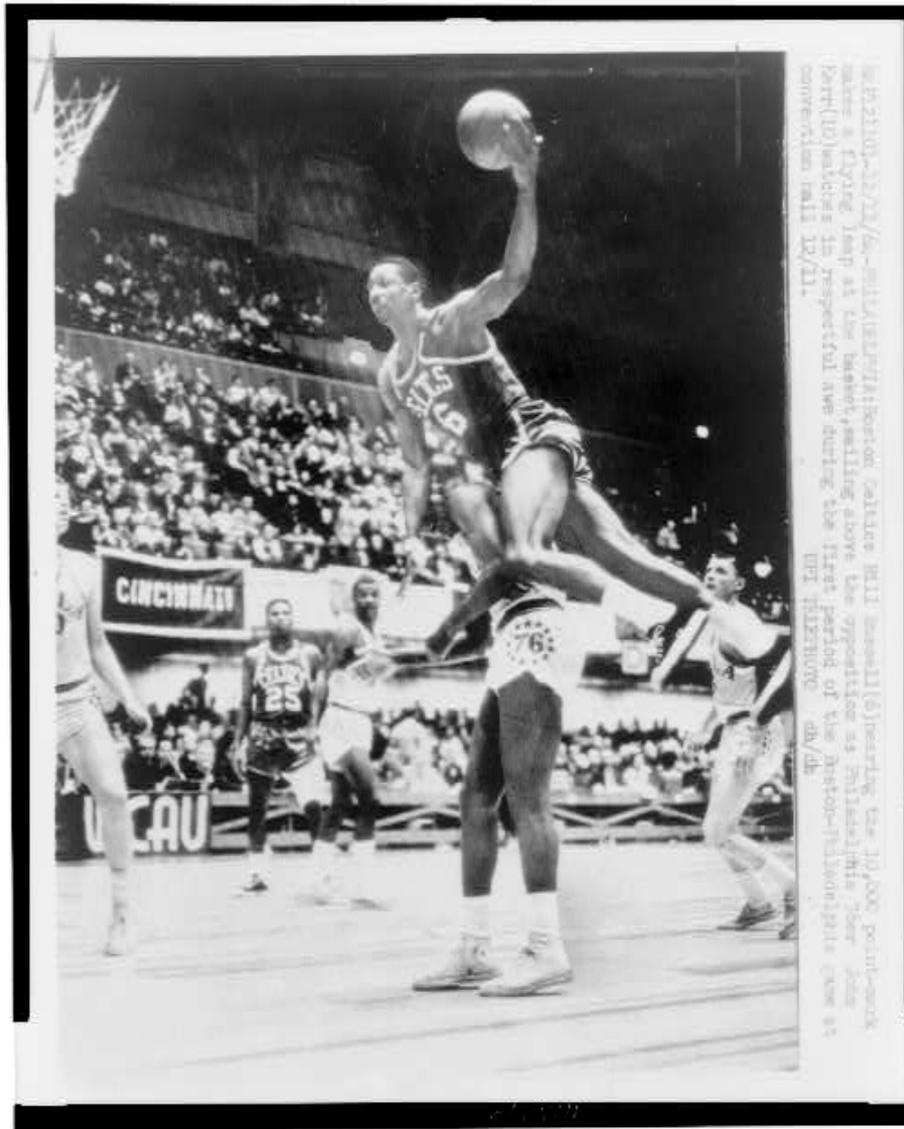


Figure 2



Figure 3

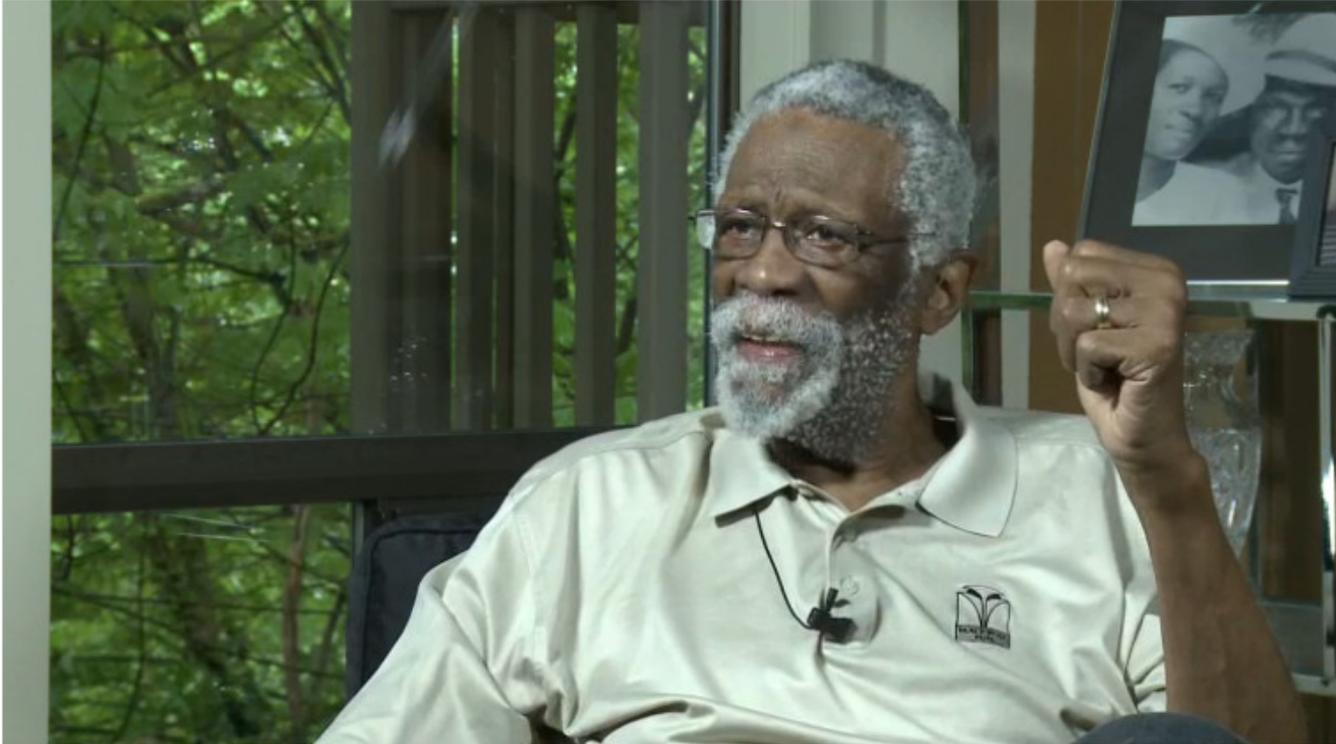


10/21/01-12/11/66-mlt/10/21/01-12/11/66-boston celtics bill russell (14) shooting the 10,000 point-back
make a flying leap at the basket, sailing above the opposition as philadelphia 76ers jump for
ball (10) reaches in respectful awe during the first period of the post-philadelphia 76ers game at
convention hall 12/11.
PHILADELPHIA 76ERS
db/db

Bill Russell leaping towards basket during basketball game between the Boston Celtics and the Philadelphia 76ers. Library of Congress, Prints & Photographs Division, NYWT&S Collection, [reproduction number, e.g., LC-USZ62-111157] <http://hdl.loc.gov/loc.pnp/cph.3c15577> (Access to this resource is only available at the Library of Congress.)

Film, Video

Bill Russell oral history interview conducted by Taylor Branch in Seattle, Washington,



Accessible Video Controls ^

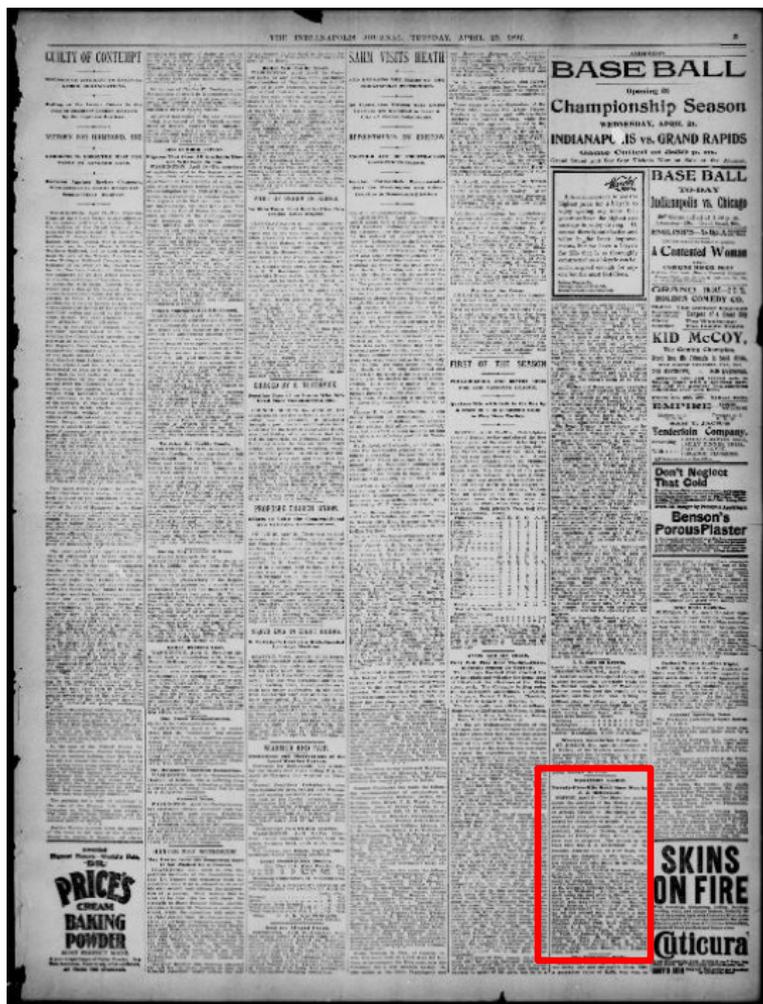
Play Pause Forward 10 seconds Rewind 10 seconds Replay Mute Volume Up Volume Down

Part of...

Civil Rights History Project, (U.S.)	212
Civil Rights History Project	225
American Folklife Center	22,532
Catalog	480,964

More film, video like this





and Gus Alberts. They have been notified to report here April 26 for the purpose of going through the rules.

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, 3:02:02; third, F. P. Thell, of Jamaica Plain, 3:06:02; fourth, Hamilton Gray, St. George's Athletic Club, New York, 3:11:37; fifth, H. L. Eggleston, Pastime Athletic Club, New York, 3:17:50; sixth, James Mason, Star Athletic Club, 3:31:00.



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Sculling, Charles River, Boston, Massachusetts. Photo. Carol Highsmith Collection. <http://hdl.loc.gov/loc.pnp/highsm.12218>

Film, Video

Canoeing on the Charles River, Boston, Mass. /



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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 sward, 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 carcass, 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 suffer 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.

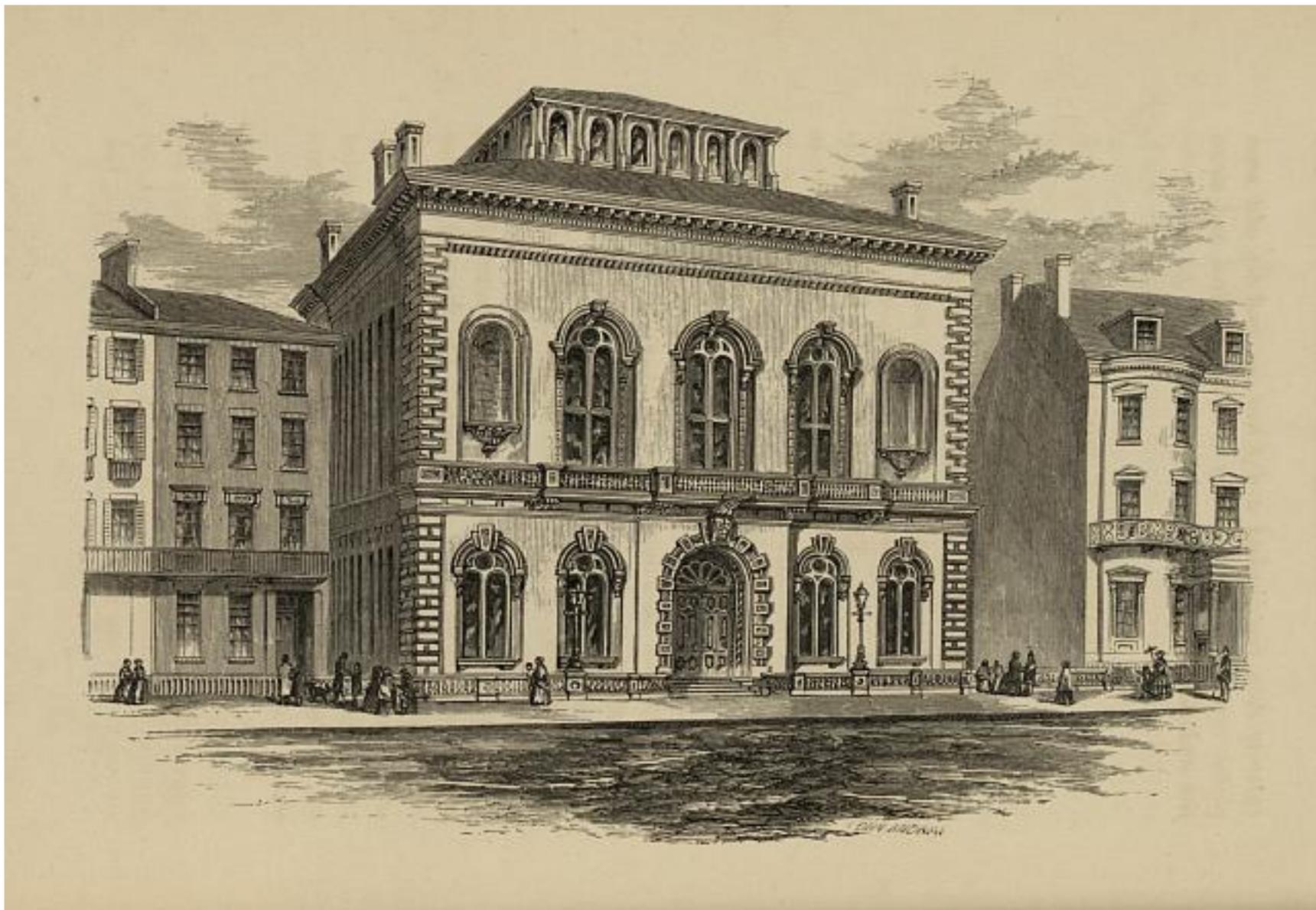
It shall be the duty of any Police Officer to remove from the Common, Public Garden, or any of the public squares or common lands, any person who is violating any Law or Ordinance, or is committing any nuisance, or is guilty of any disorderly conduct.

J. L. C. AMEE,

Chief of Police.

Boston. April 1st, 1862.

J. F. Powell & Co., City Printers, 22 Congress St., Boston.



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A New Ambassador for Reading

January 7, 2016

[Library of Congress Blog](#)

(The following is a story written by Mark Hartsell, 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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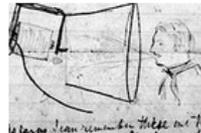
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Thank you!

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