Yesterday's News

From the pages of the *Harvard Alumni Bulletin* and *Harvard Magazine*

1920 The Faculty of Arts and Sciences accepts recommendations from the Committee on Admission that make it easier to admit well-qualified public high-school boys who might have been barred "by…merely technical defects of school and examination records."

1935 Signs of spring: "Parties unknown" remove the clapper of the Memorial Hall bell in broad daylight, using hacksaws and other tools.

1940 At the first Senior-Alumni Dinner, sponsored by the Alumni Association, Mayor Fiorello La Guardia of New York urges seniors to go into government and "be unorthodox." Said the guest of honor, "I didn't last five minutes in any party. Going into government doesn't mean going into politics. The country can't stand government by politicians. We need specialists."

1960 President Pusey appoints lecturer in government Daniel S. Cheever '39 his special research assistant to investigate the impact on Harvard of federal funding, which represented 1.5 percent of the University's budget in 1941 but nearly 20 percent in 1959.

1975 In his fourth annual report, President Derek Bok implores the University's professional schools to train public leaders prepared for post-Watergate America. Bok writes, "In the wake of grave public scandals, followed by severe recession and unemployment…it is timely to consider what universities can contribute to improve the level of public service, and specifically what Harvard can do to prepare students for public careers."

1980 Plans are afoot for the men's varsity basketball team to travel to China in June for a five-game goodwill tour.

1990 Monty Python's John Cleese, in town to accept the Harvard Lampoon's Elmer Award "for lasting contribution to comedy," draws a full house in the Science Center. Asked to contrast British and American humor, he replies, "[T]he most obvious difference, of course, is the way they're spelled."

2000 As of January 1, 2001, Drew Faust will become "founding dean" of the new Radcliffe Institute.

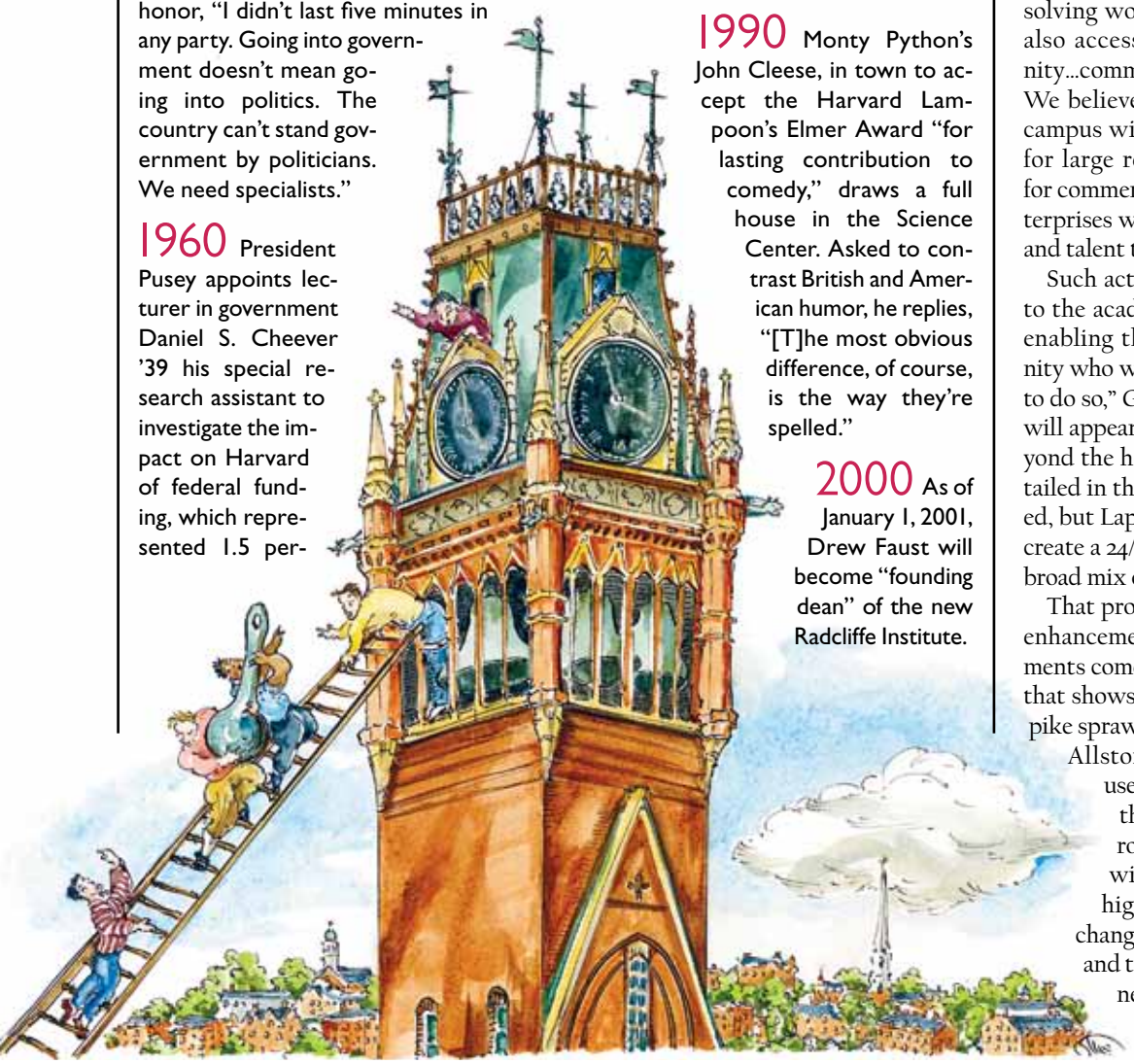

Illustration by Mark Steele

Western Avenue from HBS and east of the SEAS site, Garber said that the "time is propitious" for such a commercial development. "Boston has an extraordinary concentration of intellectual capital and of research activity, particularly in the life sciences and technology," he pointed out. The city is also "an extremely attractive location for knowledge-intensive industries, and virtually every major pharmaceutical company has or seeks to have a research presence in the Boston area." Kendall Square, the epicenter for such tenants, near the MIT campus, totals 30 acres, he said. Elsewhere in Boston, "There are pockets of land where research-intensive businesses can be developed, but nothing quite like this [parcel] that I am aware of."

Because Harvard, Boston University, MIT, and Tufts are all near the site, he continued, "If you wanted to develop your plan for dealing with malnutrition in Africa, you have access to scientists and to students who will be passionate about solving worldwide problems. You'll have also access to a philanthropic community…committed to many of these causes. We believe that the enterprise research campus will be a very attractive location for large research-intensive companies, for commercial startups, and for social enterprises who want to tap into the wealth and talent that are available in our area."

Such activity will, in turn, "contribute to the academic environment, in part by enabling those members of our community who wish to interact with companies to do so," Garber said. What construction will appear on the enterprise campus (beyond the hotel and conference center detailed in the IMP) has not yet been decided, but Lapp indicated that the "goal is to create a 24/7-type community," implying a broad mix of uses.

That prospect is on the verge of critical enhancement as transportation improvements come into view. Gesturing to a map that shows how the Massachusetts Turnpike sprawls across and above the 90-acre Allston Landing property formerly used by CSX, Lapp explained that the state plans to straighten the road, beginning in 2017. Harvard will donate the land to move the highway and build a new interchange, she said, speeding the project and trimming its cost—and once the new roadway is operational, the

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