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Nota di contenuto	PART 1: A CITY DIVIDED 1. Who Built the Metropolis? 2. Common Ideas and Experiences PART 2: THE LARGE INSTITUTIONS 3. The Walking City 4. The Street Railways 5. Other Services to Home Builders 6. Common Patterns of Decision PART 3: THE THREE TOWNS 7. The Discipline of History and Geography 8. The Three Towns, 1870-1900 PART 4: A SELECTIVE MELTING POT 9. The Street Railway and Class Building Patterns 10. The 1900 Segregation PART 5: LEAVE OF SMALL PATTERNS 11. Central Dorchester 12. Tremont Street District 13. Roxbury Highlands PART 6: REGULATION WITHOUT LAWS 14. The Home Builders 15. The Grid Street and Frontage Lot 16. Suburban Architecture PART 7: THE CONSEQUENCES Appendix: A Local Historian's Guide to Social Statistics Appendix B: Tables Bibliographical Note Notes Index
Sommario/riassunto	In the last third of the nineteenth century Boston grew from a crowded merchant town, in which nearly everybody walked to work, to the modern divided metropolis. The street railway created this division of the metropolis into an inner city of commerce and slums and an outer city of commuters' suburbs. Streetcar Suburbs tells who built the new city, and why, and how. Included here is a new Introduction that considers the present suburb/city dichotomy and suggests what we can learn from it to assure a livable city of the future.