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Excursions in and Around Boston

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The present city of Boston comprises the old Boston, or city proper, and several districts which were formerly separate towns but have been annexed to the city at various periods during its later history. Of these, East Boston, formerly Noddle's Island, and Charlestown, on the north, and South Boston on the east are entirely separated from the city proper and from each other by water, and are connected only by means of bridges or ferries. Dorchester, Roxbury, and West Roxbury on the south, are closely connected with each other and the city. Brighton, at the west, is almost surrounded by other towns or cities, and is only connected with the main portion of Boston by a very narrow strip along the south side of Charles river. Roxbury and the city proper were formerly connected only by a long, narrow neck of land along the present line of Tremont and Washington streets. This former neck has been so far widened on both sides by filling up the water areas, that it is now a part of the widest portion of the city. The former city proper has been very much enlarged beyond its original area by filling portions previously covered by water. A large portion so reclaimed from the expanded part of the Charles river, known as the Back Bay, now forms the principal portion of the chief residential section of Boston, and retains in its built-over condition the name of Back Bay. This comprises nearly all the area lying between Charles street on the north, Tremont street on the east, and the village of Longwood on the southwest. The principal shipping by water is confined to the east and north sides of Boston proper, to the southwestern sides of East Boston, and to the southeastern side of Charlestown.

EXCURSIONS IN AND AROUND BOSTON

BY CHARLES F. KING
Of the Dearborn School, Boston

BOSTON, built upon an enlarged peninsula which protrudes somewhat into the Atlantic Ocean, lends itself readily to excursions by land and by sea. On account of its age and early importance as a center, it provides numerous excursions to historical spots, and plenty of trips can be taken to study geography or for pleasure alone. In fact there are so many attractive trips from Boston that the writer is embarrassed in making a fair selection and pronouncing them the best.

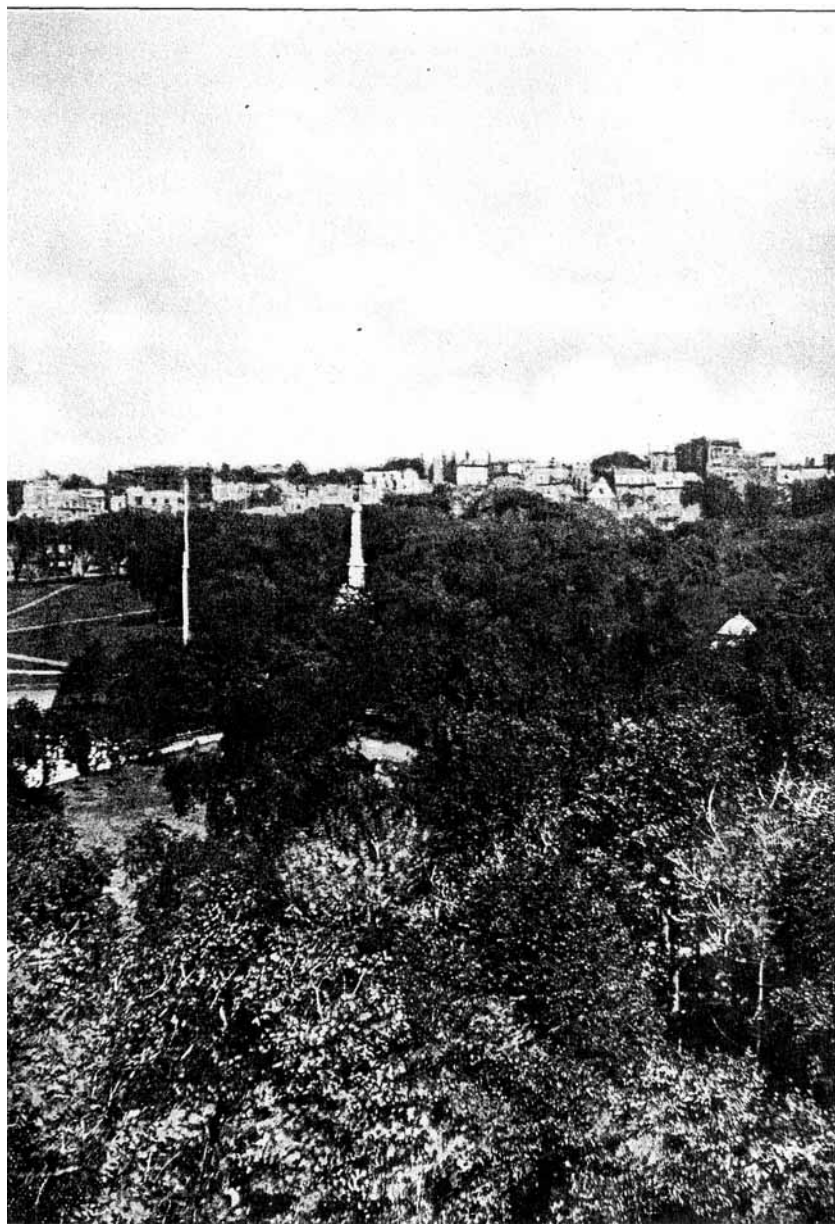


FIG. 1. *A glimpse over Boston Common, looking towards Beacon Street, and showing the Soldiers' Monument.*

In order to help those readers who may become visitors, he classifies the excursions in two ways: first, in reference to means of transportation; second, in reference to purpose and scope. This may necessitate a little repetition but the end may justify the means.

When transportation is considered, nearly all the excursions fall under four heads: Excursions on foot, by trolley (including the Elevated R. R.), by steamer, and by steam cars. Many of the trips by trolley can also be taken by steam cars, but on a warm day in summer, a ride for two hours in an open car is usually preferable to the shut-in steam cars.

If Boston is the "Hub," then the center of this hub is the Common, and from its Park street corner we will always start on our trips.

A visitor will naturally walk first down Winter or Bromfield street to the Old South Church on Washington street. A huge steel structure is rapidly going up around it as a background, but the church remains untouched. Its preservation is due to the generosity of a woman, Mrs. Hemenway. In this church were held several patriotic town-meetings, and from it the "Tea Party" started for the ships. Here Warren delivered his great oration in the presence of the British officers. The church is now used as a historical museum.

A little farther north on Washington street, stands the Old State House in which Adams, Otis, Warren, and Hancock made the first opposition to royal authority. This building contains, on the second floor, many rare paintings, prints, books, and relics of colonial and provincial periods.

Nearly opposite the Old South on Milk street is the site of Franklin's birthplace. Quite near the Old South, on Washington street, still stands the "Corner Bookstore," where Field and the famous writers for the Atlantic Monthly met for business or pleasure.

Passing a little farther down Washington street, Adams Square is reached. This leads to Dock Square on the right, the great market section of Boston. In the midst of these markets stands Faneuil Hall, the "Cradle of Liberty." The city has recently renovated the interior, but it is a lasting shame that markets are still allowed under this historic structure.

A short walk through Hanover street brings one to the "North End" and to Hull street, on which stands "Old Christ Church" where some say the lanterns were hung as signals for Paul Revere. Copp's Hill cemetery is on the same street. From this point the British set fire to Charlestown at the battle of Bunker Hill.

We return now to the Common. (See Fig. 1.) On the way, we pass by King's Chapel on Tremont street, which is as full of Tory memories as the Old South is full of patriotic ones.

At the upper end of Park street, on Beacon, opposite the Common, glows the golden dome of the State House. The first floor is well worth visiting, and a grand view of the city and harbor can be obtained from the cupola.

At the upper Park street corner of the Common, is the Shaw



FIG. 2. *A trip in the swan boats on the lake in the Public Gardens, Boston.*

Monument, framed by two massive English elms, and telling, as only genius can tell it, a great story in lasting bronze. Near by, on Park street, is the house once occupied by George Ticknor, where Lafayette lived when in Boston in 1824.

Next to the State House on Beacon street, now No. 29, is the site of the "Hancock House." Prescott wrote his "Conquest of Peru" and "Philip II." at No. 55, and No. 296 was for many years the home of Dr. Oliver Wendell Holmes. At No. 148 Charles street is the former home of James T. Fields.

We have passed along the northern side of the Common. Let us retrace our steps, and stop at the Frog Pond, near which once stood

the "Liberty Elm." On the hill overlooking the pond is erected the Soldier's Monument, a structure of great beauty and symmetry, designed by Milmore, the sculptor.

Charles street separates the Common from the Public Garden. (See Fig. 2.) In the latter are many statues in honor of Boston's great men or those connected with the past history of the country. The equestrian statue of Washington by Thomas Ball is a masterpiece. All the work upon it was done by home talent.

Opposite this statue begins Commonwealth avenue, thought by many to be the finest street in America. Leaving this avenue at Dartmouth street, one soon reaches Copley Square, which is bounded by four noble structures. The attention is at once fastened upon the most imposing of these, Trinity Church. It was built in honor of the great preacher, Phillips Brooks, whose eloquence and personal magnetism filled the great building to overflowing Sunday after Sunday.

On the south side of the Square stands the Museum of Fine Arts, containing a rich collection of ceramics, statues, and paintings. The Egyptian room is well worth seeing.

On the opposite side of the Square from the church is the Public Library, a very plain building holding already over a million books. If plain on the outside, it is beautifully and tastefully decorated within. The grand staircase will compare favorably with any staircase in Europe. The mural decorations in the hallway are by the famous Puvis de Chavannes and show the best of taste and great strength and simplicity. In the delivery room at the head of the stairs are Abbey's richly colored paintings of the story of the Holy Grail. On the third floor can be seen the work of Sargent, the great portrait painter.

Near Copley Square on Boylston street, are the buildings of the celebrated Massachusetts Institute of Technology.

Among the trolley excursions we select for short rides, Bunker Hill, the Marine Park in South Boston, Franklin Park in Roxbury, the Arnold Arboretum in Jamaica Plain, Chestnut Hill Reservoir in Brighton, Harvard University and Mount Auburn in Cambridge.

For longer trolley rides, we recommend tours to Lexington and Concord, to the Blue Hills through Hyde Park, to Norwood, to the Middlesex Fells in Malden, and through the Blue Hills to Randolph. Most of these trips begin in the Subway at Park street station, where obliging officials can supply needed additional information. Nearly all parts of Massachusetts are now reached by trolley lines, and it is possible to ride from Boston to New York on the "broomstick train."

The most popular excursions by steamer are down the harbor to Nantasket, or to Nahant, Gloucester, or Plymouth.

Steam cars run frequently from the great South Terminal to places south and west of Boston. Trains leave the North Station for the north and east. At the latter station excursion tickets at reduced prices to places beyond the state can be bought in summer.

These attractive excursions in and about Boston may now be considered in reference to their purpose. We will first briefly refer to those pertaining especially to geography.

Franklin Park offers excellent opportunities for elementary field work and a study of simple type forms, as the land is undulating and

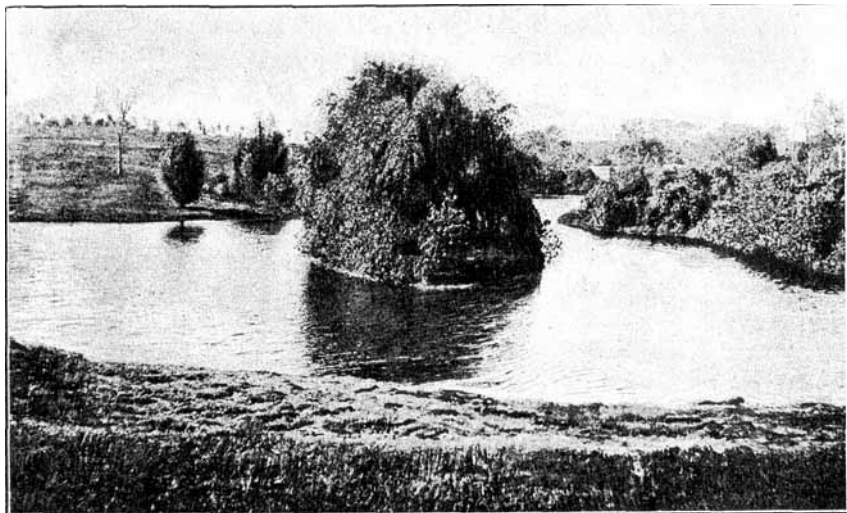


FIG. 3. *A picturesque outlook in Franklin Park, Boston.*

wooded, and the Blue Hills, seen from several points, serve for a chain of mountains. On the west side of the park are plenty of evidences of glacial action. (See Fig. 3.)

The Arnold Arboretum and Hemlock Hill in its southern section, supply slopes, running brooks, winding valleys, the weathering of rocks, and small river basins. There is no better place in the state for a careful study of New England trees. (See Figs. 4 and 5.)

Massachusetts is once more becoming a ship-building state. The most interesting plant of this kind is found at Quincy Point. It is reached by going from Dudley Street Terminal Station by trolley to Neponset, there changing cars for Weymouth Landing, leaving

the car at Newcomb Square. Time, a little over one hour from Dudley Street.

A five-minute walk from Newcomb Square brings you to the Fore River Engine Works, in which great battle-ships, cruisers, and torpedo boats are constructed. The man in charge of the office will give you a pass which will admit you and your guide to the shipyard.

On the grounds are several low wooden buildings painted dark gray and numbered in white. The first building reached is the power house, in which are the dynamos for generating the electricity used in different parts of the immense yard. A short distance away are the forging shops, in one of which is the great iron hammer run by electricity. In the machine shops, the iron work used in the different parts of the ship is prepared. The great smokestacks are made here and afterwards placed in position in the ship.

More interesting than the shops are the battleships in process of construction. The "Rhode Island" and the "New Jersey" are now being built and will be ready to launch in a year. The heavy parts of the ships are carried where they are needed by an overhead electric crane. The car of the crane holds a man to direct it along the tracks to the point over which its heavy burden is needed. When this is reached, the load is dropped into position. Such a crane saves the labor of many men.

From this yard the cruiser "Des Moines" was launched last year, and now lies in the river receiving her machinery. The largest schooner afloat, the seven-masted "Henry L. Lawson" was made here, and now a six-masted steel ship is being built. Over two thousand men are working on these vessels. (See Fig. 3, page 321.)

Boston and vicinity are rich in places of interest to the teacher of physical geography. South of Boston are the Blue Hills. Great Blue Hill stands six hundred and thirty-five feet above sea level and is the highest land on the Atlantic coast from Maine to Florida. The Blue Hills belong to the Metropolitan Park System, but a part of the summit of Great Blue Hill, on which is located the Meteorological Observatory, was leased a few years ago from the Commonwealth by Harvard College for ninety-nine years. The Observatory is open to visitors. From Great Blue Hill a view can be obtained sweeping to Cape Ann, forty miles distant, and to Mt. Monadnock, sixty miles distant. This view reveals many facts that will be appreciated by those interested in geography. It shows a country far from level, and illustrates the fact that the valleys are the great centers of habitation. One of the best places in



FIG. 4. *In the Arnold Arboretum—"And this our life, exempt from public haunt, finds
tongues in trees, books in the running brooks, sermons in stones, and good in everything."*

which to study the wearing away of a drumlin by the action of the waves is at Winthrop Beach or Winthrop Head, reached by the narrow gauge railroad on Atlantic avenue. Boston teachers often take classes there. (See Figs. 6 and 7.)

A very enjoyable and instructive trip is one to Marblehead Neck. This rocky coast is composed of several varieties of volcanic rocks. The beaches between the headlands are covered with pebbles formed from the grinding up of these rocks. Diabase dikes are of very frequent occurrence in the granites, and in many cases have been worn away by the force of the waves. One such place is called the "Churn," on account of the sound made by the water rushing in at high tide. The spray is sometimes thrown to a great height. This is one of the finest places to study marine erosion, as Marblehead Neck is exposed to the attacks of the open sea.

A slate quarry can easily be studied at West Somerville. Joint structure is very finely developed. The slate is divided by these joints into different shaped polygons almost as perfect as if made by a mathematician.

One of the oldest granite quarries in the country is at Quincy. The most important quarries are just west of the West Quincy Station, and on North Common Hill, a mile east of the station. The most interesting feature is the joint structure which is such a valuable aid in quarrying, as the workmen drill holes for the gunpowder which breaks the granite from one to another of these cracks. Quincy granite was used more than two hundred years ago in Boston, in buildings which are still standing. It is shipped to other large cities of the United States. Several of the government buildings at Washington were built of this stone.

By taking train to Lynn and a barge from there to Nahant, returning thence by boat to Boston, a trip may be had both for pleasure and instruction. The beach connecting Lynn and Little Nahant is of recent origin, and is building now. At low tide along this beach can be seen fine illustrations of ripple marks, rill marks, and trails of organic life. Little Nahant is composed of the volcanic rock syenite, with many intrusions of diabase dikes. There is a rocky beach between Little and Great Nahant which shows all the steps between large angular rock fragments and well-rounded pebbles. Farther back on the beach are large angular blocks which have been swept there by the waves during heavy winter storms. Great Nahant once consisted of two islands, and swampy land now marks the position of the old strait.

The volcanic rock of Great Nahant is diabase which covered beds

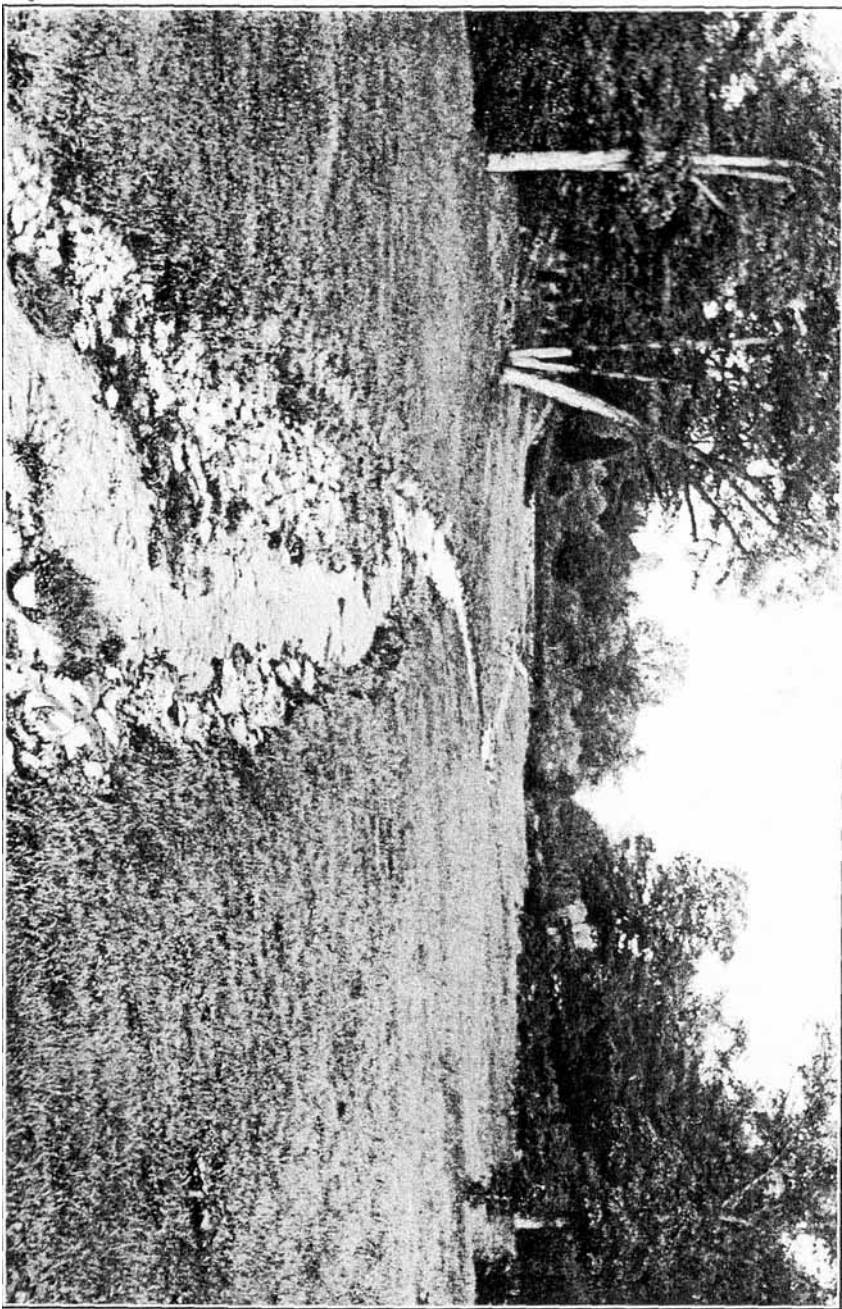


FIG. 5. *The winding brook which flows through a little vale in the Arnold Arboretum, Boston.*

of limestone. The limestone outcrops in a number of places. In this limestone are found fossils of *Hyolithes*. There is quite a marked contrast here shown between the effect of the wave action on volcanic rocks and sedimentary rocks. The volcanic rocks are well-rounded, while the sedimentary ones are still angular and rough. The sea has formed a bench on the north side. Following southward from this place along the cliff walk, and crossing a shingly beach, one of the best caves along the coast can be reached. There is Swallow's Cave, and can be entered at low tide only. It is a long tunnel, narrow and high, on the floor of which are several tidal pools. This is a good place to collect star fish and several other forms of marine life.

In Medford, there is a large diabase dike, which is of particular interest on account of its concentric weathering. On the sides of the cliff, there are all stages of the rock from the hard compact boulder to the finest gravel. Amateur photographers can secure good pictures showing the concentric peeling.

There are numerous historical excursions besides those already mentioned. One of the nearest ones is by the Elevated Road to Thompson's Square in Charlestown to visit Bunker Hill Monument, where Warren fell in the first great battle for liberty. The view from the top of the monument well repays one for the climb. Before returning to the city, visit the U. S. Navy Yard near by, and pay your respects to the old ship "Constitution."

Another short excursion is to the university town of Cambridge, on the Charles river. This river is crossed on the way to Harvard Square near the college grounds, where we stop. The especial points of interest here are the old and the new dormitories, the new Harvard Union Club building, the Fogg Art Museum, the new Germanic museum, and Memorial Hall, where a thousand students regularly take their meals. Back of this hall is the Agassiz Zoölogical Museum, containing the wonderful collections of the master teacher. In the same building will be found the glass flowers "made in Germany" which one never tires of examining.

Opposite the college grounds is Cambridge Common, and west of that the famous Washington Elm. A little farther away from Boston, on Brattle street, is the Longfellow home. On the opposite side of the street is the Longfellow Park, leading down to the Charles river, and the Charles Embankment recently laid out by the city of Cambridge. Farther along on Brattle street is Elmwood, the birthplace and residence of Lowell, who died there in 1891.

FIG. 6. *The beach at Wintthrop Head, near Boston, showing the wearing away of the drumlin by the action of the waves.*





FIG. 7. *School children on a visit to Winthrop Beach. The tide is out and small shell-fish, sea grasses, and sea moss are found in large quantities.*

Brattle street leads to Mount Auburn, where are buried many of the country's famous men and women. A map can be purchased at the entrance which will help the visitor to find the graves of notable persons. The view from the top of the observatory is charming.

The most delightful excursion of all, and one needing a whole day, is to follow the British Army on their way from Boston to Lexington and Concord. This is possible now in a pleasant trolley ride. Take a car at the Park Street Station for Arlington Heights. This car crosses the Charles river not far above the place where the British crossed, and passes through Cambridge and on towards Lexington. Cars are changed at Arlington Heights for the Lexington line. Lexington cars can also be taken at Sullivan's Square, in Charlestown. Leaving the car at the Lexington Common, examine the points of interest there, and then visit the Clark House, a few minutes' walk down a side street. This house is full of Revolutionary relics. In the Town Hall are many interesting things to see. (See Fig. 8)

Every half-hour a trolley leaves Lexington near the Common for Concord. There is so much to see in this town and the places are so far apart that it will be wise to engage at the end of the route a carriage furnished by reliable parties at a fixed and reasonable tariff. The driver is usually an intelligent guide. The great historical points here are the Battle Ground and Monument, Wright's Tavern and the Museum. The

literary places are the "Old Manse" near the battle field, Hawthorne's other house in Concord, the Emerson and Alcott houses, and "Sleepy Hollow Cemetery." The steam cars can be taken for the return trip. (See Figs. 9 and 10.)

Next to Concord in historical interest will be the Plymouth trip taken either by steamer from Atlantic avenue, or by steam cars from the South Station. The trip by trolley also is strongly recommended by those who have enjoyed it. Time by trolley, seven hours; by railroad, two hours. In Plymouth, the visitor naturally goes first to Plymouth Rock and then climbs Burial Hill to see the graves and to look out upon the harbor. The National Monument is at the other end of the town. This is often called the Faith Monument, from the large figure of Faith resting on the pedestal. Plenty of time should be given to the Pilgrim Museum, by far the most interesting collection of relics in the state.

Salem combines in a most happy way both historical and literary attractions. In the Peabody Museum near the station on Essex street, is one of the finest collections of rare treasures from all parts of the world. Essex Institute near by contains a rare historical collection. On the grounds is preserved the first Protestant meeting-house built in this country. Roger Williams preached in this church. Its size will

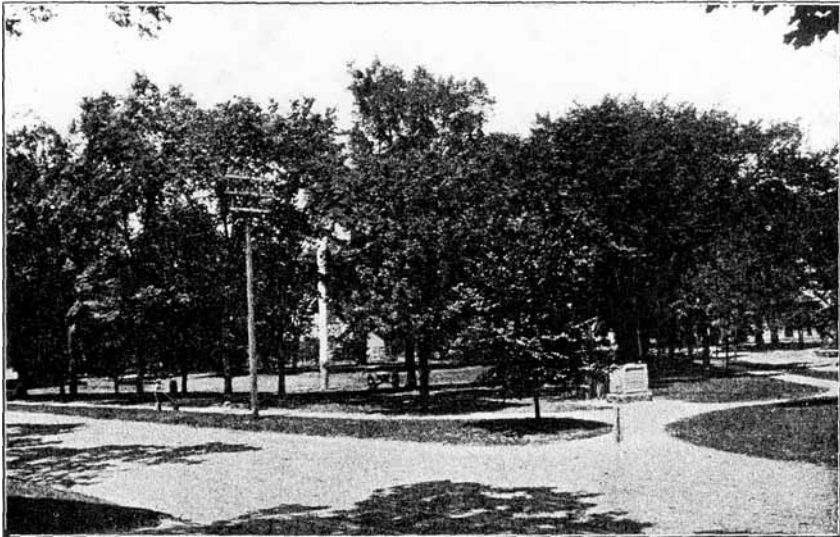


FIG. 8. *Lexington Common, where the battle was fought. A boulder marks the spot.*

attract attention. On Gallows Hill, reached from Hanson street, can be seen the exact spot where nineteen persons were executed for witchcraft in 1692.

Prescott, the historian, was born in this city, and the Storys lived here. Here Nathaniel Hawthorne resided for a time, and in this city the timid young man found his life companion. On Mail street is the house where he wrote "The Scarlet Letter." "The House of Seven Gables" is still standing. In the southern part of the town is the building and home of one of our best Normal Schools.

There is only space left to say under the head of *excursions for pleasure* that nearly all those already described are taken again and again by



FIG. 9. Looking down Main Street in Concord.

Boston people in the warm summer months for mere enjoyment. Canoeing on the Charles river is very popular. Riverview near Waltham is one of the starting points for such a trip. (See Fig. 11.)

If one desire life on or near salt water, he can then select the South Shore trips to Nantasket with a ride on the Jerusalem Road, to Plymouth, Newport, Cottage City, Nantucket, or Cape Cod. On the North Shore are located Nahant, Revere Beach, Swampscott, Marblehead



FIG. 10. *The Battle Monument on the Concord battlefield.*

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard round the world."



FIG. 11. *A view on the Charles River at Waltham. Canoeing on this river is unexcelled.*

Neck, Manchester-by-the-Sea, Magnolia, East Gloucester, and Ipswich in Massachusetts, Portsmouth and Newcastle in New Hampshire, and the whole Maine coast from York to Eastport.

If inland scenes are preferred, then the Newtons, Wellesley, Princeton, the Berkshire Hills in western Massachusetts, the White Mountain region in New Hampshire, the Green Mountains in Vermont, or the Adirondacks in eastern New York offer every variety of scene and opportunity for rest and recuperation.

THE BOSTON PARK SYSTEM

BY ARTHUR A. SHURTLEFF

THE parks of Boston and the great reservations of the Metropolitan District embracing the city and its environs constitute one of the largest and most carefully planned systems of public recreation areas which have been provided for any municipality of the world. While the casual traveler is attracted to these public domains mainly to enjoy their landscapes, the student of municipal affairs or of geography may well seek them to gain in addition to this pleasure an acquaintance with the great scheme which determined the distribution and design of the parks as an organic whole. This scheme is not to be credited alone to man's creation but to the topography of the district, which has brought about through its singularly symmetrical arrangement of rivers and hills, a more or less orderly and symmetrical distribution of highways and buildings and consequently of available open spaces for recreative purposes.

Since the development of this partly natural and partly man-made scheme had a vital effect upon the history of Boston parks and the characteristics of their design, it deserves to be brought to the attention of students, even at the expense of an elaborate description of the scenery of the parks.

THE SETTLEMENT AND EARLY GROWTH OF BOSTON

In 1630 Boston was permanently settled by colonists from England. At that time the face of the country was shrouded by a great forest, unbroken except for occasional meadows and ponds or clearings made by fire and the hands of natives. Men were outnumbered by the wild creatures of the woods, and houses and ships counted as nothing. The water of ponds and rivers was clear, and the forest floor was untrampled. But the forest offered an obstacle to the cultivation