

We're swinging across Harvard Bridge. This time was a very bright sunlight directly ahead of us. The skyline is even more of a pure silhouette. It was a very abstract feeling.

Proceeding down Mass. Ave. Facing the sun, one has a hard time describing colors. In the \_\_\_ of nearby pavement and the haze of distant areas, it is hard to feel anything but indifference toward an area like Mass. Ave. The shining roof of Symphony Hall is quite disagreeable. Just look down Huntington Ave. from Mass. Ave.; it doesn't seem as old or uniform in tone as I have described it.

The fright of the South End just beyond Columbus Ave. is quite strong . . . It doesn't seem like indication, up to the right on Tremont, of a continuation of the South End area.

Turning left onto Tremont. Some wonderful little streets and courts off to each side of Tremont. Also, Tremont seems to have a considerable number of these bugged-out apartment buildings. I had thought these were more confined to South Streets running north and south.

Looking down Columbus Ave. I do not see the State House; thought that I would. But I see the star of a church which I think must be at the corner of Park and Tremont Sts. on the Common.

{margin: Bound by RR tracks} At West Newton and Huntington St., beyond Huntington toward Boylston, I see a great gash caused by the railway tracks. It seems to dismember the part I am in from Back Bay. in the city

Turning right on Huntington. Huntington is far from being as arty as I thought. A lot of squatty little structures and open spaces; too many signs. To my left and right the railway tracks do nothing but sever one part from another. I don't see the engines playing.

Turning left from Huntington, Huntington to Boylston. This is Exeter St. I know from having seen John Hancock off to my right as we proceed. Crossing Boylston St. It is uninteresting all the way up through Copley Sq. I would not go outside of Copley Sq. for \_\_\_\_.

Turning right on Commonwealth Ave. The Hotel Vendome stands out. Wonderful dismembered profile of Beacon hill and the business district beyond the Common.

Turning right on Arlington, to Boylston. It seems of a higher status and style on this side. Crossing \_\_\_\_ Looking up Tremont St. after we had just turned to our right, I do not see the State Capitol. I was confused as to which street it was down in the South End from which I saw this. Correction – now I begin to see the State Capitol as we get further away. Tremont makes a hard right turn at Berkeley, and this, I think, is one of the things that \_\_\_\_\_

We must be approaching Shawmut because we're passing through that wonderful square with the trees and wrought iron fenced-off grass area in the middle. Crossing Shawmut Ave., approaching Washington, which I recognize by the elevated. I'm surprised to see the less pretentious stone church just beyond Washington St.; I hadn't noticed this before.

{margin: No peninsula @ Albany} Crossing Washington and Park St. The buildings here are more flat, have more warehouses. It's dirtier; no trees. We're approaching Albany St., and I see beyond a large hill and land area which surprises me. I expected to find the sea if I were to continue on this land. I see \_\_\_\_\_ to my left; it must be an amory.

A tremendous industrial complex to my right. I'm very surprised to see it there. There is water between us and this.

The area to the left of Columbus is quite built up and compact.

Turning left off of Albany on Dover St. This area has low squalish shop structures set up and built after nicer brick structures behind. Very squalid and uninteresting feeling here. Most buildings are 3 stories high with quite a few jagged variations. The profile is not interesting. The profile should be either quite complex or quite simple but not between. . . We must be on Tremont St. turning right and east, because I see the State Capitol. We are on Tremont, turning right onto Castle St.

Following a railway line on the left. I see that Shawmut and Tremont do not intersect anywhere near \_\_\_\_\_ but on the other side.

Turning left onto Washington. The elevated structure has gone off to our right now. Washington cannot be distinguished from any other street that I know of. At Kneeland St. Washington begins to look more like the downtown Washington that I know -- very complex sign arrangement, very ugly and uninteresting. Building materials have no chance to themselves here because of the signs and the variegated color patterns. Color is not set off enough so that it reads in its elements clearly but is jumbled together, and as a result no color comes out really true.

Turning right on Kneeland St. We are quickly out of the rising tempo of the Washington St. shopping area and in what looks more depressed. We are passing on our left interesting Chinese Merchants Assoc. building. It looks quite \_\_\_\_\_. More offices and warehouses.

{margin: S.Sta. as a block} Approaching South Station which I identified by the Railway Express Agency. Turning left on Atlantic Ave. which I didn't realize came down this far. South Station seems to block out all sense of land or development or the sea on the south side of it. I don't know what is over there, but I understand from my driver that there is development. When coming down Kneeland St. into a dead end of this sort, one should have a sense of what lies beyond.

Turning right around South Station, keeping the station on our right. This was Summer St. we were just on, turning right off of Summer St. Water on our left and right. Beyond the water \_\_\_\_\_

Turning completely around now, with South Station on our left and South Boston on our right, with the inlet between us. South Boston I very \_\_\_\_\_ - looking, with its big squat warehouses.

{margin: Sh conf. office dist} Turning left back onto Summer St. Proceeding up Federal St. by a tremendous pile-up of white and yellowish stone building. Turning left onto Harrison \_\_\_\_\_ but still rather confusing. The street pattern in here makes absolutely no sense whatsoever with all of its twists. Now on Summer St. . . The back of Jordan Marsh Co. \_\_\_\_\_ Filene's on the right is much more sensitive. Crossing \_\_\_\_\_

Coming out to Tremont St. on the Common. It worries me that the subway station blocks my view until we are already up here. Turning left onto Tremont, with the Common on our right. Beautiful Christmas pageant in the Common. Wish it were out closer to where people pass so that it might be seen.

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Turning right onto Boylston. Very tall building which I see ahead of me across the Public Gardens is not suggestive of Back Bay. It is very large in plan area and very tall, perhaps 10 or 12 stories. Turning right on Charles St. Turning right on Beacon, and now left on Joy. We are very close to the State House. Now we cross the ridge and the area gets even worse, with fewer trees, not so much consistency of color and materials. More variation in heights. Shops in this area.

The north side of the ridge of Beacon Hill is definitely of lower status than the other. Very crowded little school as we pass here, with poorly dressed children playing on on very bare pavement.

Crossing Cambridge St. This has almost no relation to Beacon Hill whatsoever. The variegated roof heights, buildings of different widths and materials, very loose spaces along the spaces along the sides of the street, not very much continuity of facades.

Crossing Cambridge onto Chambers St. This area has more finiteness in its streets. The buildings have more continuity and homogeneity, but the area is dirty, doesn't have too many trees, and definitely doesn't have the architectural clarity and simplicity of Beacon Hill.

{margin: Conf. of El. lines} Turning down Nashua St. I thought we were at North Sta. I am very confused by the overhead structures which seem to go in all different directions, which do not serve me as orientation references. Now following Commercial St., with the waterfront on our left. Now see the Navy Yard on my left. The sun is on my right. That puts the Navy Yard in the west which confuses me, as if I were \_\_\_\_ to the east or southeast. . . . Now is the sun dead ahead of us as proceed with the water \_\_\_\_ Close-up of the nice old warehouses, many of them in plain construction. . . . I see to my right what appears to be part of the market district; I didn't realize the market district came right down to Atlantic Ave.

Passing under the elevated highway, on Milk St. The clock tower which I have identified \_\_\_\_ Denmark, I see up close now. Pseudo-Greek lower facade and a square \_\_\_\_ not very interesting but characteristic.

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The Post Office building with its triangular square is rather foolish looking, with its grey stone façade \_\_\_\_\_ at face level, and detail at the top where one could not see if they were not looking for such a thing.

Proceeding up Milk St. . . Turning right onto Washington St. There are fewer signs in this area – more masonry shown. The area has more chance to look weatherbeaten and therefore related to Boston. The slate-covered Boston Globe building seems typical. This make is given also by the Colonial (Theater?)

Turning left off of Washington. I think we must be in \_\_\_\_ Sq. because there are a thousand streets coming into it. I have the feeling that we are following Cambridge St. because its circling to the left. . . Turning right onto \_\_\_\_ St. Turning left now, with the big clock tower to our rear, and following and now crossing under the elevated highway. We must be going away from South Station and towards the waterfront to proceed north.

Turning right now onto Commercial St. with the Navy Yard on our left. . Turning right onto Hanover St. This area is more immediately more residential but mixed with shops. Leaving the warehouses, docks. Not too bad a slum, but no particular interest here. \_\_\_\_ Sailors'

{margin: Conf. in N. End} Clubhouse tells me that this area belongs to the waterfront. I have the feeling that I am on the south, looking north to the shopping and business districts, but I see the sun dead ahead of me so I must be looking south; I am very confused.

Turning right onto Salem St. which has many qualities of the Italian market streets, with produce littering the street making it very difficult to pass. But there are not so many people here haggling, shouting and screaming as in Italy. Very dirty, but the robustness brought about by the same scene in the street and the people make it interesting. I had thought of the market area as being a system of warehouses and wholesale places with nothing but trucks loading and unloading, somewhat like most parts of \_\_\_\_\_ in {margin: Elev. breaks & con- fuses markets} Paris, but this street suggests that the market area is more complex than that. Very nice closed-in little streets in this market. . . And here is Paul Revere's house. I see that the market area is all south or east of the elevated highway structure. Facades here are quite flat, mostly red brick, with very severe rectilinear window patterns. The signs are usually on boards, with very simple lettering. The whole feeling is one of abstraction and simplicity. It suggests an inheritance from the early Am. Architectural styles, although most of the buildings have been built since that time. quite obviously. . . The Boston Wholesale Grocery Co. with its weatherbeaten stone facade, heavy rustication heavy cornice; Mansard type of roof seems quite appropriate here although of an inconsistent color and material. . . . Now we are in the \_\_\_\_ (Paris) equivalent. It would be fun to see this area with horse-carts. Too many trucks and cars. Stone pavement is a nice relief. I can imagine heavy Belgian work horses clomping. This part of the market {margin: Fixation to CH tower} area seems rather limited in extent, and the street plan of the area is not as gridiron as I had thought when I drew my map. . . . We are very close by the clock tower. If I can get the definite area of the clock tower with respect to South Station and a couple of other parts, I think I will have the market area fixed in my mind. The market area seems to extend from Atlantic Ave. to the elevated highway structure, perhaps under and north of the highway structure, from Commerce St. which isn't fixed in my mind, and up to Endicott St. which is close \_\_\_\_\_ over beyond \_\_\_\_\_.

Proceeding down Endicott St. to the south of the highway structure. It is strongest in the area of the warehouses and on Hanover St. where all of the retail produce was seen littering the sidewalks and street. Toward its boundaries on Endicott and Commerce St. the area was somewhat harder to pin down and differentiate. It has really no strong over-all homogeneity of buildings. It does have a consistency of small-scale, and uses and associations with produce seem to be the continuum. . . Passing under the elevated structure now and proceeding north, with the large clock tower on the left. We are going around a traffic circle which, for me, will mean the upper end of the market area.

Now proceeding up Washington St.. I see Dock Sq. on my left. This must be part of the market area, and a sign with the word "Fanuel" which must be Fanuel Hall. The nice building which I have admired in Dock Sq. I found out is Fanuel Hall. And here is Durgin Park facing the MIT student facades which I have admired before. I didn't realize Durgin Park was here. This area with its painted brick facades has a strong feeling of age and tradition. Very flat facades with severe rectilinear window patterns, and rhythmical profiles which are not a regular rhythm but quite interesting. . . . There is a very pretentious warehouse structure as we turn, with Fanuel Hall dead ahead of us. This building has a copper dome on it; you would think it were an education institution or a government building. . . On this street, the window patterns are not so rectilinear as on the other side. Many of them are arched openings; there is a great variety of black {margin: Unity thru scale & scope details – Import of win-dow/wall ratio} and gray materials here, with a little bit of brick. Some of it is also green. The over-all effect is one of weather and age. A lot of the lettering on the stores, most of which is placed on simple rectangular boards, is sort of old and delicate. . This area around Fanuel Hall seems to illustrate the point that unity and continuity don't necessarily com from homogeneity of materials or style, but from a uniform sense of scale and measurability and the same scope of detail. . . Here where the windows seem to occupy as much, if not more, than masonry surfaces, the whole feeling is one of delicacy. The market area, or Fanuel Hall area, north of the elevated highway structure, seems to go from State St. to Dock Sq. State St. is identified as you approach the old Meeting House. Dock Sq. is identified by rather loose space, and a number of streets architectural style, and sense of detail and scale changes to the east of Dock Sq. The Fanuel Hall area extends from Washington St. down to the elevated highway structure, but towards Washington its age and architectural character changes a little bit. Along the elevated highway

structure it is still quite strong. This is where Durgin Park is. . Almost opposite from the Durgin Park area and on the land alongside that pretentious warehouse with the dome is the French part of the market area. Commerce St. is not the absolute western boundary of the market area I see as we come to Atlantic Ave., because some of the fish stores go on beyond, Also, on the other side of Atlantic Ave. towards the waterfront.

We have just circled T Wharf which is a very delightful oasis from the busy city; very quiet fishing scenes, the buildings crazily tilted. . . . I have just realized that {margin: CH tower tied in} the clock tower which I have used as a landmark is located on State St., not far from Atlantic Ave., perhaps a block and a half or two blocks north. State St., I know, is perpendicular to Washington St. and is headed by the old Meeting House. The clock tower on State St., therefore, becomes a boundary for my market area and becomes a way to get from Washington St. down to Atlantic Ave. and the market area. {margin: Contrast view of mkts fm high-way} Climbing up to the elevated highway now, heading north-east. Passing the French market area on my right, Durgin Park on the left. Impression from here is quite strange since the buildings seem so low. To my right I see residential areas and small-scale buildings. To my left, larger warehouse and factory areas, and beyond some office structures.

Turning off now for the Back Bay and Storrow Drive. I see part of the Navy Yard just as we turned off of the highway, so the Navy Yard must be much further north than I had previously thought. . Off to my left I see Beacon Hill and a delicate profile suggests the beginning of Back Bay. The highway structure itself, though, is quite confusing since it turns, and overhead so many criss-crossing structures. . . Now passing a tunnel under the bridge followed by the subway from Cambridge. Mass. General Hosp. must be quite close. There is the Mass. Gen. Hosp.; ahead of us now I see John Hancock, We are turning away now, with John Hancock to our backs. I know I am returning to the area from which I have just come. This is the area north and east of Beacon Hill. Rather strong concentration of residential uses here, rather flat and uninteresting. Uniform red color. {margin; Diff. of one way sts. in W End. Office bldgs as clues} One-way streets which always go the wrong way make this area rather confusing and hard to follow out and form a structure for. . One senses that this area is almost as old, if not just as old, as Beacon Hill by some of the balcony and bay window details, but the area is dirty, has no trees, and there are many expedient type of repair jobs. . . In an area which is twisting and winding and rather confused, occasional clues of position are given by sights of tall white limestone skyscrapers which tell me the business district.

Turning right onto Chambers St. at McLean St. In this area the red brick has expressed \_\_\_\_\_ white or gray; this has cheapened the area. Occasional relief is afforded by a small street with bare trees very close to the buildings, fancy wrought iron fences and balconies, and white \_\_\_\_\_ Such streets are short-lived in the total picture of experience in the area.

Now turning left, I see a steep slope ahead of me which signifies we are facing Beacon Hill. Perhaps Cambridge St. is a heavily traveled street, I see ahead just before the slope begins. This is Blossom St. . . Now turning right onto Cambridge. . . Turning off of Cambridge onto N. Anderson St., right. Ahead a domed structure with classical columns and broad green lawn in front. This must be part of the hospital grounds. It's too bad the hospital grounds are so secluded and hidden from the normal heavy-traveled path. It would make this area in back of Beacon Hill much more attractive if one could see this sight.

Now coming back out, turning around from N. Anderson and turning left onto Cambridge St. We are proceeding towards the business district. We see we are approaching this area by the tall, limestone-faced skyscraper buildings. Cambridge St., itself, has little or no identifying characteristic except for the view of Beacon Hill on the right and the general sense of the proximity of the business district.

Now, as we turn a bend to the right, with the clock tower dead ahead, I know that I am looking at a point where State St. runs into Washington. Cambridge, therefore, seems to be

turning in the direction to run into or parallel Wash. St. . . Now in Scollay Sq. which I know only by the tremendous number of interesting streets. Cambridge St. has turned consistently to the right and is therefore more easily conceived and planned with the hill or Beacon as the center of the circle.

Now on Tremont St. Turning off of Tremont St. onto School St. The City Hall, with its little setback and the green is a welcome spacial relief on School. . . Now Wash. St. and turning left, with the Boston Globe building ahead of me. . . Now onto Water St. . . I have an irresistible urge to memorize the street names. I have just tried to fix in my mind School, Milk and State St. None of these really have strong characteristics in themselves, except that State St. goes by my clock tower. But I have a tendency to form a grid or geometric system.

Now on Water St., in Liberty Sq., the buildings are not so cold and lifeless as in many parts, with more of the Boston red brick showing up even in \_\_\_\_\_ structures.

Turning right, and then right again on Milk St. The Post Office Sq. is a place where a place I don't want to be when it's snowing and icy. It's cold enough as it is. I'm {margin: Cold of PoSq.} trying to think why the skyscraper area of Boston is so much more distasteful to me than many parts of Central Manhattan. It seems possible that it's because we have this monumental building form on an informal street plan. Whereas in New York monumentality is carried through more consistently.

Coming out on Milk St. at Washington. I see the Old South Meeting House which I confused with the State St. State House. Now they seem distinct. Proceeding down Wash. and turning {margin: Conf. betw. Scollay & BH-Lock Slope.} left beyond State St. And here is Scollay Sq. I am very confused with the area between Scollay Sq. and Beacon Hill, the area of the old Court House. It seems to twist and wind, and I don't have a good feeling of the slope.

We are on Beacon Hill now, at the top, on Mt. Vernon St. Here there are wonderful trees. The houses are not so pretentious as some on the hill but quite nicely detailed. Most of the detail is dark, green or brown; most of it is stone or concrete painted.

Turning right into Louisberg Sq. This has a wonderful sense of enclosure. The buildings are not consistently of the same height and form all the way around. Some are flat, some have bays. Most have rectilinear window patterns. All have brick material without the joints being strongly expressed. A great amount of wrought iron detail which fits in with these bare lacy trees. There is a strong sense of individuality here with strong discipline and homogeneity. This area seems more pleasant to be in than the South End, though not as strong or as easily described.

Turning right onto Mt. Vernon again. Going down toward Charles St. Out ahead of me {margin: BH-en-filade view of Chas R.} I see the river with the Harvard Bridge, so I know that the land must turn up quickly here at this point if I can see straight down the river. In the distance, the two strange tower elements of Boston Univ. . . Just beyond Charles St. the area is not too dissimilar from parts of Beacon Hill without the slope. The trees are not as liquid as here, but it is cleaner and more well kept than much of the area north and east of Beacon Hill, the area closer to the waterfront and the Navy Yard. . I don't I would make such a strong line of demarcation of Charles St. now as the area between Beacon Hill and the area to the west of ti.

Turning right onto Beacon St., Back Bay, along the Common. . . Turning left on Arlington Turning left on Boylston. Boylston turns slightly to the right as we go up. I had always thought of it as being a continuation of its straight tangent as found in Back Bay.

Turning right off of Tremont, and now left onto Washington. . Now right onto Essex St. Essex St., which I know to be very close to the intersection of Boylston and Tremont, is apparently the western boundary of those tall skyscraper buildings, because I see here on Essex St. fewer of these and more red brick buildings, and an older feeling, a little bit less pretention, monumentality, more jumble, not so many signs as seen on Washington St. Much more passive feeling here than on Wash. and on the other streets perpendicular to Washington.

Turning left onto Lincoln St. Still I don't see the skyscrapers ahead of me. We must be well out of that area. . . Turning left onto Summer, right onto Devonshire. Now we are beginning to get back into the real commercial core. Summer St. will be a sort of a boundary for me now for the office and financial areas. But this boundary is very indefinite.

Now proceeding down Franklin St. at Oliver. We seem to be well out of the commercial core now. Approaching more of the warehouse district with some residences and small shops. . . In all of these area west of the business district and in the business district I miss the presence of strong boundaries and defining lines. It seems easy to think of the descriptive parts of central areas but there is no sense of how far they extend and where another begins. It's like being a mixture of undissolved and unstirred liquids with very {margin: Nodes w/o bounds} indefinite boundaries between the various types within the overall liquid.

Now proceeding westward which I know by the direction of the \_\_\_\_\_ Pearl St. and \_\_\_\_\_ St. On \_\_\_\_\_ St. we now have South Station abreast of us and to our left about a block. Federal St. which we turn right on seems to lead from the business district to the St. parallels Wash. St. as we turn left onto Milk, a street I know running into and perpendicular to Wash. . . Now turning right onto Atlantic Ave. and proceeding left. . . I was right -- Summer St. does lead to South Station. The joint is of two or three slightly varying angles and I think that is what confused me.

Proceeding down Atlantic Ave. with South Sta. on our left. Then onto Kneeland St. Crossing Albany St. Albany I know as passing by a little below S. End area. Crossing Harrison Ave. which I know to be the southern boundary of my South End area; I didn't realize the area came up so far. Kneeland St. begins to take place in a plan of central Boston for me, but I can't describe it as having any strong characteristics of its own. It is simply a street which leads me from the area of Tremont and Boylston Sts. down to South Sta. without getting into the central business core. However, as we proceed up Kneeland St. I see a spire in the distance which might be in Copley Sq. The street itself is characterized by signs and a great jumble of different types of materials and building heights. Facades are rather continuous and the area is highly developed and quite active. Coming up to Tremont St. on Kneeland I see signs of the Hotel Statler and I'm beginning to feel fairly sure that the spire which is lower and to the right of it is in Copley Sq. . . Crossing Tremont St. we come to a couple of jagged spaces which seem like loose or missing teeth.

Turning left from Stuart St. onto Warrenton St. Now cutting back to Tremont and turning right onto it. At Tremont and Broadway we stop. At the railway crossing, abreast of John Hancock we are looking for \_\_\_\_\_ . . . Turning west on Tremont St. At Tremont and Dover St., which I remember as running alongside of John Hancock Bldg. and being somewhere near the head of Shawmut or at least where it turns. We will now have to turn left and double back to find the head of Shawmut. Shawmut to me is the one major east-west street in the South End which has more of the residential character of the shorter north-south streets. It is in this way unlike Tremont, Columbus, Wash. and the others.

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Turning left from Wash. onto Dover St. Signals check, continue on Wash. Washington St. in this area reminds one a great deal of 3rd Ave. in New York. . . At Broadway I see that the elevated structure of the subway now leaves Wash. off to the right, probably going to South Sta. . . Crossing Broadway. . . Turning left from Wash. now on Common St. Here at the head of Shawmut, with its intersection with Tremont, is a big loose space and tracks going underneath. A place where the streetcar an uncertain "Y" shape, goes underground. Broadway describes the western side of this triangular sq. Broadway continues, I think, and becomes Charles St. . . Now passing the tracks which I know to be the southern turning leg after the train gets to Back Bay Station. . . Shawmut Ave. in this area is still unlike the South End area with which I associate. . . The building are very poorly kept; there is not so much strength of architectural form; facades are flat; many expedient type of building additions.

Proceeding up Dartmouth St. from the South End now, past the Back Bay station, and into Copley Sq. The contrast of the fantastic church on the east side of the square, with John Hancock and its nakedness {margin: Contrast Trinity & JH} behind is quite strong and unusual. Turning west onto Newbury St. Newbury St. seems to have a great many stores along the bottom floors, with apartments and residences above; this makes it quite distinctive from Marlborough and Beacon St. . One block from Mass. Ave., Newbury changes quite strongly, with the houses being broken up by larger buildings and some open spaces. This accounts for the feeling as one goes along Mass. Ave. that Newbury St. doesn't really belong to Back Bay. . . In Back Bay, particularly {margin: Add trim as disting BB} here along Commonwealth, there is definitely a great deal more line and edge quality than there is in the South End, more expression of stone quoins and architraves over windows. This feeling gives it a sense of delicacy and sophistication which is not present in the South End. The \_\_\_\_\_ along floors seem to be more strongly expressed here than in the South End which is another contributing factor to this feeling of status.

Turning left now from \_\_\_\_\_ to Beacon St. Bay windows in Back Bay, particularly here on Beacon St., are expressed more as applied forms rather being irregular changes in the profile or shape of the street facades. A lot of these are of wood as against the masonry which is more common in the South End. In general, this distinction of the applied element from the basic house element gives more opportunity for sense of detail and delicacy. The pattern of side streets seems to differ; some of the blocks have all buildings facing the east-west streets. Other have considerable number of entrances and interest on the side faces. On Marlborough, the buildings seem lower and somewhat cheaper than on Beacon St.; here they are only about 3 stories, where as on Beacon St. they are 4 or 5. The vast open space here of the railway yards south of Boylston St. seems to dismember the city completely.  
{margin: Disjoint from RR yds}

Proceeding to the right on Boylston from Back Bay towards Mass. Ave. Approaching Mass. Station now which I recognize because we have come to a steel-structured bridge. . . Walking now at the corner of St. Botolph St. and Mass. Ave., the northeaster corner of the South End area. St. Botolph's is the northern boundary of this area. It seems somewhat different of the area as a whole because of the inconsistency of color and material here, although the bugged-out house fronts are the same. John Hancock ahead and to the east on St. Botolph's tells me the relation of this area to Back Bay and its gridiron. The South End area does not go beyond and east-west of Mass Ave. The South End is by no means a continuous pattern of uniform building heights and forms. Once in a while there is a wonderful spire of a church looming up over the west. But these forms are not in the nature of dominance as a skyscraper would be; these are accents which seem to have interest because of their greater delicacy and \_\_\_\_\_ rather than pure size.

In walking through the South End, it seemed to be cold to talk, so now I am back in the office, and there are a couple of comments I wish to make. I have previously thought of the South End as being a mighty-sized grid, with east-west streets being strongly differentiated and major, north-south streets being residential and minor. This grid to me was difficult to reconcile with the knowledge that Columbus and Tremont St. did not run at right angles to the shorter north-south streets. Now I begin to realize that what happens is that the long east-west streets, the heavily traveled streets, get a conception of form, with the short streets, in many cases being crooked in order to reconcile differences in alignment from major street to another. This crookedness or bend in the short streets is a vital part of the sense of scale and finiteness of the spacial structure within these small residential streets. Many streets without any extra work have the same feeling as a conscious spacial enclosure or court, because facades developed out in front of you seem closer and more enclosing. Columbus and Tremont St., as well as St. Botolph St., seem parallel to the railway line and, in turn, parallel to Huntington Ave. Washington and Shawmut are nearly at right angles to the major direction of the north-south smaller residential streets of the South End. But these smaller streets are extremely variegated and have many individual qualities which distinguish one from another. The major lines in the area, Tremont, Columbus, Shawmut, Wash. and others, are not distinguished in the way I had previously thought. For example, Columbus does not have any sense of a goal at the upper end or towards the Common and business district; it is differentiated from Tremont St. by its middle strip of lamp-posts and concrete curb. Tremont St. has streetcar tracks and ~~proceeds~~

{margin: Char. of S.E. "grid"}



curves around to the left as you proceed toward the Common. Eventually you see the State Capitol from Tremont St. Shawmut, more like the area itself in color, material, building height, and commercial development, and Wash. St. with its elevated structure, form the outer major lines within this area running east and west. I am conscious that the east-west, north-south that I think of are really northeast-southwest, etc. When walking along either Columbus Ave. or St. Botolph's St. on the opposite side of the railway bed, one gets a delightful and illusory experience from the raised arched pedestrian bridges that cross the invisible railway bed. Many of these structures give a sense of closeness to the end of the street which might otherwise run 2 full blocks.

It is nice not to \_\_\_\_ the once-grand court, formed by bugged-out apartment buildings, being stepped back from the sides of the street of Mass. Ave. I realize now that it is just below or south of Tremont and Mass. Ave. This is the only area along Mass. Ave. where my South End area seems to bridge the barrier of Mass. Ave. In the rest of the area it seems fairly obvious that the bugged-out apartment buildings, the consistency of color, trees, etc. do not continue across the avenue.