I. On foot
A. From North Station to South Station: From SW corner of North Station proceed South on the street which parallels the elevated Artery structure. Dead ahead see Ctt. Hse. Tower. Come to Haymarket Sq., a large traffic circle, tangent to Artery, with grass & small round structures in middle. Circle to the right and go straight. This street should be Hanover or Salem St. Continue to last large trafficway before the waterfront, crossing under the Artery just beyond Haymkt. Turn right, this being Atlantic Ave., and continue, following heaviest traffic stream until you come to a large open space, with construction of the Artery extension in process. To the left will appear a massive stone bldg extending 3 or 4 blocks beyond you. On the corner of this bldg., three 2- or 3-story columns, come into So Station.

At Haymkt., could also turn at ½, follow the Artery and then its construction but am not sure there is a paralleling road all the way to So. Sta.
B. From Music Shell to Customs House Tower. Going NE, leaving the Shell on left (also with Chas. Rice left) skirt the edge of Storrow Drive until you come to a traffic circle, bridge, and overhand the elevated Artery. Make a right turn, paralleling the Artery. As you proceed SE toward North Station, you will begin to see the Custom House Tower over tops of bluffs. From here on, follow the view of the Tower, paralleling the Artery until you come to State Street. Just before State St., looking up to the right, there is red-brick, gabled roof structure - Faneuil Hall - with a possible view of Dock Sq. & the sculpture in front. At State St. turn right and go about 2 blocks, then turn left. The Tower either faces on State or is just in back of the facing bluffs. The Tower is weathered limestone, with clock between several upper string courses, and topped with a pyramidal roof. On the opp. side from it State St. face is a square, and a low, neo-classic structure giving entrance to the Tower.
C. From Mass. Ave. & Commonwealth to China Town. From intersection, proceed down Commonwealth, leaving the Mass. Ave. outlook to the river (bridge, vacant of bldgs.) on your left rear and Eliot Lounge on your right rear. Continue on Commonwealth until you come to a large, reddish-stone church & tower on the right side of the st. This church stands out in height, lack of residential entrance, and, to some degree, in color, from the uniformity along the street. Turn right here onto Dartmouth. Which is further distinguished by a cone, curve & center lamp posts from either cross streets of Back Bay. Continue on Dartmouth through Copley Square (large open space with diagonal traffic through it, new classic Public Library, white limestone Sh. Plaza Hotel, fantastic reddish-stone church & shops) and to the 2d intersection beyond the lower side of the Square. Turn left here onto Stuart Street (this intersection may be either just before or just after an overpass of the RR and Back Bay Station). Follow Stuart Street and heaviest, even traffic flow, passing John Hancock on the left, crossing Tremont and Washington Streets, until you come to the intersections of Harrison, Albany, and several other streets crossing Stuart. Continue Stuart turns generally to the right beyond J. Hancock home going to reach these intersections. Chinatown extends left.
and right from these intersections, 2 or 3 blocks each way. The area is identified by its slummy look, mixture of houses, shops, & restaurants; and, most of all, by the tremendous number of signs with Chinese names (some few written in Chinese), mostly advertising Chinese restaurants.

D. From Music Hall to Franklin Square. Leaving the Street.

D. From Mass. Gen'l. Hospital to Franklin Square. Leaving the hospital to the left rear, follow Storrow Drive (with Charles River on the right) to a large traffic circle. Go under the stone bridge from the and take the first left as you circle the interchange. This is Charles Street. Proceeding along Charles, with Beacon Hill (and its narrow, tree-lined streets with brick facades) rising to your left, continue to the intersection of Beacon St. Ahead, on left is the Common, to the right, the Public Garden. Turn right on Beacon and skirt the Garden. Turn left at the corner of the Garden. This is Arlington. Follow Arlington in a straight line, past the lower edge of the Garden (Boylston Street), across Boylston, Stuart (plus one unamed street), and to the intersection of the RR tracks (passing under Tremont). At this point, Arlington
Sq., turn right onto Fremont St. continue on Arlington, on the street most nearly a projection of it, one block and then turn right. This is Shawmut Avenue. Proceeding down Shawmut Street Avenue, you are soon in the South End, an area of strong, red-brick rowhouse character. The side streets have strong rhythms of window-cut bay windows, steps leading up to first floors, and large street trees. Shawmut itself has flatter blocks, but of consistent height, color. One passes several small squares to left and right. But Franklin Sq., about 10-12 blocks from Arlington & Shawmut, is the only very-large open space. It has a central island of large, interesting trees & grass, created by the elevated structure of the Washington St. subway line. Tall 4- or 5-story brick buildings surround the square in continuous planes except that, on the South, beyond the elevated, are lower buildings and a vaulted church facade with blue panels.

E. From City Hospital to Old North Church. Leaving the main entrance (on Mass. Ave., between Harrison and Albany Avenues), proceed down Harrison, Albany St., leaving the hospital entrance to the left rear. Albany St. is soon characterized by built-up warehouses & apt. on the left and vacant, weedy land.
on the right. Beyond the weeds one can occasionally
see suggestions of water, and factories (low
buildings, tall stacks, and smoke) beyond. Following
Albany and the heaviest traffic stream, cross
a railroad bridge and then a heavy traffic stream
going out to the right. Continue as straight
as possible until Kneeland Street, where the
commercial signs of Chinatown begin to appear.
Turn right onto Kneeland and proceed to a long,
low structure blocking the path with "Railway
Express" signs on the building directly in front
of you. Turn left here, keeping the long
structure on the right (you can't turn right
because of the train yards). This is South Station,
and you're on Atlantic Avenue. At the far
end of So. Station turn half-right, in the
middle of large open, paved space, leaving con-
struction work of the new Artery on the left, &
continue along Atlantic Ave. Soon the waterfront
appears intermittently, quite close on the right.
Follow Atlantic and the heavy traffic stream
as it curves gradually to the left. Eventually one
comes to an area on the left characterized by
2-story greyed-white or grey frame buildings.
These are long, low, warehouses, with the ends
facing Atlantic. The short intersecting sts. or
always have loading docks & eaves at 2 flr level, projecting from the warehouses—lots of trucks and activity in these sts. After the last such view to the left, still on Atlantic Ave., go 4-8 more blocks until seeing a sign for Salem St. Turn left here and walk until you find, on the left, the Old North Church. This is a brick, Colonial structure with steeple, and a bronze plaque giving name and history. Am uncertain whether the Church is on Salem St. or some street one block northeast & generally parallel to it. Salem St. is identified, further no. & near the Artery, by its tremendous activity of people, produce in the streets & walks, and Italian store names. The area is consistently red-brick, mostly residential with some small shops; facades are flat & severely; quite a few gable roofs, profiles quite varied. Sts. are narrow, winding, intimate.

F. From Symphony Hall to North Station. Leaving Symphony Hall to the left rear, proceed up Huntington street, which is identified by the view ahead (at its end) of some tower-like white limestone structures. These I associate with Copley Plaza, though I never remember seeing them up close.
proceed to Copley Square and cross it diagonally on Huntington. Turning half right when the Square is reached, onto Boylston Street, continue along the lower edge of Copley & Boylston until you come to the Public Garden. Continue on Boylston as it curves slightly right, keeping the Public Garden on the left. At the first left turn, Charles Street, one must decide between 2 alternate courses around no. 50 of Beacon Hill. My own instinct is to turn left on Chas, go to traffic circle, onto Storrow Drive to right, to a second traffic circle and another right and then to North Station, appearing on my left as I reach Causeway. But this route may be longer. The other alternative is to continue on Boylston, from & Boylston and Charles, to the intersection of Tremont St. Turning left onto Tremont, keeping the Common on the left, cross Park St. (at corner of Common, reinforced by church), and thence to Scollay Square. At Scollay Square, an open space formed by the intersection of many sts. (with subway entrance in middle), continue as straight as possible, avoiding the inclination to bend left into Cambridge St.
Going 3 or 4 blocks on this projection of Tremont St., you come to Haymarket Sq., a traffic circle with raised Artery just beyond. Go around the circle until left turn 90° from direction you have been travelling. Going up this street, which parallels the Artery, the proper direction is verified by looking backwards. Here one sees the Customs House Tower, almost in line with the street. Continuing away from the Tower, No. Station is reached at the point where a higher elevated street car line crosses above the elevated Artery, slightly to the right of your path. The North Station is a large, squat, 3-4 story building with yellow semi-gazed brick walls, a number of shop windows between masonry pilasters, and numerous signs paying "North Station," etc. If one has accustomed oneself to seeking Grand Central in New York from 42nd Street, one would know the station is near.