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ANNUAL

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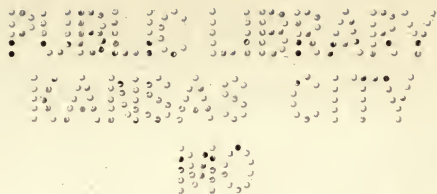
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AMERICAN CIVIC ANNUAL

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HANDKERCHIEF MAP OF WASHINGTON

Published by the National Capital Park and Planning Commission and copyrighted by the American Civic Association, being sold to raise funds for the George Washington Memorial Parkway Fund to aid in carrying out the purposes of the Capper-Cramton Act which provides for the building of a parkway on both banks of the Potomac River from Mt. Vernon to Great Falls.

Frederic A. Delano originated the idea of this map and took his inspiration from a rare map, printed in 1792.

The design was drawn by Mildred G. Burrage, of Kennebunkport, Maine, to include not only the original L'Enfant Plan but also the developments in the surrounding country, with a border of sketches of notable buildings of the National Capital.

The map is 28 inches square, printed on fine white cotton in six colors: red blue, green, brown, plum, and terra-cotta.

Courtesy American Magazine of Art

AMERICAN CIVIC ANNUAL

A RECORD OF RECENT CIVIC ADVANCE
WITH A LIST OF WHO'S WHO IN CIVIC
ACHIEVEMENT AMONG THE MEMBERS
OF THE AMERICAN CIVIC ASSOCIATION

EDITED BY

HARLEAN JAMES

Executive Secretary
American Civic Association

VOL. V

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MEMBER FEDERATED SOCIETIES ON PLANNING AND PARKS

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1934

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PREFACE

Logical Development of Planning

By FREDERIC A. DELANO, *President of the American Civic Association*

THE conception of making our cities better places in which to live, which came in during the closing years of the last century, is now being extended to a broader conception of an intelligent development of our land and water resources. The early reports offering city plans for American cities were dominated in part by projects to improve the appearance of public buildings by grouping them in civic centers, but largely also in expensive repair jobs, correcting serious errors, relieving congestion, and providing parks and playgrounds. There followed special studies on highway systems which frequently ushered in an era of street-widenings leading in turn to more intensive use of the land and so to renewed need for further street-widenings or other methods of improving traffic and transit facilities.

Out of the evils arising from the too-intensive use of land, both in space covered and in heights of buildings, came the zoning movement which has been helpful but nevertheless inadequate. Zoning, where well administered, has accomplished much in the way of confining business uses to areas suitable in size and location to serve the present and predictable populations. Furthermore, a greater stability in residence neighborhoods has been secured, and a pattern of community life has been worked out the better to meet the needs of the people. We now see the advantages likely to flow from building up neighborhood centers in which schools, libraries, markets, shops, parks, and playgrounds are placed for convenient patronage of the people, so tending to more permanent values.

We are learning that in order to prepare a comprehensive, coördinated and consistent plan for the development of a city, we must base it on social and economic studies of living, working, and play conditions affecting the population.

The American Civic Association has been a pioneer in promoting and supporting official planning activities. A bulletin on City Planning was issued a quarter of a century ago, one on Zoning nearly twenty years ago, followed by one on Country Planning. In 1929, in collaboration with other organizations, we

issued the little book, called "What About the Year 2000?"—an economic summary, in which we sought to present the relation of the population to land- and water-uses and ventured to predict some of the conditions which have since begun to be realized.

The Association was represented on the Committee on Planning and Zoning, organized some twelve years ago by the Department of Commerce. The Standard State Enabling Acts for Planning and Zoning, issued by the Committee, have been used by many States and municipalities. The Association was largely represented by many of its officers and members in the President's Conference on Home Building and Home Ownership called in 1931 and resulting in the publication of eleven volumes which have been widely circulated.

Now that a National Planning Board has been set up by the Public Works Administration, the American Civic Association is in a position to render important service in promoting this broad conception of national planning. This explains why the section on National Planning in this year's ANNUAL is large while those papers relating to Municipal Planning occupy less space. In times of depression like the present, it is natural that the initiative should be taken by the Federal Government. However, if the articles on Federal activities are read aright, it will be seen that great local, county, and State activity has been stimulated by Federal action. The National Planning Board has deliberately encouraged State, regional, and local planning, not in order to dominate it, but in the hope of developing a wider concept and a better coöperation among local communities.

It is most important that civic leaders everywhere appreciate the value of State and local responsibility for planning. Service and coördination they may receive from the Federal Government, but the aim should be to foster local activity. To this end it is our idea that members of the American Civic Association are in the best position to aid in mobilizing citizen understanding and support of State and local planning.

We now present the AMERICAN CIVIC ANNUAL for 1933-34 as a condensed text on present-day planning, supplementing preceding numbers and the book "WHAT ABOUT THE YEAR 2000?", and ask your assistance and coöperation in promoting it as important basic information needed by civic leaders who would serve their communities.

June 23, 1934

ADDENDA

Since the American Civic Annual went to press in June, important changes have been made in Federal agencies. These are recorded here as of July 30, 1934.

Planning

By Executive Order of the President of the United States, issued June 30, 1934, the National Planning Board of the Federal Emergency Administration of Public Works and the Committee on National Land Problems, created by Executive Order of April 28, 1934, were abolished and in their place there was established the NATIONAL RESOURCES BOARD, consisting of the Secretary of the Interior (Chairman), the Secretary of War, the Secretary of Agriculture, the Secretary of Commerce, the Secretary of Labor, the Federal Emergency Relief Administrator, Frederic A. Delano, Charles E. Merriam, and Wesley C. Mitchell. An advisory committee, consisting of Frederic A. Delano (Chairman), Charles E. Merriam, and Wesley C. Mitchell, was constituted, to which additional members may be added by the President. Charles W. Eliot 2d is Executive Director.

The Board is directed to prepare and present to the President a program and plan of procedure dealing with the physical, social, governmental, and economic aspects of public policies for the development and use of land, water, and other national resources, and related subjects.

The work of the National Planning Board in relation to State planning activities will be continued and developed by the new National Resources Board. It is planned to organize sections on Land, Water, Minerals, Power, Industrial, and Transportation.

The Board is directed to prepare a report on land- and water-use by December 1, 1934. Dr. M. L. Wilson, now Assistant Secretary of Agriculture, has been named Chairman of the Land Section, and Dr. L. C. Gray has been made Director for the Land Section of the Report. The Mississippi Valley Committee, under the Chairmanship of Morris L. Cooke, has been trans-

ferred to the National Resources Board and will be responsible for the Water Section of the Report.

Housing

THE HOUSING DIVISION of the Public Works Administration is charged with the development of a program of low-cost housing and slum-clearance projects. THE EMERGENCY HOUSING CORPORATION is an auxiliary of the Housing Division, established to expedite the housing program. These agencies are concerned mainly with low-cost, low-rental urban housing in connection with the elimination of slums and blighted areas or in cases of acute housing shortage not necessarily involving slum-clearance operations. Developments of these types are now being undertaken in coöperation with local housing authorities or committees only as Federal projects. Practically all the funds set aside for Federal slum-clearance rehousing projects have been tentatively budgeted. A small number of limited-dividend corporation projects are being carried forward to completion, but no further applications are being considered for limited-dividend projects. Neither of these agencies deals with individual ownership needs. Col. Horatio B. Hackett is Director of Housing and General Manager of the Corporation.

The Housing Division and the Housing Corporation have no connection with the Federal Housing Administration and the Home Owners' Corporation.

THE FEDERAL HOUSING ADMINISTRATION, established by an Act of Congress, June 27, 1934, was formed to make home-financing, on reasonable terms, immediately and permanently safe and attractive for private capital by insurance and rediscounting by modernizing credits. First-mortgage loans on low-cost housing projects may be insured. The Act does not provide for direct loans. Mr. James A. Moffett is Administrator.

THE HOME OWNERS' LOAN CORPORATION is authorized to extend relief to house-owners who are in immediate danger of losing their homes through foreclosures, or who cannot obtain funds through normal channels for necessary maintenance and repairs, but not for additions, enlargements or alterations. Mr. James H. Fahey is Chairman.

THE NATION

LAND PLANNING

Federal Responsibility for Planning

By HAROLD L. ICKES, Secretary of the Interior, Washington, D. C.

UNTIL comparatively recent times the average American scoffed at any suggestion of a necessity for orderly planning for city, State, or Nation. Speed was what we wanted. Tangible results was our aim. We were a young and prideful and boastful people. If we could point to the highest building in the world, it didn't matter to us whether that building was badly located and constituted a blot on the landscape. If our particular city contained a building possessing more square feet of floor-space than any other in the world, we were not concerned if the building itself was hideous and obstructed the orderly growth of the city. We were a Nation of eager, pushing go-getters.

The meandering cow, footing her contemplative way across the luscious pasturage to quench her thirst in a near-by stream, little realized that she was laying out streets for the expanding city of Boston. Subsequent to the cow, the famous Turvy family were called in as city-planning consultants to help us lay out many of our cities. The most notorious member of this famous family of city planners was, of course, Topsy, and so widespread and potent was her influence that the topsy-turvy type of city planning is still evident in practically every American community.

In my own city of Chicago we generously handed over to the railroads miles of the wonderful shore-line of Lake Michigan. For more than a generation now, the people of Chicago have been taxing themselves for millions upon millions of dollars to recapture their shore-line. The total cost to Chicago of its great generosity, without taking into account those esthetic values which cannot be measured in money, has already run into the hundreds of millions of dollars, with additional hundreds of millions to come before the shore-line can be completely reclaimed.

Please do not understand me as implying that Chicago is the only example of the sort that could be cited. As we come and

go about the land, we see in all sections similar examples of a want of foresight and of obtuseness to esthetic and social values.

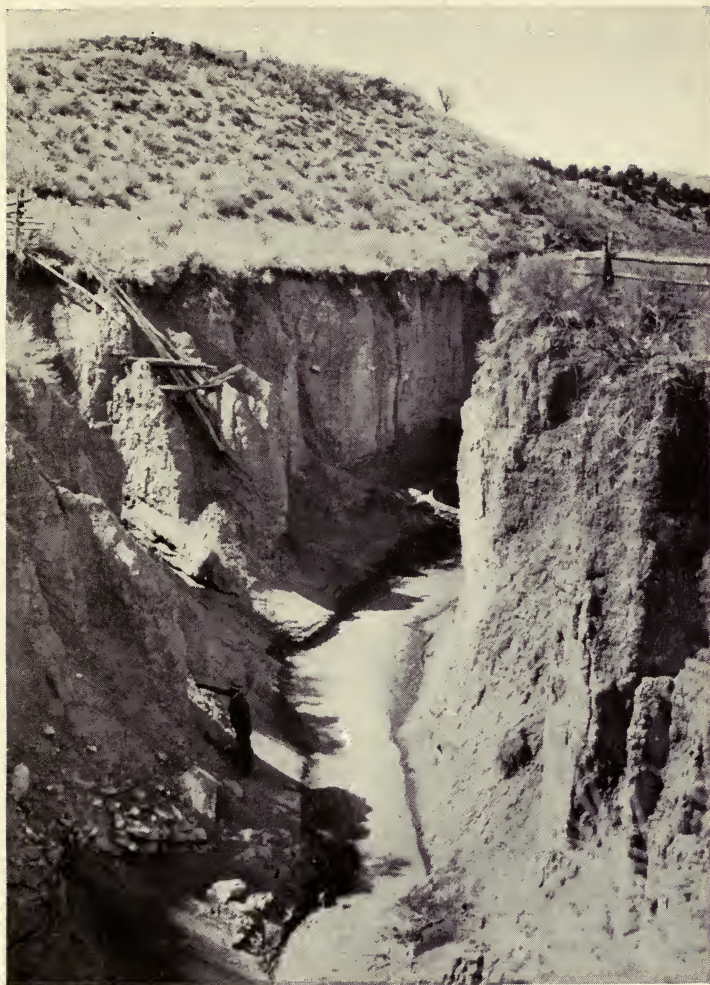
While city planning is still in its adolescence, it has, at any rate, won a recognized place in our social economy. Now, as new sections are added to our cities, some attempt is made to proceed in an orderly manner. Social and esthetic values are taken into account. We build with both eyes on the future.

We now are taking a further step forward in the matter of planning. If city planning has been worth while, why not go in for national planning? And that is precisely what we are doing in this administration.

The determination to embark on an extensive program of public works has furnished us with both the occasion and the means of making at least a tentative beginning in the direction of national planning. It is true that it would have been far better if a National Planning Board had been set up years ago which would have had ready a chart to guide us in our undertaking of a speedy and widespread building program of public works. But since it was not done when it should have been done, it ought to be done now, and it is being done now.

Let us hope that the catch-as-catch-can method that ignores the necessity of national planning is a thing of the past. We believe that at last we realize the importance of looking at problems in their entirety. Formerly, if one section of the Mississippi Valley was flooded year after year, no one thought of doing more than trying to protect that one particular community, with little regard for the results upon other communities either up or down the stream. Committed to the policy of a particular river development, we have built, let us say, two or three dams out of some fifteen or twenty necessary, leaving it to some future administration to build a few more until, after the passing of a generation or so, the project will be completed, the "improvement" meanwhile being useless for any purpose. Now we propose not to begin any undertaking unless we can finish it. We recognize that it is wasteful economically to expend a little dab of money here and a little there without finishing anything.

Not only are we studying our rivers as entities with a view to instituting only such public works in connection therewith as will be for the best good of the entire rivershed, but we are



Devastating Destruction in Salina Canyon, Utah
Courtesy *American Forests*



The upper picture, taken in Hardeman County, Tenn., is typical of hundreds of thousands of acres in the Tennessee Valley. The lower picture is of the same area taken three years later, after the gullies were dammed and black locust planted.

Courtesy *American Forests*

seriously addressing ourselves to the matter of highways. Heretofore highways have been more or less of a crazy-quilt affair. The politician with the strongest pull has been able to entice a concrete road into his community or past his farm even although from an engineering and a social standpoint the road should have run elsewhere. When we allocated \$400,000,000 out of the Public Works Fund for roads in the various States we stipulated that primarily this money should not be used to build a little bit of road in this township and an unconnected mile of road in the adjoining township, but to join arterial highways, to connect up main roads already partly constructed, so as to work towards a comprehensive and logical network of roads throughout the country.

In addition to rivers and roads there is a wide range of subjects which the National Planning Board may properly consider. Questions of transportation and distribution and cost of electric current can well come within its purview as having an important bearing upon community life. Redistribution of population, the necessity and practicability of reclamation projects, harbor improvements, public buildings, the correction of soil-erosion—all can be studied by this Board to the profit of the Nation.

Intelligent and comprehensive planning on a national scale fits into the social vision of the future. If, as I believe, we are now definitely committed to the testing of new social values, then national planning will become a major governmental activity.

Progress of the National Planning Board

By CHARLES W. ELIOT 2d, Executive Officer

THE emphasis placed on national planning by President Roosevelt in his numerous addresses, and the previous work along similar lines under way in various private and governmental agencies, bore fruit in July, 1933, when the Administrator of Public Works, with the President's approval, appointed a National Planning Board consisting of Frederic A. Delano, Charles E. Merriam, and Wesley C. Mitchell. The Board's work was described in the first circular issued by the Public Works Administration:

“Its functions are to advise and assist the Administrator in the preparation of the ‘Comprehensive program of public works’ required by the Recovery Act, through

“1. The preparation, development, and maintenance of comprehensive and coördinated plans for regional areas in coöperation with national, State and local agencies; based upon

“2. Surveys and research concerning (a) the distribution and trends of population, land-uses, industry, housing, and natural resources, and (b) the social and economic habits, trends, and values involved in development projects and plans; and through

“3. The analysis of projects for coördination in location and sequence in order to prevent duplication or wasteful overlaps and to obtain the maximum amount of coöperation and correlation of effort among the departments, bureaus, and agencies of the Federal, State, and local governments.”

Using this statement as its charter, the Board has concentrated its efforts along four lines:

1. Advising the Administrator on the comprehensive program of public works.
2. Stimulation of city, State, and regional planning.
3. Coördination of Federal planning.
4. A research project looking toward a continuous planning program.

ADVICE ON PUBLIC WORKS

When the Public Works Administration was first established, Secretary Ickes found there was no plan or program available as a guide in the selection of projects to be paid for out of the \$3,300,000,000 Public Works Fund. Under the conditions controlling the expenditure of that money, it was obviously undesirable to delay getting projects under way by waiting for the preparation of long-range plans. Immediate work was needed for millions of unemployed, and reasonable criteria were immediately necessary to be applied to the projects which were flooding the Washington office. The Administrator was determined that future administrations should not be placed in the same difficult position in which he found himself, and he therefore set up the machinery to provide comprehensive plans for the future. At the same time the Board endeavored to assist him in making the necessary immediate decisions through a series of memoranda on the choice and distribution of public-work projects.

STIMULATION OF PLANNING

Long-range planning of public works, like any other planning enterprise, must rest on local support of the planning idea. Fully realizing the importance of decentralization in planning, the Board has done its utmost to stimulate and assist planning efforts in the cities, counties, metropolitan areas, and States. Through the coöperation of the CWA and the FERA, help was provided for many city-planning agencies and through a "fund for the stimulation of planning" allotted by the PWA, substantial assistance has been made available to the State planning boards.

The establishment of forty State planning boards, over half of them now served by consultants from the National Planning Board, indicates that substantial progress has been made in this field in a very short time. It is not supposed that a national plan can be created by adding together a series of State- or city-planning studies. On the contrary, the Board fully realizes that a basic framework must be provided for the nation as a whole, in which the State planning boards can experiment and for which they can gradually provide the sinews and muscles. Then, again in turn, the cities and regions must provide the final details in accordance with the main design.

COÖRDINATING FEDERAL PLANNING AGENCIES

Toward creation of this national framework, the Board has set up a series of experimental committees which also serve as coördinating agencies among the Federal planning bureaus.

A Land Policy Committee was organized last September by appointment of three members each from the Departments of Agriculture and Interior. This Committee served under the chairmanship of the Executive Officer of the National Planning Board in an effort to coördinate policies relating to such difficult programs as crop-restriction in contrast to reclamation, or withdrawal of submarginal lands in relation to the continued "homesteading" of new areas in the public domain, etc. A large part of the work of the Committee has been taken over by the Surplus Relief Corporation and the new Land Policy Section of the AAA, but it has already served a very useful purpose in bringing together the representatives of these different agencies and in aiding them to formulate policies and plans.

A corresponding committee on water policy was projected early in the decision of the Board's work and later was formally organized by the President in response to the Norris-Wilson Resolution by Congress. A Cabinet Committee was set up which, in turn, had six technical subcommittees composed of two representatives each from the War, Interior, and Agriculture departments. The Executive Officer of the National Planning Board again served as general secretary to all of these committees. Perhaps the most important result of this work, outside of the facts and figures obtained, was in the better understanding of the problem which was secured by the representatives of the different bureaus who served as members of the technical study groups.

Beginnings have been made on a Transportation Committee, and at one stage during the winter, a Housing Construction Committee was organized. This housing work has since been taken over by the National Emergency Council and developed to the point of legislation.

Through these and similar committees some of the basic policies which form the framework of the national plan can gradually be developed and put into effect. They provide, at the same time, for coördination of the current planning work carried on in the various departments of administrations of the Federal Government.

RESEARCH PROGRAM

Finally the Board is engaged on a research program, divided into two major divisions. The first research is dealing with what has been termed as "a plan for a plan." It is an effort to determine what planning agencies are now functioning, both inside and outside of the Federal Government, on a nation-wide scale, so that among these activities some better arrangements can be made for coördination of their work. This research is being developed by Dr. Lewis L. Lorwin and Prof. A. Ford Hinrichs, and their report should be well advanced toward completion before August 1.

A second research, taking one part of this same general problem of coördination of planning, has been set up to make a special study of the public works field. This research is divided

into three parts under as many research consultants. From a research by Mr. Russell Van Nest Black, it is hoped that information may be obtained on the criteria for choice of public works, both now exercised by various governmental agencies and as might be exercised under some improved basis of understanding among all the units concerned. Mr. Black is expected to develop some idea as to the total type of public works construction which can reasonably be termed as desirable in the next ten years.

From this information as to what public works we should like or desire, the Board then turned to Dr. John M. Clark, of Columbia University, to ask him how we can pay for this program of construction and how we can time it in relation to other business activities to prevent the return of excessive prosperity and consequent depression. Finally the Board is asking Dr. Fred Powell to analyze the governmental set-up for the carrying out of an improved plan for public works.

Through these four major activities the Board is preparing the ground for the gradual and continuous development of a national plan. The work is started and has received surprising support from all parts of the country. We are "on our way."

Agricultural Land Planning

By L. C. GRAY, in charge, Land Policy Section, Division of Program Planning, Agricultural Adjustment Administration

THE Department of Agriculture has been working for a number of years to develop an agricultural land policy. The Division of Land Economics in particular has been carrying on research in this field in coöperation with the Agricultural Experiment Stations of several States. The results of this work and the similar efforts of other agencies gradually aroused interest in the problems of land-use. In November, 1931, a National Land-Use Conference was held in Chicago, under the auspices of the United States Department of Agriculture and the Association of Land-Grant Colleges and Universities, with representatives of a number of agencies interested in land-utilization. Out of this conference there developed the National Land-Use Planning Committee and the associated Advisory

and Legislative Committee on Land-Use. A result of the deliberations of these committees was a wider realization of the importance of developing a sound land-use policy and a better definition and a greater understanding of some of the more important land-use problems.

Until the development of the present agricultural adjustment program, progress in the field of agricultural land-use policy was confined mainly to research and education. The emergency crop-adjustment program, however, has emphasized more definitely than ever the necessity for a long-time policy of land-use and has resulted in the development of definite steps to that end. In order to unify the purposes of the agricultural adjustment program so that there may be a gradual transition from the emergency measures to an orderly program of economic planning, the Department has established the Program Planning Division under the immediate supervision of Mr. H. R. Tolley, Assistant Administrator of the Agricultural Adjustment Administration. The Land Policy Section of the Division, of which the present writer is in charge, is responsible for agricultural land-use planning as well as for the Department's participation in the development of the so-called submarginal land program.

It may be well to review the recognized disadvantages of the emergency crop-adjustment program viewed from the standpoint of agricultural land policy. The cost of the temporary program, although justified on the basis of the present emergency in agriculture, must necessarily be high. The farmer who agrees to reduce the acreage of any particular crop not only has idle land on his hands but also his labor, machinery, buildings, other equipment, and his managerial ability are utilized less fully; necessarily, therefore, he must receive compensation for the total of his loss in reducing his acreage. In many cases the necessary compensation is a high percentage of the value of the land. The reduction of production is on a single-crop basis and does not take account of inter-relations between crops and the needful adjustments in farm organization. There is a flat reduction regardless of the quality of the land and with little reference to the farm organization requirements or the type of farming which prevails in the particular area. Mal-adjustments in farm organization and type of farming have

developed over a series of years, and a production program should be developed with a view to correcting these maladjustments, and particularly with reference to conservation of the soil.

The Department is also interested in other phases of land-use besides those for which the Agricultural Adjustment Administration is responsible. The Forest Service has been developing a forestry program and a forest land policy. The Bureau of Biological Survey has been working out a wild-life program and is interested in wild life as one of the means for utilizing more effectively large areas of "idle" land. The agricultural program and the agricultural land policy should be closely integrated with these non-agricultural land-uses.

Other departments, particularly the Department of the Interior, also have important phases of the national land program under their jurisdiction. Substantial progress has been made in the past six months in developing better integration of the activities of all the Federal agencies concerned with land. An administration land committee has been set up consisting of Secretaries Ickes and Wallace, Governor Myers, and Mr. Hopkins. There is a genuine desire on the part of those having to do with land policy in the Agricultural Adjustment Administration to cooperate and to integrate the several programs.

The Land Policy Section of the Agricultural Adjustment Administration will have a Washington staff and a field-staff. The States have been grouped into nine Land-Use Regions, in each of which there is a regional director. At present there are two phases to the activity of the Section: One has to do with the submarginal land program of the Federal Government and the other the development of the long-time agricultural land policy and program.

The submarginal land program is being carried out jointly by the Surplus Relief Corporation, the Department of Agriculture, and the Department of the Interior. The funds for the purchase of submarginal land have been allotted to the Surplus Relief Corporation. The regional representatives of the Land Policy Section have been appointed, also regional representatives of the Surplus Relief Corporation, in all matters concerning the purchase of submarginal land. The Land Policy Section has been made responsible for the selection and planning of all

projects except the recreational projects and those aimed at enlarging the holdings of Indian land.

The land purchased under this program is to be poor land largely in agricultural production. It is to be converted to some non-agricultural use such as recreation, forestry, or wild life, which will serve a public purpose. The Regional Directors of the Land Policy Section will coöperate with all Federal and State agencies in selecting projects and in developing the projects for submission to the Surplus Relief Corporation.

The Directors will pass on all projects submitted to determine whether or not they contain lands which come under the classification of lands to be retired from cultivation under this program. All projects on land to be used for recreational purposes will be submitted by the regional representatives to the Surplus Relief Corporation through the National Park Service, those in which the land is to be used as additional land for Indian Reservations through the Indian Service, and those in which the land is to be used for forestry, game, or wild life through the Land Policy Section of the Department of Agriculture.

The \$25,000,000 allotted for this purpose will purchase only a very small part of the poor land which should be retired from agriculture. In addition to the retirement of the land from agricultural production there are several other objectives which this program will endeavor to further. Costs of local government are usually high in poor land areas if the services are at all adequate according to present-day standards. In many areas a substantial saving in local government costs can be secured through the purchase of areas of poor land and removing the settlers to areas where these services are already provided. The relief problem in some areas of poor land has been particularly acute, and the resettlement of families from such areas on better land will remove this burden from public relief agencies. Another objective toward which this program can contribute is the conservation of soil-resources through taking out of cultivation land now subject to severe erosion.

The second phase of the work of the Land Policy Section is the development of a report on an agricultural land program to be presented to Congress. This will be a first approximation of the adjustments which should be made in land utilization

with especial emphasis on areas where problems are particularly acute. The areas where adjustments are desirable will be located and the desirable changes indicated. It cannot be hoped with the staff available to do more than prepare a tentative program in the next six months. It will be expected that this tentative program will be revised as experience and research make available additional information on which to build.

In this task of land-use planning, close working relations have been established with the National Planning Board.

The Land-Planning Program as Related to Waterfowl

By JAY N. DARLING, Chief, Bureau of Biological Survey,
U. S. Department of Agriculture

A TWOFOLD national program of conservation and restoration of the Nation's resources in migratory waterfowl is now in the process of development in the Bureau of Biological Survey under the stimulus of the tragic conditions which confront agriculture and the sadly depleted ranks of our game-bird species. Both are concerned with the utilization of sub-marginal and distressed farm areas—and both are based on restoration of human values as well as wild life.

The first is concerned with refuges distributed along all flyways of our wild ducks, geese, and other migratory game-birds—between the birds' nesting areas in the North and their wintering grounds in the South. It is planned to provide feeding and resting refuges at what may be termed "day-flight" intervals in order that the birds may find the safe havens and enjoy the stop-over privileges to which the various species were accustomed before civilized man intruded and disrupted their natural ways of living.

The other plan is concerned with restoration of waterfowl breeding-grounds. Seventeen million acres of marshes and lakes have been drained dry by artificial ditching which has proved more costly than the crops grown on the new lands could justify. The result has been a widespread bankruptcy of the landowners, defaulting of interest on drainage bonds, and a calamitous sterilization of the natural reproduction of migratory waterfowl.

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The full realization of the drainage folly has become acutely eloquent in the last few years when the continued drought brought home the tragic shortage of surface water, the consequent lowering of the subterranean water-table, and the forced abandonment of the land by the thousands. The acquisition of these distressed lands and the impounding of water in the old lakes and marshy regions will, while affording relief for the present owners, make work and sustenance for the unemployed and allow a return of the ducks which once nested in those areas in great numbers to enjoy again a congenial environment.

Both programs will require an extensive outlay of funds, part of which will be derived from the migratory-bird hunting stamps—the popularly known “duck stamps.” From that source perhaps \$750,000 may be provided annually. Federal emergency relief funds are promised for the more immediate activities of land-acquisition and restoration.

In order that lands for refuges and nesting areas may not be purchased unwisely, and that the future homes of our restored game population may be assured of adequate water and natural food, an extensive survey is being rushed over all the territory where once the birds thrived in great numbers. Field staffs from the Biological Survey and submarginal-land purchasing agencies are in the field, and the preliminary examinations are being made, reports coördinated, and the program outlined for a national plan of refuges designed to be ready for execution whenever money becomes available. The Administration, believing that the programs of human relief and land conservation run parallel to each other, has held out hopes that not less than \$5,000,000 might be expected for use in the migratory waterfowl regions and that more ample provisions would be forthcoming later for both waterfowl and upland game.

The first funds obtained will go to the development of that most populous major flyway of the birds in the United States—stretching from Canada through the Mississippi Basin and its tributaries to the coast of the Gulf of Mexico. In that great flyway occurs the heaviest toll of the hunters, and it has therefore been chosen as the initial experiment for a flyway completely equipped with rest and refuge areas. The other major lanes of migration will follow in order of their importance. It

is not intended that, in the pursuit of this general plan, crucial and immediate need for refuges in well-known regions of distress will be neglected. There are indeed some regions in which water and food are so widely separated that the only chances for ducks to stop en route are in places bristling with hunters. Such regions will be considered at the earliest possible moment.

The ominous clouds of dust from the Prairie States which darkened the skies of the eastern seaboard cities recently gave for the first time the picture to the inhabitants of the East what was happening to their food-producing plains of the West. The same evidence of wholesale destruction should have served as an equal warning to the hunter. Food, water, and nesting-grounds gone for thousands of nesting waterfowl were written in the sky by those billowing clouds of dust.

Our hope is that by impounding and diverting water in the upper reaches of the tributaries of the Mississippi drainage basin, we may be able to create some substitutes for those natural marshes that have dried up this year. We had hoped to accomplish this before the nesting season of 1934, but it is now too late for that. In spite of delays, at least some of the refuges on the flyways should be available by the time the fall hunting season opens.

This Department of the Federal Government has never availed itself to the full of the authority conferred by the terms of the law known as the Migratory Bird Treaty Act to declare inviolate refuges wherever needed. Under this law the Secretary of Agriculture is empowered to designate various areas of land and water closed to shooting. The threat of infringing upon private rights has seemed too great to permit such arbitrary action. In the crisis, however, that now is confronting the duck population and those of us who are interested in the future of the birds, it may be necessary to avail ourselves of the provision. Some supplementary refuges to add to those acquired under the Federal purchase program may be deemed advisable. In order that the States may do their part in the important program ahead of us, we are now asking the State game officials to recommend to the Biological Survey such areas of land and water as in their judgment may be established as sanctuaries for wild fowl and which may best serve as friendly agents of both hunters and ducks.

The sportsmen of the country have seemed unwilling to limit themselves and their hunting privileges any further. The fact remains, however, that with such destructive elements as now prevail throughout the propagation areas of the waterfowl, there is apt to be a great shortage of ducks this year which, if jeopardized by unwise and preventable inroads upon the so-called seed-stock, will make even more difficult the return of a normal population in later years.

The restoration of a normal and undiminishing migratory waterfowl population is not a one-year program—it is a ten- or fifteen-year battle against heavy odds. Those who expect to see the skies darkened by great flocks of ducks as the immediate result of this year's activities are doomed to disappointment. But there is for the first time a concentrated effort of sportsmen and the Government to cooperate in a national program of restoration and in that fact is the greatest encouragement in the present situation.

Balancing the Biological Budget

By GEORGE WILTON FIELD, Consulting Biologist, Washington, D. C.

THE researches of Louis Pasteur relative to the origin of life disclosed that microscopic plants and animals are the actual agents which make possible on this earth, life, business, and prosperity. This means that here every living being originates from some form of other living organism. Here was the origin of the biologic progress which is "life," that the water, soil, and atmosphere when acted upon by the various forces and forms of nature are the habitat of living microscopic single-cell plants and animals which have the power to transform non-living matter into living material. The practice therefore is first to catch, direct, and put to profitable work certain microscopic plants and animals. But this is not difficult. These useful micro-organisms outnumber by millions to one the destructive forms. Here rests the basis of prosperity, because all business depends on these biologic phenomena, which go on only in the presence of water in special quantities and qualities. Some of these phenomena of life can be guided and regulated by man. The farmer has learned that certain micro-organisms are neces-

sary for growing farm crops. The soil may be seeded with those microscopic plants which collect nitrogen from the atmosphere and also feed organic nitrogen to clover, alfalfa, and even beans, and thence to the soil. This production of food for grazing animals is a direct result. The same procedure can be applied to aquatic grazing animals, fur-bearing mammals, to useful wild fowl, all species of fishes, and shellfish, lobsters, oysters, and pearl mussels.

The makers of our Constitution, whether State or Federal, did not realize the role which "public waters" was destined to take in our national life, either for individuals, politics, or business. The only use of water known to our forefathers was the mechanical use. Since the dawn of history, navigation had been the chief function of water. Are we in America likely to require anything new? Our forefathers came to this country seeking freedom to worship God, "first fell on their knees and then on the aborigines," but did not stop there; they fell upon the natural resources, upon the fish which were so plentiful that this plenty was reflected in that State law which inflated, as we moderns would say, the count of fish so that it required 120 fish to make 100 fish in market count. Until today it is "good business" to exploit the public waters, soil, and atmosphere for private gain, and to devise and even to extend our now-conspicuous policy in business and political practice to seek something for nothing; further to develop "business shrewdness" to make the public pay the costs, and then, at these times, bitterly criticize officials who seek to set us on the right road. As an obvious effect of our excessive zeal in our national political efforts "to outlaw poverty" we failed to recognize the fallacy of too much water in stocks and bonds and too little in the soil.

The safeguard of a business is attention to the little things. Why do we not apply such rules to the public business? A logical start would be to increase the municipal and national income by making municipal sewage an asset instead of a liability as at present; by making the microscopic plants and animals our agents for converting the sewage into food for man, utilizing the same practices as the farmer for increasing these microscopic plants and animals. Food may also be found for black bass, shad, mackerel—in short, for all species of fish, as

well as for canvasback and other ducks and wild fowl, and for other aquatic forms of life, which, like the vegetables in the farmer's garden, and all of the poultry, sheep, and cattle, depend for food upon the presence and activities of the microscopic organisms as shown by Pasteur's researches. Why increase our taxes by neglecting to cooperate with Nature? One of Nature's methods is the "struggle for existence." This results in the survival of the fittest. This can today be applied to selective slaughter of the disease-producing bacteria (typhoid, cholera, dysentery) without sacrificing the good offices of the beneficent species of germs. The only permanent basis of a sound Government is that Democracy which recognizes our full duty to ourselves and neighbors. A present help in this time of trouble is to put some of our unemployed to work upon the modern methods of sewage utilization for the public benefit rather than to increase State and Federal tax-levies by methods which aim at disposal merely, rather than beneficent utilization. In no branch of the Public Works program can greater improvement be made than in the transformation of many of our obsolescent methods of sewage disposal into modern methods of sewage utilization.

Special Senate Committee on Conservation of Wild-Life Resources

By CARL D. SHOEMAKER, Secretary, Washington, D. C.

AFTER four years of research and study, the Special Senate Committee on Conservation of Wild-Life Resources has witnessed the launching of a great National program for the restoration of wild life. Through the bills sponsored by the Committee, passed by Congress and approved by the President, the machinery has been provided and the course charted. The problem is now in the hands of the administrative agencies of the Government.

Senator Frederic C. Walcott, of Connecticut, and Senator Harry B. Hawes, of Missouri, introduced jointly the resolution establishing this Committee, and without argument or debate, the Senate adopted the resolution on April 17, 1930. A special committee of Senators was authorized to study the factors

involved in the rapid decline of our wild-life resources, and to make recommendations for remedial legislation, looking toward the restoration and conservation of this natural resource which has played such an important part in the outdoor and recreational phases of our people. Senators Walcott, McNary, Norbeck, Hawes, and Pittman were the original members of the Committee. When Senator Hawes resigned in January, 1933, his place was taken by Senator Bennett Champ Clark, and later on, in June, the Committee was enlarged to seven members, at which time Senator Josiah W. Bailey, of North Carolina, and Senator Harry Flood Byrd, of Virginia, were selected. Each Senator has a genuine and whole-hearted interest in the problems involved in the depletion and restoration of our wild life, and whatever accomplishments have been achieved by the Committee are due to the extraordinary interest which the members of the Committee have shown in the legislation proposed.

Of first and immediate importance is the passage of the Duck Stamp Bill, providing for a \$1 postage stamp for migratory waterfowl shooters, to be affixed to State hunting licenses, which was approved on March 16, 1934. All of the revenue derived from the sale of these duck stamps will be set aside in an earmarked fund for the purchase and maintenance of waterfowl sanctuaries. It is estimated that this measure will increase the revenues for this purpose by about a million dollars a year, which over a period of years will restore substantially all of the greater and more important breeding, resting, and feeding marsh areas used by the ducks, geese, and other waterfowl in their annual migrations north and south across the Continent.

The so-called Coördination Bill makes mandatory certain types of coöperation between Federal agencies when the interests of wild life appear in juxtaposition with Federal improvement projects. In addition to this feature of mandatory coöperation, the bill lays out an extensive refuge plan for upland game and four-footed mammals. The Departments of Agriculture, Interior, and Commerce are drawn close together in so far as their conservation activities are concerned. This bill was approved on March 10, 1934.

The Joseph T. Robinson bill, providing for the establishment of fish and game sanctuaries within the National Forests, is an

extremely important conservation measure. The President, by and with the consent of the States, is authorized to establish refuges for fish and game within the National Forests by Executive Proclamation. Our National Forests are very extensive and, particularly in the West, we find the rise of most of our important streams within them. It is highly important to protect these watersheds for fish- and game-propagation, the surplus and overflow spreading out so that the angler and sportsman will have better opportunity in the future in the chase. This bill was approved on March 10, 1934.

Much of the work of the Committee has been directed at studying specific problems and making recommendations for departmental action. The Committee has held extensive hearings on the waterfowl shortage, the brown bear problem in Alaska, the Okefenokee Swamp in Georgia, the Everglades National Park project in Florida, the Upper Mississippi Wild Life and Fish Refuge, the preservation of whales, the problem of the elk herd in Jackson Hole, Wyoming, and the consolidation of Federal conservation activities. As a result of these hearings and studies, greater protection has been thrown around the brown bear, the moose and the sheep in Alaska; the Upper Mississippi Wild Life and Fish Refuge has been safeguarded by changing the channel development from one large dam to nine small ones; the problem of the elk herd in Jackson Hole is about to reach an amicable solution; machinery has been provided for migratory waterfowl restoration; and the problem of consolidation of Federal conservation activities has been analyzed and brought to the attention of the executive departments.

The Committee has stood solidly behind every worth-while conservation project, whether in Congress or the departments, since its creation. More than a year ago the Committee made an unsuccessful effort to receive an allocation for the Biological Survey from the Public Works Fund for a restoration program on submarginal lands. After a long series of conferences, the last one of which was with President Roosevelt himself, the Committee obtained the assurance of a one-million-dollar allocation which recently has been increased by five millions. If there are no further delays or impediments in the way of these allocations, the restoration program of waterfowl will be fairly under way within a short time.

The Committee has added its weight to the Isle Royale project in Lake Superior, to the Albemarle Lock in North Carolina, to the eradication of poisonous matter in the water-fowl area of Susquehanna Flats, to the restoration of appropriations for the Biological Survey, and the black bass protection, to the fostering of a splendid spirit of coöperation between the Federal and State agencies and the working out of a uniform State administrative law for fish and game and to many other interesting as well as merited projects and problems.

The Committee has brought together the leading conservationists of the country, including those in official and private life, and has been fortunate in bringing about agreement on much-needed legislative action.

So satisfactory has this Special Senate Committee been to the wild-life cause in the Senate that it was deemed advisable to create such a Committee in the House. The House, with only casual debate, agreed to the establishment of such a Committee, the Chairman of which is Congressman A. Willis Robertson, formerly Chairman of the Virginia Commission of Game and Inland Fisheries. He is an able and aggressive exponent of progress in conservation and restoration.

The work of the Senate Committee has more than justified its existence from any viewpoint. The creatures of our wilderness world—the birds, the fishes, and the mammals—are seeing the dawn of a new day for their protection and their increase.

National Landscape Survey

By BRADFORD WILLIAMS, Executive Secretary, American Society
of Landscape Architects

THE National Landscape Survey was inaugurated in 1933 as a long-term program intended to arouse public consciousness to the existence and the value, both economic and recreational, of local scenic beauty and to the need for its preservation.

The direct practical result of the Survey will be (1) to provide for State governments a general analysis and evaluation of the scenery of their region, with information as to what

different kinds of scenery are typical, where they may be found, and what is the best example of each; (2) to provide for local governments a criterion of scenic values to aid them in determining their own preservation schemes; and (3) to suggest to private individuals or organizations specific examples of suitable types of landscape features worthy of preservation through unofficial action.

These purposes set forth by the American Society of Landscape Architects have been formally approved by the following national organizations concerned with some form of conservation:

American Automobile Association	National Association of Audubon Societies
American Civic Association	
American Federation of Arts	National Council for Protection of Roadside Beauty
American Forestry Association	National Grange
American Nature Association	Woman's National Farm and Garden Association
Ecological Society of America	
Garden Club of America	
Izaak Walton League of America	

In authorizing this undertaking, the Trustees of the American Society of Landscape Architects specified that the project should be tried first as an experiment in Massachusetts. We were able to make satisfactory arrangements in this State, and the Massachusetts Landscape Survey was carried out during the autumn of 1933. Its report, given in January in the form of an illustrated talk before a group of distinguished Massachusetts people at the annual meeting of the Trustees of Public Reservations, the local sponsoring group, appears as an appendix to the Annual Report of that organization for 1933.

As an experiment, the Massachusetts Landscape Survey was most successful, although it is, of course, still too recent to measure its achievement. The public interest in this State that has been stirred by our work is to be turned to good use during the current year by certain local agencies which have drawn a program especially directed toward the aims that we have in mind.

Seven types of Massachusetts scenery are listed in the special report of the Massachusetts Landscape Survey: Beaches and dunes, rocky headlands, scenic highway roadsides, mountains, valleys, and gorges—these are some of the outstanding

landscape features of the State. Immediate action must be taken to preserve them if we wish to keep the attractiveness of this section of New England.

The report lists seventy places or regions of outstanding scenic or historic interest distributed throughout the Commonwealth. All are now held by private owners who, in too many cases, are unaware of the scenic value or historic significance of their possessions. Each owner may at any time sell his land to commercial developers who might build cottages on the few ocean headlands or sandy beaches that are now left to us in their natural condition, or might strip a mountain of its protective timber or denude a beautiful laurel woodland of its forest cover.

Assisting in the survey was an advisory committee of landscape architects which comprised Henry V. Hubbard, Norton Professor of Regional Planning at Harvard University; Arthur C. Comey, Assistant Professor of City Planning, Harvard; Charles W. Eliot, 2d, Executive Officer, National Planning Board, Washington; Warren H. Manning and John Nolen, former Presidents of the Boston Society of Landscape Architects; Professor Bremer W. Pond, Chairman of the Harvard School of Landscape Architecture; and Professor Frank A. Waugh, of Massachusetts State College, Landscape Architect Consultant to the U. S. Forest Service.

The officers of the Trustees of Public Reservations are Hon. Herbert Parker, President; Judge Robert Walcott, Vice-President; Henry Channing, Secretary; John S. Ames, Treasurer. The Standing Committee includes these officers and also Charles S. Bird, Jr., Chairman; Laurence B. Fletcher; William Ellery; William Roger Greeley; and Dr. John C. Phillips.

As the result of the Massachusetts experiment we have already been able to extend our work to adjacent fields. The Connecticut Survey of Places of Historic and Scenic Interest is now in progress under the direction of the new State Planning Board. Mr. John Nolen has instituted a New Hampshire Landscape Survey under the direction of the new Planning Board of that State, to which he is adviser.

A National Parkway System

By THE EDITOR

WITH the authorization, under the Public Works Administration, of the surveys for a parkway connection between the Shenandoah National Park in the Blue Ridge Mountains and the Great Smoky Mountains National Park, came the conception of parkways on a national scale. Regional parkways are less than a generation old. The regional parkways of the Boston Metropolitan District set the fashion. In the last decade, Westchester County, New York, has been developing a system of regional parkways which have drawn attention and favorable comment from all parts of the country. Several new types of protected highways are described in the section of this ANNUAL on *Regional Planning*.

Even before the authorization of the 500 to 600 miles of parkway which will traverse Virginia, Tennessee, and North Carolina, a survey had been authorized for a parkway link in Vermont. From many sources came the suggestion: Why not an Appalachian Parkway from Maine to Florida? Then: Why not a National Parkway System? Most of the highways of which we were so proud when the smooth concrete was first laid are now given over to mixed traffic so heavily sprinkled with huge trucks and buses that those driving for pleasure find their views to the front quite effectually blocked. The litter of billboards along the roadsides has completed the ruin of any satisfaction in using the roads for recreation. Most of them are beyond redemption. They will ultimately, and perhaps in the near future, be relegated to commercial traffic.

Recreation seekers will gravitate to the parkway connections wherever they can be found. Communities will not be slow in bidding for profitable tourists on recreation bent. Here is an opportunity for the Federal Government to plan out a consistent connected National Parkway system with as many feeders as local enterprise cares to provide. But let us not repeat the mistakes we made before we had vision to realize the extent to which we could and would afford a national highway system. Let us plan largely, and be ready to make the most of the money which is sure to be spent in protected parkways.

NATIONAL PARKS

Larger Opportunities for Public Service Under the National Park Service

By ARNO B. CAMMERER, Director

Adapted from address delivered at the Joint Meeting of the American Civic Association and National Conference on City Planning, Washington, D. C., October 11, 1933

THE potentialities for service to the public by the Federal Government are greater at present than at any time in the history of National Park development, as a result of President Roosevelt's executive order of June 10, 1933. Through the consolidation thereby effected, one organization, for the first time, is charged with the responsibility of administering and developing all the park areas set aside by Congress, or by the President under Congressional authority, on the basis of their educational, inspirational, and recreational appeal.

The result is the coördination of a magnificent National Park system—and in the term National Park I include our Federal scenic, scientific, and historic areas of all classifications—the like of which has never been known before.

Under the President's regrouping order a new Office of National Parks, Buildings, and Reservations superseded the National Park Service as a bureau of the Department of the Interior; but in the 1935 Interior Department Appropriation Bill Congress restored the old name of National Park Service to the enlarged bureau.

In the enlarged bureau, in addition to the duties previously performed by the National Park Service, were combined the functions of the old Office of Public Buildings and Public Parks of the National Capital, the Arlington Memorial Bridge Commission, and the Rock Creek and Potomac Parkway Commission, and those agencies accordingly abolished.

Still further added duties include the supervision of 11 National Military Parks, 2 National Parks, 10 battlefield sites, 10 National Monuments, 4 miscellaneous memorials, and 11 National Cemeteries, taken over from the War Department, and 16 National Monuments transferred from the Forest Service of the Department of Agriculture.

From the Office of Public Buildings and Public Parks of the National Capital was brought to the new Service the National Capital Park System of the District of Columbia, which embraces 676 acres, as well as care of most of the public buildings in Washington.

In bringing the National Capital Parks under the wing of the Department of the Interior, these areas have merely come back to their old home. It is an interesting fact that for eighteen years—from 1849 when the Department of the Interior was established, until 1867—they were under the jurisdiction of the Secretary of the Interior. When Rock Creek Park was established in 1890, the same year that the Yosemite National Park in California was created, its organic act designated it as a pleasure-ground “for the benefit and enjoyment of the people of the United States.” This is the same language used by Congress in 1872 in establishing the Yellowstone National Park.

Further participation in the affairs of the National Capital accrues to the Service through membership of the Director in the Zoning Commission of the National Capital, and the National Capital Park and Planning Commission, particularly concerned in the improvement of the District of Columbia.

Before taking over the supervision of the above areas, the National Park Service had three classes of reservations in our National Park and Monument system—National Parks, National Monuments, and one National Historical Park. With the areas added we are now administering seven classes of reservations. It undoubtedly will be advisable to request Congress in the near future to reclassify these areas according to their exhibits. As the situation now stands, for example, military areas of historic importance are in seven categories—National Military Parks, National Historical Parks, National Parks, National Monuments, National Cemeteries, Battlefield Sites, and Miscellaneous Markers.

Exclusive of the National Capital Parks, which are counted as one unit in the system, the Service now has supervision over 130 Federal areas throughout the United States, most of the Federal buildings in Washington, and some in the States.

The Service is glad to bring to the parks of Washington the experience gained over long years in the development by our Service of the National Parks of the Nation. Many of the



Trailside Shrine in Yellowstone National Park
Courtesy *Scientific Monthly*



Telescopes at Yavapai Observation Station
Courtesy *Scientific Monthly*



Winter in Yosemite
Courtesy American Forests

problems have great similarity. Our technical experts in landscaping, architecture, and engineering are trained planners, and acquainted with the great traditions which underlie the program of the National Capital. They will, I am confident, contribute much to the development of the parks and buildings here. It is peculiarly appropriate that the same agency which has had charge of the custody and interpretation of our great scenic, scientific, and historical Federal treasures throughout the Nation now should in a large measure have the custody and the interpretation of the national features of that other great repository of treasures which is the National Capital itself.

Before the "New Deal" started, back in 1932, Miss Frances Perkins, now Secretary of Labor, spoke of the vital importance to the welfare of the country of the type of work which she classed as "intangible nonconsumables." These intangible nonconsumables are the things for which our higher civilization stands—those finer things that minister to the spirit. Among them, in addition to literature and the arts, is the work of developing National Parks and making these health-giving areas available for use by the public.

Entirely apart from our desire to preserve the National Parks and make them accessible to the public, in accordance with the charge laid upon us by Congress in first establishing the National Park Service, we feel that a keen responsibility rests upon all of us at this time in connection with leisure-time planning and use.

I am convinced that the future of the country in a large measure rests upon the wise use of its new leisure. If we can interest people in coming more and more to the parks—and in this connection I mean the State, country, and city areas as well—and then can provide for their needs adequately, so that they are physically comfortable, we will have made the first step. The next, and perhaps the more important, is to interest these people in the reasons behind park protection and in the various manifestations of nature or the historical traditions and relics of the areas they visit. Once we arouse interest in this way, a great part of the leisure problem is solved. Interest in the park leads to use of the museums, to securing reading matter on plants, geology, history, archeology, and kindred subjects, to planning future trips.

Emergency Conservation Under the National Park Service

By JOHN D. COFFMAN, Chief Forester, National Park Service

SOON after the inauguration of the President's reforestation program, the Superintendent of Sequoia National Park in California received a letter from a young man he helped to enroll in the Civilian Conservation Corps:

"I thank you very much for writing the letter which entered me in the CCC. I stopped several times to thank you in person but each time you were very busy. I can truthfully say I will do all in my power to make the CCC a success by working hard."

This letter expresses the sentiment of most of those connected with the movement directed by Robert Fechner, Director of Emergency Conservation Work. Nights, Sundays, and holidays have been recklessly ignored while everyone pitched in to make the "CCC a success by working hard." There has been an excellent *esprit de corps* all along the line.

While there were, here and there, individual cases of delay and disappointment in the amount of work accomplished, the program as a whole has met with astonishing success. Where doubts existed at the start about inexperienced city boys being assigned to woods work, in nearly all instances such misgivings changed to expressions of gratification that so many of the newcomers had developed into good woodsmen in so short a time. Requests poured in for continuance of the work and for an increase in the number of camps. Physical, mental, and moral benefits have accrued to the enrolled men.

The work in the National Park Service was directed by Conrad L. Wirth, experienced in local as well as National Parks, ably assisted by Herbert Evison in charge of camps in State Parks. State Park authorities were energetic in preparing plans and in the presentation of their projects. Within the National Parks all departments took an active part in the conservation activities under the leadership of the park superintendents. The educational branch, through the naturalist staff, devoted a large amount of time to the welfare of the enrolled men. They gave illustrated talks and made trips afield both for instruction

and for entertainment, and many other members of the park personnel likewise contributed their time along similar lines. The landscape architects, engineers, foresters, and historians all had an active part in the supervision of the work in order to insure results in full harmony with park policies and ideals.

For the first enrolment period there were 175 emergency conservation camps under the supervision of the National Park Service in National and State Parks. Of this number, 70 camps were located in 29 National Parks and Monuments, including the National Military Parks and Monuments consolidated with the other National Parks under the Executive Order of June 10, 1933. There were 105 camps located in State Parks distributed through 26 States. During the second enrolment period 300 camps were assigned to National and State Parks, 61 to the former and 239 to the latter.

For the winter season it was necessary to discontinue the camps in those areas where heavy snows and low temperatures seriously handicapped the work or subjected the enrolled men to unusual hardships. The men were moved to camp-sites at lower elevations or in more southern locations. This shift materially decreased the number of park camps in the northwest and increased those farther south and east. In Virginia the total number of park camps was increased from 12 for the summer to 31 for the winter season. In the Great Smoky Mountains National Park in North Carolina and Tennessee the number was raised from 9 to 15, and would have been increased still further had additional CCC companies been available.

Without the Emergency Conservation program there would have been no available means for the accomplishment of work of the character encompassed by the President's plan. In addition to the improvement work, our fire suppression organization has been greatly strengthened through the Civilian Conservation Corps.

One very important phase of the Emergency Conservation work has been the rounding of the slopes through cuts along the park highways to provide for stabilization of these slopes and prevention of slipping and erosion. This work, accompanied by planting to hold the soil in place, has beautified park roadsides to such an extent that demand is being created for the extension of similar work to highways elsewhere.

Public Works in National Parks

By A. E. DEMARAY, Associate Director, National Park Service

THE first actual allocation of Public Works Funds was made to the National Park Service by Treasury Warrant, dated August 4, 1933. The initial allocation was for a sum a little over \$17,000,000. Since then, including that original allocation, and up to and including May 10, 1934, a total of \$32,092,450.26 has been allocated. This enormous sum provides for road- and trail-building, construction of buildings of many types and uses, installation of sanitary facilities, and the control of insect and tree diseases. Besides the old National Park system, projects are included for the Military Parks and Monuments transferred to this Service from the War Department and for the National Capital Parks transferred from the old Office of Public Buildings and Public Parks of the National Capital under the President's reorganization order on June 10, 1933.

That most of the 786 projects were under way within eight months is due primarily to the fact that this Service, in so far as the old National Park system was concerned, was ready with master plans for six-year programs. These master plans are prepared and coördinated by the Branch of Plans and Design which is the landscape architectural branch of the Service. They include the plans of the engineering branch and the studies of the educational, historical, and forestry branches, and are designed to carry out the functional operations as foreseen by the individual park superintendents.

In the case of the National Military Parks and Monuments transferred from the War Department, it has been necessary to start from scratch. No coördinated plans of development had been made and many of the areas were found to be suffering badly from lack of maintenance funds. Erosion had developed in a number of areas, and if permitted to continue might have destroyed thousands of dollars of improvements and monumental markers which had been installed by the States in commemoration of the soldiers who fell at the battles which made these areas historic.

The greater part of the Public Works Program is being done by contract, according to detailed plans and specifications and

under competent landscape and engineering supervision. In some few cases the work is being handled by day-labor forces employed directly by the Government itself. In both contract and force-account work, local labor is given preference under wages and working conditions prescribed by the NRA. Practically all of the major roadwork under contract is being supervised by the Bureau of Public Roads of the Department of Agriculture, which coöperates with the National Park Service in all major road-construction.

In the National Capital Parks much rehabilitation work is being accomplished, and particularly are many of the Capital's magnificent trees being given attention after a period of neglect due to lack of ordinary maintenance funds. Tree surgery, cabling, and feeding are a part of the treatment being accorded many famous trees of the District of Columbia. The Mall plan is nearing realization, and the development of Union Square connecting the Capitol grounds and the Mall will be laid out under the direction of Frederick Law Olmsted, whose father before him laid out the Capitol grounds. Nearly a million dollars has been allocated to road- and trail-building in the National Capital Parks, and just short of a million dollars is being devoted to other physical improvements in the National Capital Parks and in the public buildings under the supervision of this Service in Washington.

An interesting Public Works project is that providing for the construction of a parkway connecting the Shenandoah National Park in Virginia with the Great Smoky Mountains National Park in North Carolina and Tennessee. An allocation of \$16,000,000 has been approved, provided a right-of-way not less than 200 feet wide is donated for the project by the interested States. To expedite surveys and make possible initiation of work as soon as the lands are available, an allotment of \$4,000,000 has been made on this project from Public Works funds. This parkway is being laid out under the expert guidance of Major Gilmore D. Clarke, who was the landscape architect on the Westchester County Park and consulting landscape architect on the Mount Vernon Memorial Highway, and who is a member of the national Commission of Fine Arts.

Civil Works projects were made possible by an allotment of funds under Public Works to give quick employment for a

short period pending the putting into effect of construction work through contract under Public Works grants. Many of the largest Public Works projects in the parks had to be postponed until spring because of adverse working conditions in the mountainous National Parks. There remained other projects which could be carried on during the winter months, some of them indoors. As a matter of fact, nature favored the Civil Workers in the usually very cold National Parks. Yellowstone, Grand Teton, Mount Rainier, Crater Lake, and other normally winter-bound parks, with temperatures often far below zero, reported the mildest weather within the memory of local people, thus making possible the prosecution of Civil Works projects without loss of a single day during December and January in several of these areas.

A total of \$3,975,588 was made available for Civil Works projects under the National Park Service. There are 141 projects in 42 States and the District of Columbia and Hawaii.

Important among these projects is the Historic American Buildings Survey, employing about 1,000 architects and draftsmen to make measured drawings and photographs of historic buildings throughout the United States, described elsewhere in this section.

No statement regarding Public Works and the other emergency programs in the National Parks would be complete without a tribute to the field supervisory officers and engineers, landscape architects, historical technicians, and foresters upon whom the immediate responsibility for the successful working out of programs and handling of the work falls. With forces reduced through the curtailments in regular park appropriations, they have done a tremendous job, and worked enthusiastically because it has given them an opportunity to make their plans of development a reality, and even more because of the employment furnished to the unemployed in the vicinity of the various areas affected. In the words of one field man:

“There seems to be a general feeling throughout the personnel that the country is in a hole and that since the President has done such a thorough job of taking hold of the situation on his end, the least we can do out here in the field is to show him we are for him from soda to hock; that we are not just rooting from the side lines but are willing to get in and hold up our end.”

Historic American Buildings Survey

By THOMAS C. VINT, Chief Architect, National Park Service

THE architecture of the past is an eloquent historical record. The porticoes and galleries of America's southern mansions tell the story of their aristocratic owners. No one can visit the haciendas or missions of California, or the pueblos of the Southwest, without seeming to touch for a moment the fingers of those who first lived there. One needs no book to learn that a prim generation of Americans was living in genteel imitation of the classic when the lurid reality of a Civil War stifled the Greek Revival.

Until 1860 the history of America was written in the visible forms of her architecture. Since that time even architects have generally been too busy satisfying the architectural whims and fads of a commercial age to give much heed to America's perishing heritage of historic buildings.

To lose the relics of the builder's art may be a severe handicap to a nation's culture and its historical records, but to permit the complete demoralization of architecture would be a severe handicap to any nation's future. Until the inception of the Historic American Buildings Survey no national move had been made to reorganize and save the architectural profession and its craftsmen for better times.

The idea of bringing together the work of recording our Historic Monuments before it is too late, and of providing relief for that profession most interested in such work, was conceived by Charles E. Peterson, Chief of the Eastern Division of the Branch of Plans and Design of the National Park Service. On December 1, 1933, the Historic American Buildings Survey was approved by the Honorable Harold L. Ickes, Secretary of the Interior, and Harry L. Hopkins, Federal Civil Works Administrator, and the administration of the program was placed under the supervision of Thomas C. Vint, Chief Architect of the National Park Service.

Unemployed architects and draftsmen, members of a profession almost wiped out by four long years of inactivity, eagerly grasped the opportunity to aid in recording those monuments of America's history and art which have not already perished.

Once under way, it was found that the scope of the Survey was surprisingly inadequate to cope either with the drastic unemployment among architects and draftsmen, or with the staggering amount of available material. The administrators of the program have been forced to acknowledge regretfully that they can do little more than scratch the surface. Architects and draftsmen in most districts had been in the field a very short time when, on January 18, orders from the Federal Civil Works Administrator stopped all new employment and commitments.

The Chief Architect was assisted in the national administration of the Survey by Francis P. Sullivan, Architect; John P. O'Neill, formerly of the Carnegie Institution of Washington; and Dudley C. Bayliss, formerly of the architectural faculty of North Dakota State College. The various chapters of the American Institute of Architects throughout the country were closely allied with the Survey and gave valuable assistance and counsel.

A National Advisory Committee guided the policies of the HABS. The members were: Dr. Waldo G. Leland, Executive Secretary, American Council of Learned Societies; William G. Perry, Architect, Boston; Miss Harlean James, Executive Secretary, American Civic Association; Dr. Leicester B. Holland, Library of Congress, Chief, Fine Arts Division; John Gaw Meem, Architect, Santa Fe; Dr. Herbert E. Bolton, University of California; Albert Simons, Architect, Charleston; Thomas E. Tallmadge, Architect and Critic, Chicago; Dr. I. T. Frary, Curator, Cleveland Museum of Art.

Each district was under the direct supervision of a resident district officer. He was aided by a District Advisory Committee, whose members served as a patriotic duty, without remuneration.

The quality of the advisory personnel, as well as of the district officers, was unquestionably very high, partly due to lack of building activity, which made it possible to draw upon the best professional resources of the country for men who in more prosperous days could not give time to such work. Many district officers had previously held positions of honor in the American Institute of Architects before that body nominated them for appointment by the Secretary of the Interior.



A Pack-Train in the Yosemite National Park, on the Rim of Tuolumne Canyon
Courtesy American Forests



Crater Lake

The field workers of the Historic American Buildings Survey were organized into squads, working under the supervision of district officers. The United States was divided into thirty-nine districts, with a district officer in charge of the work in each of these zones. All of his employees were hired through local Civil Works offices.

District officers were guided in their supervisory work by instructions from Washington headquarters. They in turn supervised the actual field-work of measuring, photographing, and drawing. Each project selected for inclusion in the Survey was first approved by the District Advisory Committee. Upon final approval by the Washington headquarters and the National Advisory Committee, permission was requested from owners or occupants to have buildings measured. With the granting of such permission, a squad of men was signed for the work of measuring. Squads usually consisted of from three to eight men and were under the supervision of a squad leader, who himself participated in the work of measuring and drawing.

A systematic routine of detailed measuring and checking in the field was employed upon each project, to insure exact recording of each building. In general, records were so made that it will be possible at any time in the future, should a building be destroyed, to reproduce such a building from the drawings made by the squads. District officers and squad leaders were given discretionary powers as to the inclusion or omission of various details of any building. Judgment in this matter was made upon the architectural value of the details, as well as the peculiar historical interest of the entire building.

It developed that the members of the field organization were so enthusiastic to do the work of the Survey that they gave many extra hours of their time to the perfection of the records. This alone is indication of the worth of the project in giving employment to men who are intensely interested in the architecture of our native country. Transportation of squads from one project to another was generally arranged by private automobiles. Squads were selected so that there would be one man in each squad who had access to an automobile and who would transport the other members of the squad from place to place. Cost of gasoline and oil were paid by the Washington headquarters.

Final drawings were made in ink upon white sheets of drawing paper supplied by the Washington headquarters. These drawings, together with all other records of the Survey, were mailed to Washington when completed, and deposited in the Library of Congress. A complete card index system of all records of the Survey was prepared by District officers for the Library of Congress. This card index system included also the worth-while Historic Monuments of the country impossible to record in the limited time given the Survey. Photographs are, in general, 5 by 7 inches in size. They were in most cases made by professional photographers, employed by District officers upon the Survey.

The written data pertaining to Survey projects consist of historic descriptions of a condensed nature which are filed in the Library of Congress, as supplementary material to the other records of the Survey.

An exhibit of selected drawings was shown in the new National Museum, Washington, during the month of April, 1934. The permanent collection will be in the custody of the Library of Congress.

National History Told by Parks and Monuments

By VERNE L. CHATELAIN, Chief Historian, National Park Service

THE National Park Service, in the preservation and interpretation of historic sites and objects throughout the country, is setting a noteworthy example.

It is not possible to preserve every area, or every site, or every object that has had a leading part in the history of the nation. A policy attempting to do this would have to include areas teeming with modern commerce and industry and life, and it would be sheer folly to attempt to carry out such a plan on so large a scale. It is not possible to set aside a National Historical Park or Monument in order to commemorate each battle of the American Revolution or of the War between the States. A more reasonable procedure, and one which is basic in the program of the National Park Service, is to determine upon areas which are typical of the most significant events in

national history and to commemorate them by setting aside the areas as National Parks or National Monuments. From these bases the larger patterns of American history will be illustrated, and the system as a whole used to give a more or less complete picture of American history. There is being established and developed throughout the country a series of reservations which commemorate great events and important eras in our national history from the earliest beginning of prehistoric life to the first evidence of white settlement upon the continent, including the landing of the first band of colonists at Jamestown; thence on through our history, even to the day when the first flight was made in a heavier-than-air machine at Kitty Hawk, in North Carolina. It is felt that a limited number of well-chosen areas, representing the high points in national history, will not only be more effective because they are inherently of great importance, but that by using these places of special significance as sort of "landing-places" as it were, the whole continuous story of national development can be told with this chain as an outline.

The recent additions to the system of National Monuments and National Historical Parks constitute the first step looking toward this objective. Without forgetting the significant events of exploration and discovery which preceded the permanent settlement on Jamestown Island, it can fairly be said that Jamestown represents a definite step in national beginnings. Here were evolved such institutions as the House of Burgesses, significant as the first representative government in America; here we find evidence of that frontier spirit, especially displayed in Bacon's Rebellion, which was to manifest itself time after time in American history and which finally was to cause the American Revolution. Other areas are important in national history as the sites of colonization, but there is little question that even yet the site at Jamestown almost ideally conveys to the visitor the impression of conditions which existed at the time of colonization. It presents an admirable example of arrested development. It is an area largely forgotten and seldom visited for over two centuries. Though little remains, at least in visible form, of the early life and buildings of the colonists on Jamestown Island, there are many archeological remains to throw light on that early civilization.

In addition to its significance as the first permanent settle-

ment, it has an importance as the capital of the colony of Virginia until the capital was moved to Williamsburg. So, at the point at which Jamestown leaves off, Williamsburg begins. There the greatest development in Virginia colonial life took place in education, art, and political economy. Yorktown is included in the program of the National Park Service to mark the termination of the colonial period, as the site of the surrender of Cornwallis to General George Washington, which brought the war to an end. Jamestown, Williamsburg, and Yorktown have been happily combined in one national reservation, a Colonial National Monument associated with the beginning, the place of highest development, and the point where colonial history was brought to a close.

Wakefield, where George Washington was born, has been rescued from oblivion. Here one may visualize the Washington plantation, the beautiful and expansive Potomac River, and the altogether lovely location of the site of the birth of George Washington.

The story of the Revolution is not only a dramatic and thrilling epic within itself, but it is also of first importance in any account of the beginning of our national history. Various episodes of this war are now being memorialized in parks or monuments—Cowpens, King's Mountain, Guilford Courthouse, Moore's Creek, Yorktown—but these places memorialize the phases of actual combat, battles. There was another side to the struggle for independence, that of recruiting and training and holding together an army of raw, unwilling men. The winter quarters of the army provide as much drama, as great an example of steadfast courage and determination, as the incidents of actual combat. Morristown National Historical Park preserves for us the site of one of the most famous winter quarters. Here many of the social, economic, and political aspects of the Revolution appear in high relief. Here, again, on ground that is little changed from its condition in 1779-80, the story of the winter quarters and the neighboring battles of the Revolution can be told.

Following out the same principle of preserving one site to commemorate a series of events or an entire period of history, the National Park Service has Fort McHenry, in Baltimore, recalling the attack on Fort McHenry by the British fleet

during the night of September 13-14, 1814, which led to the writing of the "Star-spangled Banner."

The events of Civil War preserved in National Parks and Monuments are too numerous to itemize here in detail. The first and second battles of Fredericksburg, Chancellorsville, The Wilderness, and Spotsylvania Court House are commemorated in Fredericksburg National Military Park. Fredericksburg, moreover, has rich associations in colonial and early national history: Washington's family lived there; so did Monroe and John Paul Jones. Gettysburg is already well known as a famous battle and a memorial park, yet we should not overlook the fact that it is located in the valley through which Scotch-Irish and German migration flowed from early in the eighteenth century. Antietam, Petersburg, and Appomattox are other highlights in the eastern field of operations between 1861-65. Petersburg, especially, like Alexandria and Richmond, was located on the fall line of Virginia rivers and became famous as a frontier town in early Virginia history. Looking to the west where the very important matter of control over communication was determined in the early years of the war, a field in which General Grant got his training, we find Donelson, Shiloh, Vicksburg, Chattanooga, and Chickamauga—all these places preserved in National Parks. Both Vicksburg and Chattanooga were places of great strategical and historical importance long before the Civil War, being points from which transportation and commerce were conducted. In all of these military park areas the actual conditions and the outline of the terrain as it was at the time of the battles can still be seen. The old earthworks, roads, trenches, and fortifications will be preserved and cared for, and new structures will be planned, as far as possible, to preserve the old atmosphere.

In the National Park Service program it is not sufficient simply to preserve historical areas, any more than in the case of scenic areas, leaving the matter of interpretation to take care of itself. In order that it may have the fullest significance for the greatest number of people, the area must be studied and its meaning made clear to the visitor. This is, perhaps, the greatest contribution that the National Park Service can make in its work with historic sites, and it represents a problem to which much consideration is being given at the present time.

Writers of history have long based their accounts on source material. More recently it has come to be realized by some that a complete study must include, in addition to the written documents, all the evidences and materials drawn from the site itself. They began to realize that early examples of architecture, ruins of ancient industrial ventures, the scenes of daily toil and military combat were all a part of this source material. Out of this realization has come the movement to preserve for posterity something of the history that is past.

The methods of treatment used by the National Park Service are those considered most satisfactory for the scholar and the layman, for the learned and the average man. Individual historical educational service is given as far as possible. Essential roadside markers and orientation maps and markers have been prepared. In addition, models, guide-books, and museums, lectures, lantern-slides, and photographs are called into service. All of these methods have as their purpose the creation of an interest on the part of the individual so that he may, by a greater use of his imagination, come to see more clearly what once was associated with the site.

History has a purpose, or else this program would be wasted effort. The people of the nation need a wholesome and refreshing contact with the heritage of their past. This association will not only inspire greater pride in their own lives, but will help them to live nearer to the fundamentals which have guarded the development of America.

Museum Development in the National Parks

By HAROLD C. BRYANT, Assistant Director, National Park Service

THE fundamental law prescribing the duties inherent in the administration of National Parks contains the injunction: "Provide for the enjoyment of the same." The defining and planning of the opportunities to appreciate and interpret the primary features of the parks have been receiving special emphasis in recent years. Coördinated education programs have been provided in all major parks.

Though most emphasis has been placed upon a trained staff

of naturalists and historians as the best means of being helpful to the park visitor, yet the natural history and historical museum constitute the most important pieces of material equipment. Every visitor is in need of orientation and of background information. This, a museum is able to furnish.

Previous to 1924, museum exhibits in the parks were limited mostly to stuffed birds and animals or Indian relics poorly housed and exhibited in the information office, though more comprehensive beginnings had been made in Yosemite and a few other parks. In that year there was opened in Mesa Verde National Park the first complete museum unit, built with donated funds to house the precious relics of those ancient peoples, the cliff dwellers.

The same year a committee of the American Association of Museums developed plans for a series of museum projects, and having secured a grant of \$70,500 from the Laura Spelman Rockefeller Memorial, supervised the building of a fireproof museum in Yosemite National Park, our chief example of a centralized working unit with subsidiary branch museums.

Better perspective of the educational opportunities afforded by National Parks was secured as a result of the appointment, by the Secretary of Interior, of a Committee on Educational Problems in National Parks in 1928. Two new experimental types of museum projects were advocated by this Committee: a series of trailside museums to be built in Yellowstone and the construction of a specialized observation station on the rim of the Grand Canyon.

The scientific features of Yellowstone are widely scattered and each has a distinctive story. As a consequence, under the direction of Dr. H. C. Bumpus, Chairman of the American Museum Association Committee, four attractive museums have been built to help explain the notable features at stops on the loop road. At Norris, the story of rocks, their genesis and chemical properties, is explained; at Madison, the origin of the National Park idea and the history of Yellowstone; at Old Faithful, an explanation of geyser activity; at Lake, the biology of the Park with emphasis on that of the lake itself. As important accessories to two of these museums, outdoor lecture amphitheaters were built.

Several interesting wayside exhibits also have been con-

structed. The origin and properties of obsidian, an igneous rock, are portrayed at Obsidian Cliff; the life history and economic importance of the beaver are portrayed alongside of a beaver dam; and three other such exhibits explain geologic phenomena.

The specialized observation station erected at Grand Canyon, at Yavapai Point, was planned under the direction of Dr. John C. Merriam, President of the Carnegie Institution. After a group of scientists had selected the spot most adapted for presenting the story of the Grand Canyon, a building was erected which harmonizes with the surroundings. As aids to the visitor, binoculars were arranged along the parapet, together with supporting labels and exhibits in glass-topped boxes. Other supporting exhibits, including transparencies, specimens, and motion pictures amplifying the story, were placed in an inner room. A leaflet is handed to each visitor which explains the use of the station. By systematically finding significant features by means of the instruments and reading labels, the visitor is able to have answered four natural questions: How was the canyon formed? What is the history of earth-building? What record of life is to be found in the rocks? What are the chief forms of life present today?

A similar station with like equipment has been erected at Victor Point on the rim of Crater Lake. In addition to explaining the scientific story, the attention of the visitor is drawn to the beauty of the scene presented, a project found more difficult than that of explaining the geology. In Yosemite there is projected an unpretentious Station for the Study of Granite to be placed on Sentinel Dome.

The Southwest monuments present a story of the life and social customs of a primitive people. In order to protect the many artifacts that have been found in these areas, small museums, usually housed in one room, have been started. More recently, when new headquarters buildings have been erected, a museum wing has been provided. Thus we find Petrified Forest and Casa Grande National Monuments with creditable museums, and Aztec with one under construction.

The newest museum projects pertain to historical parks. A fine start has been made on a museum display at Colonial National Monument which will ultimately find suitable housing in the restored Swan Tavern and Reynolds House. With the



Black Bear in Yellowstone
Courtesy Parks and Recreation



A Nesting Rookery of White Ibis in the Northern Section of Great White Water Bay in the Everglades National Park in Florida
Photo by Claude Matlack. Courtesy *American Forests*

creation of the Morristown National Historical Park there came the fine historical collection on display in Washington's headquarters gathered by the Washington Association. An appropriation of \$200,000 made from Public Works funds will provide a fireproof building with library accommodations which will give abundant opportunity for the creation of an outstanding historical museum. Somewhat less pretentious museum displays are being developed at many other historical sites, notably at Scotts Bluff, Shiloh, Gettysburg, and Vicksburg.

The Lincoln Museum and the Lee Mansion in Arlington, now under the jurisdiction of the National Park Service, are typical of presentations of longer standing.

Present trends in museum development appear to be away from large centralized natural history museums to localized roadside exhibits giving the visitor useful explanation while viewing a prominent feature. Hence there are many plans for what might well be called wayside exhibits or orientation stations, simple platforms with suitable exhibits protected from the weather. Another improvement is the trend from cut-flower exhibits to botanic gardens devised to show the plant growing naturally. The largest of such gardens, nearing completion in Yosemite, has been arranged to show flower relationships and portray typical plant communities. Mindful of the need for drawing people out to see the real object rather than a museum specimen representing it, most park museums form the gateway to some interesting trail leading to the places explained in the museum.

It must be evident from this description of museum development and with several Public Works projects ahead, that it will be increasingly necessary to plan wisely and coordinate carefully this rapidly growing part of the park educational program. The field of museum planning and installation calls for highly specialized technical knowledge, and consequently a staff of specialists is the first requirement. There is a nucleus of such a staff and additions have been made possible temporarily through emergency funds. The next need is for a complete development plan providing for the establishment of various units consecutively according to their importance and in relation to public need, and giving full details as to exhibit scheme. Such a museum development plan for the whole park system is

being prepared and will be included in the master plan for each park.

It is to be hoped that eventually each park museum will portray a unique story of its own with little repetition and in such a clever way that the visitor cannot help but receive a clear view of chief features and an understandable explanation of them. Park museums are designed to interpret through visual presentation the chief scientific and historic features of individual park units, so as to provide the visitor with a maximum of understanding and appreciation.

The Road to the House of the Sun

By HAROLD COFFIN, Honolulu, Hawaii

TO GRIDIRON National Parks with roads is against National Park Service policies, but very occasionally a new highway is necessary to open up areas of spectacular scenery that had hitherto been practically inaccessible. The ten-mile road now under construction to the rim of the great dormant crater of Haleakala, the section of Hawaii National Park on the valley island of Maui, may be placed in this category. The completion of this hard-surfaced road is among a number of important projects which the Park Service is undertaking with funds from Public Works.

Haleakala, a native word meaning "House of the Sun," is a great extinct volcano containing a vast crater 2,000 feet deep and 21 miles in circumference. Native legends tell that Maui, a demi-god, climbed to the top of the mountain, set a trap for the sun, and lassoed its rays as it rose over the rim of the crater. Modern man also climbs Haleakala because of the sun, to imprison in his memory sunset or sunrise over the picturesque old crater.

Now one may reach the top of the mountain only over a very difficult old trail, by foot or on horseback. It is a trip for the hardy. When the road is completed, those of average strength may ride in comfort to the mountain top and with Maui trap the rays of the sun. The journey upward leads in and out of clouds, through beautiful fields of calla lilies. If the Hawaiian weather gods favor the visitor, a sunset beautiful beyond

description will be found at the end of the 10,000-foot climb. Pastel-tinted, fleecy clouds roll through Kaupo Gap to fill the crater, and on clear days the lofty peaks of Mauna Loa and Mauna Kea on the island of Hawaii, over 100 miles away, are visible.

But even when the new road is completed it will not take one down into Haleakala's depths, where the rare silversword plant grows amid the cinder cones and pyramids. That always will remain a "sacred area," accessible only to the devotee of the trail.

Haleakala is one of the few places in the world where at certain times the Brocken Specter can be witnessed. This phenomenon was named for Mt. Brocken, in Germany, where it was first seen in 1780. The spectacle is a great shadow image, which is really that of the person viewing it, surrounded by a colored halo and projected on the clouds in the crater. The Haleakala Brocken shadow is usually surrounded by a single halo or rainbow, although there are those who have seen as many as seven. The shadow appears to be several miles away.

Actual construction of the Haleakala Road by engineers of the Bureau of Public Roads started last October, and it is hoped the highway will be completed early next year. It is on a five per cent grade and connects with the new Federal Aid highway built by the Territory from Wailuku and ends at White Hill, near the pass from which the trail tops off into the crater. Through this pass Hawaii's great Kamehameha I came in his capture of Maui, and in it still are the ruins of old native forts.

Construction of the road was not easy, for it leads upward over a difficult terrain. Following the lower flat hillside covered with patches of Hawaiian heather are rough stretches built up of successive lava flows cut with innumerable small gullies; and in addition the mountainside is cut by two large ravines running almost parallel. Above timberline is soil of compact volcanic ash, and still higher the road-alignment follows hard blue basalt, sometimes called "Kanaka stone" from the fact that the rock was used by the old natives to make axes and tools. Numerous places near the top of the mountain show evidences of old Hawaiian camps and the manufacture of axes from this stone.

The road up Haleakala will take this scenic attraction out

of the classification of "things that you read about" for many tourists whose itineraries have been limited by the time factor and make it easily accessible to the 40,000 globe-trotters who go to the Hawaiian Islands every year. By the early part of 1935 visitors will be able to alight at Maui from the Honolulu plane, step into an auto, and be standing "on top of the world" within a couple of hours.

Making Americans National Park Conscious During 1934

By ISABELLE F. STORY, Chief, Division of Public Relations,
National Park Service

THAT "My Own United States" will be the theme-song of American travelers during the present year is the prediction of travel experts.

There is every reason why this should be so. First—and best of all—economic conditions within the United States are on the upgrade, and travel already has started to increase. Long-distance carriers are greatly encouraged by the gain in passengers carried over the same period a year ago.

Next comes the adverse rate of foreign exchange, which furnishes a very sound reason for traveling in the United States rather than abroad. Oftentimes in the past it has been cheaper to go abroad from the eastern seacoast than to travel westward, but this year the reverse condition prevails. The United States now has the advantage over international travel, in that money spent in travel at home in 1934 will go much farther than the same amount spent in traveling abroad.

Then there is the question of increased leisure under our changing economic conditions. It is vitally important that our people learn to utilize their time wisely and healthfully. National Park enthusiasts point out that nowhere could spare time be spent as wisely and profitably as in a National Park or allied area.

The National Park Service, as its share in the 1934 travel-year project, entered upon an intensive publicity campaign centering around two series of radio broadcasts, given during the late winter and early spring months when travel plans are in the making.

Nine National-Park broadcasts over a network covering the eastern portion of the United States began March 3, and at 10 P.M. each Saturday night half an hour was devoted to the programs which included, in addition to the park talks, music by the Marine Band. Secretary Ickes made the opening address; Mrs. Roosevelt graciously consented to speak on the subject of the recreational use of National and State Parks by family groups; Assistant Secretary Chapman of the Department of the Interior discussed Indian neighbors of the National Parks; and former Director Albright gave his inimitable reminiscences of parks and people. The five other talks were given by officials of the National Park Service.

A second series of 15-minute broadcasts, thirteen in number, was issued to over 200 independent radio stations which have indicated a desire to use this material weekly. The requests have come from as far away as Alaska and Puerto Rico.

When Secretary Ickes, at a press conference on January 30, issued a statement designating 1934 as "A National Park Year," he did something that met with popular acclaim. Dr. J. Horace McFarland, past president of the American Civic Association and Chairman of its National Parks Committee, wrote:

"Reading the press release of yesterday, voicing your suggestion that 1934 be designated as the 'National Park Year,' I want to have you realize that my hat is in the air at your suggestion.

"Most good things can best be sold when they can be seen. Such action as you are suggesting is putting our goods, in the way of a very great National Park System, 'on the counter,' where our own people can see them and buy to their own everlasting good."

The Jackson Hole Controversy

By THE EDITOR

SOON after the Grand Teton National Park was created by Congress in February of 1929, Struthers Burt, in Volume I of the AMERICAN CIVIC ANNUAL, drew an unforgettable picture of this spectacular mountain range, with its rugged peaks silhouetted against the sky and girt with the chain of mirror lakes lying close to the steep mountainsides as they rise sharply from the floor of the valley. Already the damming of Jackson Lake had won first place as a horrible example of the devastation

which could overtake great natural beauty. The park line was drawn to include the eastern slopes of the Tetons from end to end, to exclude Jackson Lake with its unkempt borders, but to include Leigh, String, Jenny, Bradley, Taggart, and Phelps lakes by the narrowest margin. Unfortunately, the valley lands of the Jackson Hole country had generally passed into private ownership.

It soon became apparent that the ugliness introduced into the picture by the commercialization of Jackson Lake was to extend to the privately owned camps, stores, and filling stations along the road which skirted the Park outside the boundaries. Billboards, those unwelcome harbingers of highway slums, arrived. Disreputable dance halls and noisy places of recreation offended both the eyes and ears of those who desired the peace and quiet of the wilderness.

In 1926, John D. Rockefeller, Jr., paid a visit to Yellowstone and the Grand Tetons. He foresaw the ultimate ruination of the proposed National Park if it were to be hemmed in by undesirable "developments" of the type already becoming prevalent. Since there seemed no feasible way of controlling the treatment and use of private property, Mr. Rockefeller offered to buy and donate to the U. S. Government lands necessary to provide a proper scenic approach to the National Park, protect the valley views from the mountains, and preserve the wild life of the region. When the plan became known, the purchase was opposed by what we now know to have been a noisy minority but one which was highly vociferous. Bitter controversies arose. The loss of taxes to the county was feared. It is said that private enterprise would suffer. Wild tales of intimidation were circulated.

At first, the plan was to leave in private ownership the "dude" or guest ranches which had given the Jackson Hole country distinction; but it was realized that, being private property, they were subject to change of ownership and could in the future be used to introduce the very features which the land-purchase project was undertaken to obliterate. They were therefore included and leased back to their former owners so long as they were operated as guest ranches.

The controversy dragged on. There were official and unofficial investigations. Finally, in the summer of 1933, hearings were

held by a special Senate Committee composed of Senator Nye, Chairman, and Senators Norbeck, Adams, Ashurst, and Carey. The Committee convened early in August in the American Legion Hall, in the little town of Jackson. Every seat was taken. Many stood. Every window and doorway framed eager faces. Excitement ran high.

The testimony showed conclusively that those who had sold their lands had done so willingly, as well they might, for the prices paid were more than fair and, under ordinary conditions, could never have been secured from purchasers who expected to use the land for its existing purposes. Even the guest ranches had fallen on evil days, and the stock business was reported to be suffering from a bad slump. Many of those who still owned their lands were eager to sell. Most of those who still opposed the program did so from some patently apparent personal interest or prejudice. The charges of intimidation, arson, and unfair dealing were utterly disproved by the testimony. The hearings seemed to clear the air of the many unfounded rumors and bring public recognition of the benevolent character of the undertaking, which is to place in public ownership, under the protection of the United States Government, enough valley land to remove forever the rural slums which were already developing along the highway close to the lakes, streams, and mountains which are the principal charms of the Park.

Already the demolition of unsightly buildings and fences, the erection of picturesque camps, and the continuance of the uniquely western guest ranches have restored in large measure the appearance of the Jackson Hole country. Those who would ride or tramp the trails to the tops of the crests may now approach the Park without being offended by utterly incongruous surroundings.

As a result of the hearing, a bill has been introduced into Congress to authorize the extension of the Grand Teton National Park by some 110,000 acres, including Jackson, Emma, Matilda, and Two-Ocean lakes, and 40,000 acres now held by Mr. Rockefeller to be given to the U. S. Government for the permanent use and enjoyment of the people.

Everglades National Park Authorized

ON MAY 24 the House of Representatives passed the amended bill to authorize the acquisition, by gift to the United States, of the Everglades National Park, and the next day the Senate, which had passed the Fletcher Bill on several former occasions, agreed to the amendments. On May 30 the President signed the bill. For some time it has been apparent that there was a majority in the House in favor of the measure, but the opposing minority has been able to prevent the bill from coming to a vote. Finally, the fine work of the Chairman of the Committee on Public Lands, Mr. DeRouen, of Louisiana, supported by the Committee which had reported the bill favorably, of the Chairman of the newly organized Special Committee on Conservation of Wild Life Resources, Mr. Robertson, of Virginia, together with the members of the Committee who had attended extensive hearings on the measure, and of the sponsor of the bill, Mr. Wilcox, of Florida, secured a special Rule for consideration of the bill, directing that the measure come to a vote and so prevent any possibility of a filibuster.

Through all the years of discouragement and delay, Ernest F. Coe, Chairman of the Executive Council of the Everglades National Park Association, has worked unremittingly to bring to the American people knowledge and appreciation of the southern Everglades which he and the scientists and specialists in landscape who have penetrated to the heart of the area believe will form one of the most alluring units in our already fine National Park System.

While the Act of Congress is only the first step toward acquisition of the tropical Everglades, letters have already begun to come in from owners who covet the honor of making the first gift of land to the State of Florida which, as soon as the National Park Service establishes tentative boundaries, will begin to assemble the area to be given to the U. S. Government. It is thought that the State can add materially to the lands it already owns by exchanges of private lands for State lands outside the proposed park. Probably most of the land will be secured from gifts or exchanges.



Hemlock and Beech Stand in Fellowship in Tionesta Forest
Courtesy *American Forests*

local communities and of industries upon which the social and economic welfare of those communities depend.

Any adequate conception of our forest problem must embrace a field far wider than that of growing trees to maintain a supply of wood. Forests have a definite influence on water for domestic, irrigation, and industrial uses; on the navigability of rivers and the fertility and very existence of agricultural lands. Popular conceptions and European experiences to the effect that the destruction of forest cover leads to erosion and that the presence of such cover is the most effective means of erosion control, have now been substantiated in the United States. The significance of this substantiation is evident when we remember that: (1) Main urban centers on the east coast from Boston to Baltimore consume more than 2 million gallons of water daily, and large cities are bringing their water supplies from distances up to 450 miles at costs ranging upward to 350 million dollars for a single project. (2) Nineteen western States now have reservoir and irrigation systems valued at more than a billion dollars to supply 19½ million acres of irrigated lands. The amount and time at which water is available are limiting factors; silt from denuded slopes might well clog the system. (3) The Federal Government has spent more than 2 billion dollars in the past fifty years to improve rivers and harbors which are still being clogged by silt from slopes denuded of forest and vegetative growth. (4) Erosion and floods have caused the abandonment of at least 8½ million acres on the Piedmont and Coastal plains from the Potomac to the Mississippi in the last twenty years, and trends indicate a total of 12 million acres by 1950.

These are individual examples in point. The vital importance of forest influences within the fields just mentioned is indicated by the fact that there are in the continental United States 308 million acres of forest lands which have a *major* influence on stream-flow, erosion, or other water influence, and another 141 million acres which exert a *moderate* influence thereon.

Forest influences on recreation and wild life are also factors in our American forest problem. Recreational use in the National Forests jumped from 3 million to 14 million between 1917 and 1931. Our forest heritage provides all or a part of the habitat for a large percentage of our remaining wild life. In the

publicly owned National Forests game animals are estimated to have increased 40 per cent between 1926 and 1931, although on much of our privately owned forest land wild life has decreased and is still decreasing. Must this decrease continue? Which brings us to a group of problems which have to do with past and future use of forest lands in private ownership. Those lands total 400 million acres, some four-fifths of all our remaining commercial forest lands, the great bulk of the most highly productive, the most accessible, and the most easily logged forest land in the country.

The American people have reason to be proud of the progress of forestry as applied to most lands in Government (Federal, State, county and municipal) ownership in the United States. There is, too, cause for genuine congratulation in that organized fire-protection has been established on about 225 million privately owned forest acres; that private owners bore approximately a million dollars of the cost of that protection in 1932 (although five-sixths was borne by Federal and State Governments); that nearly 20 million acres more are protected by the owners themselves at an annual cost of about \$300,000.

This progress is by far the most imposing contribution made by private owners—up to the close of 1933—toward American timber production. It takes a prominent though rather lonely place on the credit side of the ledger. Entries on the debit side of that ledger are, however, far more numerous. From a group of problems resulting from private ownership and operation of forest lands, the American people now face such vital situations as:

(1) Forest devastation on 83 million acres, nine-tenths of which is caused by private operations on privately owned lands. And an appreciable part of the remainder reached this condition before coming into public ownership, as a direct result of private operations.

(2) Logging operations conducted on 9,500,000 privately owned forest acres (95 per cent of the total acreage logged annually, in normal times), without conscious regard to future timber crops or returns therefrom.

(3) No adequate fire-protection on 205 million acres of privately owned forest lands. And a contribution, by the public,

of five-sixths the cost of fire-protection on 225 million privately owned forest acres.

(4) A forest area burned over, each year, 98 per cent of which (41 million acres) is in private ownership.

These, again, are but a few examples in point; too few, perhaps, to drive home—as does the complete evidence—that most of the major factors of the American forest problem center in, or have grown out of, private ownership. Most, but not all, of them. For the Federal Government itself has an unredeemed responsibility and an unsolved problem in the forested public domain of the Western States.

Although this public domain still includes nearly 175 million acres, it is but a remnant—not much more than one-tenth—of the original public domain, and naturally includes, now, the area of lowest value from the private standpoint. Of this amount about 23 million acres are forest land, including somewhat over $4\frac{1}{2}$ million acres of commercial forest. It receives at best only inadequate fire-protection. It is given no timber management. Unrestricted private use of the range has reduced the forage cover over large areas to less than half its original density and on some areas to practically nothing. The valuable forage plants have suffered most. Under unrestricted private use it constitutes one of the most critical erosion and flood problems in the West.

No valid reason exists for delay in giving National Forest status to the larger part of these lands and thus insuring the necessary management. The remainder should be placed under administration with the balance of the public domain.

There is, too, a new public domain, a State and county one which is growing rapidly from tax revested forest lands. Its status is so uncertain that its total area is uncertain. It is known, however, that more than one-third of the forest land in the Lake States is already virtually abandoned, and one-half promises to be in involuntary public ownership in ten years.

These are some of the conditions that constitute our American forest problem, a problem which now ranks as a major national problem; a long-range one, if you will, but immediate in many of its vital phases, nevertheless.

Its solution offers the only proved means in sight for adequately utilizing our forest and abandoned agricultural lands

which now total 670 million acres, an empire which exceeds by 120 million acres the entire area east of the Mississippi, which is more than half again as large as the acreage now devoted to farm crops, which is, in fact, more than one-third the total land-area of the United States.

Solution of the forest problem offers, too, the only or the best means for supplying wood and other renewable resources, the only means for the perpetuation and stabilizing of forest industries, an important source for the employment of labor. Witness, by way of illustration, 300,000 members of the CCC who have been working, largely on forest lands, for more than a year now, and more than 14,000 people who now have forest work through Public Works appropriations.

Adequately solved, our forest problem should afford a means to maintain a balanced rural and economic structure, to national well-being and international competition, to stability in forest (and allied) industries and the communities and families dependent upon those industries.

It seems perfectly evident that the major objectives in the solution of our American forest problem should be: (1) To bring, if possible, all our forest land into productive use; (2) to insure, if possible, supplies of timber and other forest products and by-products, together with watershed protection and other services, all of which shall be adequate to meet national requirements; (3) to obtain (and this is the ultimate objective) all the benefits which productive forest land, the forest itself, and supplies of forest products and services can render to the entire social and economic structure and our individual, community, and national life.

To meet these objectives a plan, and national planning, is necessary. The plan* is prepared. It has been transmitted by the Forester to the Secretary of Agriculture; by the Secretary to the (72d) Congress. Some progress under that plan has already been made. Notable examples are the work of the Civilian Conservation Corps, the accomplishments in Federal acquisition of forest lands, and the promise inherent in Article X of the Lumber Code.

Each of these three marks a start toward accomplishment

*"A National Plan for American Forestry." Published as Senate Document 12, 72d Congress, 1933.

of definite objectives of the National Plan. The Civilian Conservation Corps has already accomplished an astounding volume of planned, worth-while work in the National Forests. That work, plus the even more important effect it has had in building men and morale, is a strong indication that the organization might well be planned as a permanent affair.

Results in acquisition, attained by the Department of Agriculture with the approval of the National Forest Reservation Commission, are phenomenal, thanks to the emergency appropriation of 20 millions of dollars made available during July, 1933. In the last eighteen months the acreage of areas within which purchases have been made have been increased from 15 million to 30 million; there has been approved for purchase a total of 4,000,008 acres of land at an average cost of only \$2.23 per acre. In other words, the area approved for purchase, which stood at 4,727,680 acres at the close of 1932, stands today at 8,735,795 acres!

This land is in twenty-two Eastern States and comprises sixty Purchase Units. It consists of tracts on the upper headwaters of navigable streams plus others chosen primarily for their ability to produce timber.

And if the provisions of Article X—which may be termed the Conservation Covenant of the Lumber Code—are promptly translated into adequate action in the woods, a worth-while entry may in all fairness be entered on the credit side of that ledger which now records so many debits against the owner and operator of private forest lands. For, in endorsing and accepting the provisions of Article X, owners of some 400 million acres of forest land have agreed “to conserve the forests and bring about sustained production thereof” by leaving, where practicable, some of the merchantable timber as a basis for regrowth; by safeguarding from fire and destructive logging the small timber and growing stock; and by restocking the land, after logging, if regrowth is not present.

In the progress just mentioned, Franklin D. Roosevelt has been the guiding spirit. His was the vision, the understanding, and the sympathy that made possible the Civilian Conservation Corps, the enlarged program of acquisition, the Conservation Covenant of the Lumber Code.

Emergency Work in the National Forests

By ROBERT Y. STUART, Late Chief Forester, U. S. Forest Service

Address delivered at the Joint Meeting of the American Civic Association and National Conference on City Planning, October 12, 1933, a few days before Major Stuart's death

THE resources of the National Forests are of such large present and potential value to the public, available for their use and enjoyment, that the protection and development of them is of national importance and interest. These public properties, comprised in greater part of lands withdrawn from the public domain, are largely in the West. In all there are 162,009,145 acres, of which 133,490,204 acres are in the West, 21,342,474 acres in Alaska, and 7,176,467 acres in the East. The larger portion of the eastern National Forests has been obtained by acquisition under the so-called Weeks and Clarke-McNary laws which authorize such purchases to provide better watershed protection at the headwaters of navigable streams and to furnish forests for timber production and demonstration in the important forest regions. The remaining eastern National Forest areas were set aside for the purpose from public domain lands.

Proper administration, protection, and development of these forest properties require intensive planning. From the time the National Forests were taken over by the Forest Service, planning has been an important phase of its activities. To the limit of personnel and funds available, plans have been developed for the various National Forest resources and activities. On these plans the current and prospective work has been based. Thus, extending over the years, plans have been prepared for management of the timber, for the use and occupancy of the lands, for forest ranges, for forest protection, for recreation, and for miscellaneous forest and range improvements and development. The plans have been far ahead of performance, funds not having been available with which to meet the requirements either of the plans or for the current needs of administration.

The opportunity, therefore, created through the emergency, to use men and funds for the furtherance of these plans for needed work on the National Forests, has been eagerly grasped

by the Forest Service and will mean a tremendous advantage to the properties and to the public. The outstanding project to assist in meeting the National Forest needs has been the Emergency Conservation Work, which has made available thousands of young men given this opportunity in useful public work to maintain themselves and to help provide for their families. Work of very miscellaneous character, covering as it does the varied needs of forest properties, is under way. Truck- and horse-trails are being built; lookout towers and cabins are being constructed; telephone lines are being put up; fences are being constructed and water developments made to improve the forest ranges; public campgrounds are being made available to the traveling public; forest-tree diseases and insects are being controlled; and in many other ways the men are helping to put these properties in better condition for administration, protection, and use.

It is remarkable how rapidly the men have adapted themselves to the varied types of work. With very few exceptions they have been inexperienced in woods or outdoor work. They have come to the job untried and unskilled. The surprising thing is that under these conditions they have been able to make the showing they have. They are engaged in such extreme types of work as felling of very large Douglas fir snags in the far Northwest to the refined work of building up the map models so useful in laying out plans for forest protection, development, and improvement.

During the first work period there have been 600 camps, out of a total of 1,468, on the National Forests, and for the next period plans have been made for 437 camps on the National Forests. The reduction in number is occasioned by the necessity of moving some of the camps from high mountainous territory during the winter as well as to assist in meeting the larger number of applications for camps in States which heretofore have not had their enrolment quota fully used within the State. In addition to the National Forest camps, the Forest Service has supervision over those camps established on State forests, private forests, and for soil-erosion work, of which in all there were 658 during the first period, and 651 approved for the second period. The benefits to forestry are therefore not confined to the work being done on National Forests. Under the

provisions of the Act, the Emergency Conservation Work can be done on National Forest and Park lands, State forest and park lands and on private lands in furtherance of coöperative arrangements with the States, particularly in forest protection, tree-pest control, and in measures for the control of soil-erosion conducive to floods. Thus, in carrying out this work, the CCC is far-flung not only in location but in the spread of its beneficial effects on forest and soil. And in doing this there will come benefits in other values inherent in better protected forests and better managed lands.

The President has set aside \$20,000,000 for the purchase of forest lands in furtherance of the forest-land acquisition program which has been under way since 1911. I have previously referred to the fact that there are over 7 million acres of National Forest land in the East, of which $4\frac{1}{2}$ million acres have been purchased. The plan for the conduct of this work is to complete purchases within the already established areas in the East and to lay out additional suitable areas within which purchases also may be made. The availability of land for purchase in the units which have been established to date is approximately 14 million acres. Under the enlarged program there has already been purchased since last August some 941,000 acres at an average cost of \$1.88 per acre. Additional offers are being received currently and it is our hope and expectation that within the period of the Emergency Act approximately 7 million acres may be added to the National Forest areas in the East.

THE RECORD OF THE CCC BROUGHT TO JUNE, 1934

It is now possible to report on the first year's accomplishments of the Civilian Conservation Corps. The total is impressive, but it should not lessen the importance of the major accomplishment of the Emergency Conservation Work in its building of the young manhood of the country. Some 500,000 young men and veterans have served during the past year in the CCC. It is believed that the ECW has awakened the consciousness of the American people with regard to the need for conservation of these resources to a degree never before attained. The results will be beneficial and far reaching. They amply

justify the faith of President Roosevelt in his decision to create the CCC.

The work of the Civilian Conservation Corps, so far as it relates to the conservation of forest and water resources, is exceedingly varied. A few of the outstanding classes of work are given in the following tabulation, which covers the period from April 5, 1933, to March 31, 1934. For the classes listed, the figures show the work done by camps under the supervision of the United States Forest Service on national, State, and private land.

NEW CONSTRUCTION

Truck-trails	22,689 miles
Foot- and horse-trails	3,833 miles
Bridges of different kinds	13,839
Tool-houses and -boxes	3,668
Cabins, barns, and office buildings	1,416
Other structures	3,141
Telephone lines	13,030 miles
Firebreaks	17,318 miles
Reduction of fire-hazards	486,786 acres
Roadside clearing, fire-prevention	13,009 miles
Lookout houses	247
Lookout towers	334
Fire-presuppression	221,521 man-days
Fire-prevention	31,490 man-days
Fighting forest-fires	636,953 man-days
Landing-fields, airplanes	1,387 acres
Public campground clearing	8,954 acres
Planting	88,837 acres
Nursery development	126,849 man-days
Seed collection, cones	16,488 bushels
Seed collection, hardwoods	251,347 pounds
Insect-pest control, tree	1,534,330 acres
Insect-pest control, other	128,912 acres
Tree- and plant-disease control	2,701,123 acres
Eradication, poisonous and other plants	50,872 acres
Rodent control	3,255,555 acres
Survey { Topographic	
{ Timber estimating, forest type,	
{ range special use	6,377,774 acres
Erosion control (includes	
sloping and planting) Dams	407,065
Land benefited	640,132 acres

Public Campgrounds in the National Forests

By L. F. KNEIPP, Assistant Forester, U. S. Forest Service

IN THE DAYS of the old West, the roadside campground was an institution. Cottonwood Camp, or Boxelder Springs, or Dry Cienaga, or what you would; it was a place of rest, of well-earned ease and recuperation, an oasis in an unending passage of toiling miles over roads as often sandy or muddy or rocky as they were smooth. To the single team with its heavily laden three-inch wagon, or the fours or sixes with their wagon and trailer, or the eight-span jerk-line team with two trailers, or the lone horseman with his pack-horse jogging behind, it marked the midday break or evening's end of the journey.

Steep, narrow, deeply rutted roads have given way to broad bands of gravel or macadam or concrete that sweep in wide curves and easy gradients through canyons and over passes or across the flats. The teams for which twelve to fifteen or twenty miles was an entire day of toilsome effort have been replaced by motor trucks rolling along at thirty to forty miles per hour. The automobile tourist travels farther in an hour than the horseman traveled in a day.

Human desire to penetrate the unknown is as strong in the National Forests as elsewhere. The surface of a newly constructed road is hardly settled before it is scarred with the wheel tracks of some venturesome and curious motorist, seeking the untouched, unspoiled aspects of nature. Others follow; eventually there is a steady traffic, attracted by the opportunity to view new scenes, to fish in new pools, to climb new peaks. Immediately new fire-hazards develop; new risks threaten the health of dwellers in cities or towns remote but dependent upon the newly penetrated watersheds for municipal and domestic water supplies.

Even in these circumstances, rigid exclusion of human use would be unwise, as well as difficult. From every social and economic angle, the fullest attainable use of the public forests is in all respects desirable. Yet it cannot be allowed to defeat the purposes for which the forests were established nor to send a stream of water-borne diseases to bring sickness and tragedy to unsuspecting homes a score or two of miles down stream. The public campground is the solution of the problem.

Naturally gregarious and imitative, even in the forest, man

likes to frequent the same places and do the same things as his contemporaries. If it is neat and clean and scenically attractive, the place at which others customarily camp is the place where the average tourist also likes to camp. Atavistic tendencies to the contrary notwithstanding, he enjoys a few softening touches with his life in the raw. Sanitary facilities, a convenient fireplace, a source of pure water supply, close at hand and easy to get at, a table and benches, all offer an irresistible appeal. One result is a voluntary concentration of visitors upon the areas where the risks to public property and public health are most readily controlled or eliminated, making their presence almost innocuous and unobjectionable. Another is the enjoyment by the visitor and his wife and children and mother-in-law of a greater measure of pleasure, contentment and satisfaction than would be obtainable in some isolated spot devoid of all comforts and conveniences. Both results are important, but the first in and of itself justifies the cost of developing and maintaining the public campgrounds. It is far less expensive to build a toilet and a fireplace and a table and bench and a garbage pit and pipe water from a spring than to suppress a thousand-acre forest fire or cure a half dozen cases of typhoid.

There are about 4,200 recognized public campgrounds on National Forest land. Up until a year ago, slightly less than half of them had been at least partially developed and equipped with essential facilities. As the system grew, more and more of the limited appropriation for sanitation and fire-prevention was consumed by maintenance requirements, and expansion was slow. Then came the CCC, followed by the Public Works program, still later the Civil Works program. Campground improvement afforded a ready opportunity for constructive employment, its public value was great, its necessity evident. Final figures are not available, but in all probability the number of at least partially improved campgrounds within the National Forests now approaches 3,000.

In 1932 the estimated number of campers in our Forests was 2,178,200; of picnickers 4,011,600. These are the people who use the public campgrounds. A method of public-land development and management whereby 6,190,000 people can inexpensively and in simple and democratic ways derive from public properties renewed hope and health has much to justify it.

FEDERAL CITY

The Service of the National Capital Park and Planning Commission

By FREDERIC A. DELANO, Chairman, National Capital Park
and Planning Commission

CONTINUOUS planning is essential to the economic, orderly, and efficient development of Washington, both as the seat of the Federal Government and as a municipality. In 1926 Congress created the National Capital Park and Planning Commission, charged with the duty of preparing, developing, and maintaining a comprehensive, consistent, and coördinated plan for the Nation's Capital. The Commission serves in the capacity of an advisory staff to the municipal government of the District of Columbia, the great executive departments of the Federal Government, and the near-by counties of Maryland and Virginia, which, for planning purposes, are intimately related to the Federal City.

Washington is famous as a planned city. L'Enfant's plan of 1791 provided for a population of 100,000, and constitutes today the solid internal framework of a metropolitan area reaching beyond the bounds of the original ten-mile square, now comprising a population of nearly 700,000. Following some forty years of rapid and largely uncontrolled growth, the Mc-Millan Commission of 1901 revived, so far as was practicable, L'Enfant's original conceptions and proposed a park plan and a grouping of public buildings about the axes of the Mall. Unfortunately, no continuing agency was created to carry out these plans, and the lack of continuous planning or execution became increasingly evident. The result was that the planning problem of today has required correcting the mistakes of the past, and at the same time planning for future growth.

The National Capital Park and Planning Commission was set up as an independent agency with primarily advisory powers and duties, supplemented by certain defined administrative functions. The chief administrative powers are, first, the purchase of park and playground lands from funds if and when authorized and appropriated by Congress; and second, the

authorization to make changes in the highway plan of the city. The Commission is also organized to perform the customary functions of a planning commission, such as the preparation of plans and the coordination of projects in an economic manner. The Commission members serve without pay, and acting independently as they do, are outside the pressure under which legislative and administrative officials too frequently work.

In the National Capital the coordinating function of a planning commission in relation to planning activities is of obvious yet unusual importance. First, the National Capital Park and Planning Commission is set up to render advice to the Commissioners of the District of Columbia in planning matters, maintaining primarily the long-range viewpoint in making recommendations, just as the General Staff of the Army does in relation to current problems of the Army. Second, the Commission makes reports and recommendations to Congress and to the executive authorities of the Federal Government, particularly the Cabinet officers, on Federal developments in the National Capital. It follows, therefore, that the Commission becomes the liaison agency in planning and executing Federal improvements in relation to municipal requirements. Third, the Commission has a duty to perform in maintaining harmonious relations with the adjoining Maryland and Virginia counties, which since the World War have grown up as suburbs of the National Capital, and where many employees of the Federal Government have their homes while maintaining their daily contacts with Washington. Thus, the Commission, as the regional planning agency, coordinates plans over several jurisdictions, while at the same time maintaining the planning standards for the National Capital established more than one hundred and forty years ago by President Washington.

During the last eight years the Planning Commission of the National Capital has outlined many of the basic plans for future growth. These plans are now in the process of being carefully checked and restudied in line with modern conditions and changing trends. Already important parts of the basic plan have been carried into effect. Contrary to the general belief, the Planning Commission has less actual control over planning practice than is recommended in the Standard City Planning Enabling Act drawn up by the Department of Commerce over

five years ago, and its chief reliance depends upon the character of the Commission itself and upon the soundness of its general recommendations.

The nation-wide contraction of business in recent years has aroused a universal demand for a genuine and planned economy in municipal expenditures, and it is, therefore, natural to forget that city development depends on foresight and a continuous process from day to day. The beneficial results of planning consistently with the growth of the city are evident in the Washington of today. The real economy in planning lies not only in the making of carefully considered plans, but also in the continuous process of reviewing and adjusting those plans to the growing and ever-changing demands. A statesman once said "Eternal vigilance is the price of liberty," and it is equally true that the present and future needs of our Federal City require eternal vigilance.

The Federal Park Service Takes on the National Capital Parks

By C. MARSHALL FINNAN, Superintendent, National Capital Parks,
National Park Service

ALTHOUGH National Capital Parks, the oldest Federal park system in the United States, have been continuously under the control of the Federal Government for the more than 140 years of their existence, they now enjoy the rather unique distinction of being among the youngest of the National Parks. The park system was established under authorization of the Act of July 16, 1790, in accordance with the scheme of Pierre Charles L'Enfant, planner of the Federal City, but it was not until June 10, 1933, that the Executive Order of President Franklin D. Roosevelt transferred jurisdiction over the public parks of the National Capital to the Department of the Interior and placed the National Capital Parks within the National Parks organization. The transfer actually took place two months later.

In the early history of the National Capital, the parks were administered by a superintendent who reported directly to the United States Commissioners appointed by President Washington to execute the establishment of the Federal City. Responsibility for the parks was next transferred to the Secretary

of War. Later, for eighteen years (1849-67), the parks were under the jurisdiction of the Secretary of the Interior, and it is interesting to note that now, after a lapse of sixty-six years, during which the parks were administered by officers of the Corps of Engineers, U. S. Army, they have been transferred back to the Department of the Interior to become permanently identified as a unit of the National Parks organization.

The National Capital Parks provide the setting for most of the public buildings in Washington, enhance the beauty of the National Capital, and, in addition to providing for the recreational requirements of residents and visitors in Washington, they are an essential ornament to the Federal City. Beginning with the Mall, a formal parkway extending westward from the Capitol to the Potomac River, and the President's Park, extending southward from the Executive Mansion to the river, as provided by L'Enfant, the park system has grown with the city until today it embraces 676 reservations, totaling approximately 6,500 acres of land located in various parts of the District of Columbia and its environs.

In creating the National Capital, President Washington acquired for the United States 17 reservations by purchase. These were in addition to the street areas which were donated by the original owners of the land. Among the 17 purchased reservations were the Mall, the President's Park, and areas which, as the city grew in size and importance, were converted into parks. The foresight of the first President in acquiring these reservations is attested to by the fact that they have provided sites for some of the principal small parks of the National Capital and contribute much to its attractiveness and beauty. These include Lafayette Park, part of West Potomac Park, the Monument Grounds, Judiciary Park, and Garfield Park.

The original areas presented to the United States for highway purposes were exceedingly wide, permitting the establishment of parks, circles, and triangles at intersections. From such areas were developed Lincoln Park, Stanton Park, Farragut Park, McPherson Park, Marion Park, Mt. Vernon Park, Washington, Dupont, Scott, Thomas, and Logan Circles, and many smaller reservations. Many of these small parks, circles, and triangles have provided sites for statues, monuments, and memorials to the memory of national heroes, erected by Con-

gress or by the grateful citizens of the several States. These have created a distinctly national character though they are comparatively small park reservations.

Additional parks and park areas have been acquired from time to time as the population of the District of Columbia increased. Principal among the later acquisitions have been East and West Potomac Parks, reclaimed from the Potomac Flats by the United States Engineers during the dredging of the Washington and Georgetown Channels; Rock Creek Park and the Rock Creek and Potomac Parkway, by purchase; Anacostia Park, again by reclamation; Theodore Roosevelt Island, formerly Analostan Island, purchased by the Theodore Roosevelt Memorial Association and presented to the United States; and the Mt. Vernon Memorial Highway. This parkway, joined with West Potomac Park by the new Arlington Memorial Bridge and extending to the estate of the First President at Mt. Vernon, Va., some 15 miles to the south, was the contribution of the United States to the celebration of the bicentennial anniversary of the birth of George Washington. It is interesting to note that the language of Congress in establishing Rock Creek Park is the same as that used by Congress in the dedication of Yellowstone National Park.

The administration of National Capital Parks as a unit of the National Parks organization insures the future greatness of this important park system. The National Parks organization will bring to the National Capital Parks the benefits of its great store of resourcefulness, its many facilities and services, and the invaluable experience of executives and technicians equipped with the full knowledge of park requirements that can be gained only through training and long experience in the arts and practice of park development and park administration.

The National Capital Park and Planning Commission has prepared plans for a comprehensive park system for the National Capital and its Environs, designed to meet the future requirements of a greater Federal City. Already progress has been made in acquiring areas in accordance with these plans. The development of additional areas and the eventual accomplishment of the ultimate plan will give the National Capital a park system that will be worthy of imitation by park authorities of other States and municipalities.

Park, Parkway, and Playground Acquisition in the Washington Region

By JOHN NOLEN, Jr., Director of Planning, National Capital Park
and Planning Commission

TEN years after the establishment of a National Capital Park Commission, and eight years since its successor, the National Capital Park and Planning Commission was constituted, it is opportune to review the progress made in the acquisition of a comprehensive park, parkway, and playground system for the National Capital and its environs. Although this program was begun in 1924, the most substantial progress has been made since the enactment of the Capper-Cramton Act in 1930, the authorizing and enabling legislation for consummating the broad plan for the entire Washington region. Already, with appropriations of but 20 per cent of the funds authorized under this Act, together with previous appropriations of equal amount, the general framework of a park and recreation system has been established.

In appraising ten years of accomplishment, especially the four years under the Capper-Cramton Act, it is important to remember two general purposes of this later legislation in reference to the basic 1924 Park Commission Act. In the first place, the 1930 Act defined the cost-limits of the comprehensive system authorized, and set up a long-time financial plan for its speedy accomplishment, in lieu of the less definite and less adequate financial program of 1924, limited to one cent annually for each inhabitant of the United States. This provision was to enable the Commission to "plan its plan" in the most economical and satisfactory way, and in good faith with Congress. In the second place, the Act authorized the George Washington Memorial Parkway, not specifically comprehended in 1924, and in so doing not only provided for a fitting memorial to the first President, but also for the preservation of the Great Falls and gorge of the Potomac River for the enjoyment of the people of the United States.

Since 1924, nearly \$10,000,000 has been appropriated and expended in the acquisition of the comprehensive regional system, \$5,000,000 of which represents appropriations under

the Cramton Act. About \$1,000,000 of the latter sum has been spent or obligated for acquisitions in Maryland and Virginia, \$800,000 alone having been advanced and contributed for the extension of the National Capital Parks in Maryland, along the valleys of Rock Creek, Sligo Creek, and Cabin John Creek where nearly 7 miles of stream-valley parks, comprising 580 acres, are already being rapidly developed for the recreation and enjoyment of citizens and visitors of the National Capital and suburban Maryland. About \$200,000 has been spent or allocated for acquisitions and necessary surveys along the George Washington Memorial Parkway in Maryland and Virginia.

More than \$8,000,000, \$3,500,000 of which was Cramton funds, has been expended in the District of Columbia where needs have been most urgent and where opportunities have been rapidly diminishing for acquisition of vacant and undivided land for parks and playgrounds at reasonable cost. Since the inception of the program in 1924, there have been 1,710 acres acquired, including 72 per cent of the lands for the city-encircling historic Fort Drive, and 57 per cent of the area for 66 recreation center and playground projects, of which several of the most important and costly are practically complete as to acquisition and in the process of development. Taking the program for the District as a whole, with 40 per cent of the total authorized funds expended, almost two-thirds of the area needed has been acquired.

More progress has been made on the George Washington Memorial Parkway than expenditures under the Cramton Act would indicate. The Mt. Vernon Memorial Highway, separately financed by Congress and now completed, constitutes one-fourth of the entire project, and the most costly section of the 30 miles between Mt. Vernon and Great Falls. Approximately another fourth has been added, mostly within the District of Columbia, by acquisition, transfer, gift, or allocation. South of Georgetown all but a small per cent of the lands needed are in public ownership. Theodore Roosevelt Island, at a cost to the Roosevelt Memorial Association of over one-third of a million dollars, has been deeded to the United States. Forts Foote and Hunt, comprising 264 acres, have been transferred from the War Department. One hundred twenty acres of

valuable bottom lands at Little Falls and a key property at Great Falls, 40 acres in extent, have been purchased. Negotiations at the instance of property owners are under way for the dedication of parkway lands between the District Line and Fort Foote if assurances can be had for early construction of the parkway. Owners in the upper Potomac section to Great Falls are similarly interested.

It may be said that the first decade of park planning also closes the first stage of the land-acquisition program. All funds appropriated by Congress have been expended except about \$500,000, temporarily impounded in the Treasury as an economy measure. The balance of the last appropriation, made in 1931, was necessarily used by the Park and Planning Commission with the greatest of care to buy only the most essential and economical properties, when no new funds were made available in 1932 as a matter of national economy. Even so, the Commission finds itself today with fifty projects in the District of Columbia in various stages of completion, in which over \$5,500,000 has been invested for land-acquisition. It would require \$2,000,000 to complete two-thirds of these; \$3,500,000 would complete all of them, and they would then be available for development and use as fast and completely as may seem desirable. As they are today, with the purchase of many playgrounds, only two-thirds completed, these tracts cannot even be graded and improved with available relief labor in their present status.

All signs point to renewed real-estate activity in and about Washington within a short time. Emerging from the depression, we find people of all classes recreation-minded. During the last decade, the park and recreation area purchase plan for the National Capital has had to be devised to compensate for the almost total lack of funds for an advance acquisition program during the previous quarter of the present century. Every dollar to be expended in the future will contribute to the completion or realization of some project long in view—of great need and practical value as well as of permanent use and example to a Nation which is striving for new and better standards of life.

The Approach of the Mall Plan to Final Realization

By F. L. OLMSTED, Landscape Architect, Brookline, Mass.

IMPORTANT steps toward the visible realization at last of the essential features of L'Enfant's great plan of 1791 for the Mall have been taken during the past year, through allotment of funds by the Public Works Administration for the preparation and execution of definitive plans covering work on the Mall from the Washington Monument Grounds to Third Street and for work on Union Square (the old Botanic Garden), which is the connecting link between the Mall proper at Third Street and the Capitol Grounds.

Since the Commission of 1901 prepared its interpretation and adaptation of L'Enfant's plan to meet the condition imposed by the early nineteenth century location of the Washington Monument on a different location from that designed by him, many successive steps which have been taken affecting the Mall have been held in line with that general "Master Plan," and only one item seriously contrary to the plan has occurred, namely the construction, during the World War, of "temporary" office buildings in complete disregard of it, buildings which still remain and cannot, even yet, be dispensed with.

But with few exceptions the steps thus far taken in accord with the Mall plan, while of very great ultimate importance, both negatively as marking the avoidance of one acute danger after another, of the interposition of new obstacles to the realization of the plan, and positively as contributing details which will fit into the general picture when the latter takes form as a whole, have not visibly contributed toward the dominant and outstanding feature of L'Enfant's plan, its great central vista.

The first and most fundamentally important of those steps did so contribute—the removal of the old Pennsylvania Railroad Station from the Mall and cancellation of the plans, on the very point of execution, for a new and larger station and permanent railroad trackage right athwart the Mall. The usurpation of a similar site by a war-time office building is a vastly less serious obstacle than the one thus successfully removed.

The other steps have been mainly the successive and success-

ful maintenance of the Mall building-lines in the placing of the Department of Agriculture, the National Museum and its approved additions, and the Freer Gallery and the establishment of the building-line and grades for the next probable great addition to the Museum group on a site directly opposite the Department of Agriculture, on a plan permitting the ultimate elimination of grade crossings of the Mall by the great traffic arteries of 14th and 12th streets, and the avoidance of an excessive difference in level of the two sides of the Mall between those streets. In connection with this adjustment of grades and the completion of the main building of the Department of Agriculture, one direct step was taken toward the opening of the central vista, at a heart-rending temporary esthetic price in the cutting and moving of beautiful trees planted in the nineteenth century in utter disregard of the general plan.

This year's advance provides for the opening through of the Mall roads on the permanent lines and grades (except for short temporary adjustments near 12th and 14th streets and the temporary office building) from the Washington Monument Grounds to Third Street, for tree planting and for sufficient cutting of trees along the axis of the central vista to make this central feature of L'Enfant's great plan begin to be visible for the first time from the Capitol to the Monument. No wholesale regrading of the surface, such as was involved opposite the Department of Agriculture, is now or ever will be required east of 12th Street.

The plans for Union Square retain the outlines of the old Botanic Garden unchanged except for the necessary widening of Third Street. They avoid the extension through it of Second Street, which was contemplated in the plans of 1901, and also the curtailment of the Capitol Grounds by a straightening of First Street indicated in those plans. The plans for Union Square contemplate a central open space, of the same width as the Mall vista on the west opposite the Meade Monument, with a terminal enlargement in front of the very long platform of the Grant Monument transverse, this central open space being surrounded by the fine existing trees along the borders of the area, supplemented by others to be moved out from the central space where they now blockade the vista to and from the Capitol and leave the Grant Monument "lost in the woods."

The central open space is to be slightly depressed below the level of the streets and of the monuments, as at present, formal in outline but very simply treated and mainly in turf, with provision for a reflecting pool which may be added later. In several respects the present general plan for this junction of the Mall with the Capitol Grounds returns more nearly to L'Enfant's indication of his ideas than did the studies of 1901.

Housing in Washington

By JOHN IHLDER, Chairman, Housing Sub-Committee, Committee of 100 on the Federal City, American Civic Association

THE purpose of a housing program for Washington, when stated in general terms, is like that of a housing program for any other community, to assure an adequate supply of good dwellings, classified as to type, size, and cost according to the needs of the population and, so far as practicable, according to its desires.

When one attempts to apply this general statement, however, differences at once appear. Washington is a governmental city. One employer, Uncle Sam, is so predominant that he determines the character of the community, not only by the monumental form of his workshops, which differ almost as much from the office buildings of private business as they do from its factories, but also in the character of his personnel. Government payrolls, while not lavish, are comparatively steady. The effects of this have been noticeable during the depression; rents and real-estate prices have declined less than in most other cities. Occasionally, however, the personnel itself suffers sweeping changes, when power shifts from one party to another. This affects tenants.

Aside from these sweeping changes there are others of significance. Change of administration within a party substitutes new faces for old, both in Congress and in the executive departments. Representatives of the services, such as the Army and Navy, work in Washington for a few years and then move on. Single women, many of them holders of Government clerkships, constitute a large proportion of the population.

Outside the ranks of Government employees, Washington's population has its peculiarities. Second in significance to

Government employees are those of national agencies that have headquarters in Washington, business and trade associations, labor organizations, religious organizations, lobbyists of special interests, scientific associations, women's organizations from the D. A. R. and the General Federation of Women's Clubs to the National Woman's Party, civic agencies, such as the American Civic Association itself. Their number is great and growing. So, too, are the numbers of those who, having once lived in Washington for some definite reason, later retire to it as their penultimate abiding-place—retired Army and Navy officers, retired congressmen, retired cabinet officers and diplomats, retired businessmen, and especially the families of these businessmen—for Washington has an appeal.

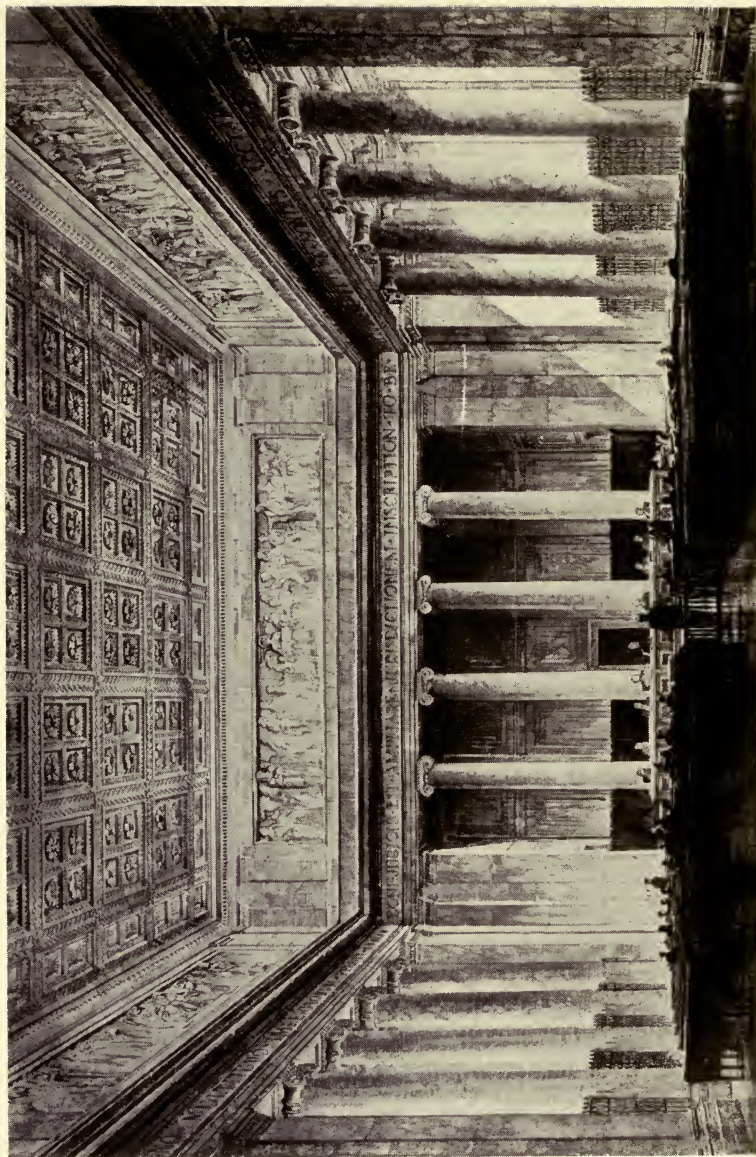
The needs and the desires of such a population necessarily differ, in emphasis at least, from those in a more nearly normal community. As one stands at the Georgetown end of Dumbarton Bridge and looks across Rock Creek at the sunset-lighted western façades of Washington, he has an impression that he is looking at a stage where the actors constantly change. This constant change affects housing. Moreover, this constant change, plus the fact that Washingtonians have no authoritative voice in their own government—its ordinances are enacted by Congress; its administration is by presidential appointees—affects the means of dealing with its housing.

Yet even in this changeful and dependent city an informed public opinion has influence, especially when it can find expression through a national organization whose non-Washington members are constituents of its nationally elected City Council. So the principal function of the Housing Sub-Committee of the Federal City Committee is to know and to interpret, *i.e.*, to create an informed public opinion.

This acquisition of knowledge and its interpretation are not easy. There is so much to learn, and the significance of a great part is not at once apparent. The alley slums of Washington, the little hidden communities found in every part of the old city, each presents a separate problem. The Alley Dwellings Law, enacted by Congress this spring after four years of hearings and promptings, itself the latest expression of thirty years of constant agitation, will, we hope, provide a means for solving those problems. The decadent areas—for Washington, too, has



Mount Vernon Memorial Highway
Courtesy *American Forests*



Courtroom, U. S. Supreme Court Building
Courtesy *The Federal Architect*

decadent areas where the population is decreasing and values crumbling—are quite as difficult to deal with as are those of other cities. For here the all-powerful national administration, on the plea of economy, has erected its new monumental buildings so crowded together that the resultant transit problem alone will affect the development of large neighboring areas. The proportion of one-family houses, of multi-family houses, is a matter for careful study in terms of the character of the population. The possibility of erecting apartments for Government employees in decadent areas, near new Government buildings, seems wise. But is it practicable?

A report on rents in the District of Columbia, presented by the Public Utilities Commission to Congress just before the close of the 1934 session, contains many recommendations, among them Government housing for low-salaried workers; regulation of rental property in the interest of both owner and tenant, ultimately through the creation of a new public office supported by fees, immediately through use by the District Commissioners of their power to require and revoke licenses for any business; the enactment of a comprehensive housing law for the District of Columbia which not only will define standards and provide penalties for violation, but will deal with over-expansion and over-financing, usury, and fraud.

These recommendations, having been formally presented to the Senate by a responsible agency of the District government, call for the development of an informed public opinion. Some of the recommendations are novel. If they result in legislation they may become precedents for action in the States. So they are of concern to the Housing Sub-Committee because of its interest in the Federal City and because it is part of a national organization.

WITH all the land there is in the Federal City there is no excuse for overloading it with buildings. Replanning offers a remedy for existing overcrowding and consequent housing evils.

The Emergence of a Federal Building Group at Washington

By LOUIS A. SIMON, Supervising Architect, Procurement Division, Treasury Department, Washington, D. C.

THE conception of a Capital City for the United States of America, with all its physical elements properly integrated, if logically carried out, leads to a far-flung program. To start with, a city in which the operations of Government overshadow its every other activity deals necessarily with large elements in its physical composition. And when, as in the case of Washington, there is a pre-arranged city plan, the successive stages of execution take on a scale that reaches into the upper ranges of even ambitious plans.

It was a fortunate circumstance that the existence of the L'Enfant plan of Washington was sustained by the restatement of that plan in the Park Commission's report of 1902; and that, before the comparatively recent Federal Building Program came into being, there had been established by that report a consciousness of the real issues to be recognized by the men of succeeding decades who would have in their hands the building of successive units of the city. Had not all the study and the travail of the Park Commission and its succeeding supporters been accomplished, the public buildings legislation of 1926 and 1928 might have been in a very different form or its provisions might have been interpreted in a different way, with a very different outcome from that which we now see transpiring. Even as it was, when the necessity for additional buildings to accommodate Government personnel became pressing, and when plans were being formulated to provide new buildings, the idea was first advanced that a building for the Bureau of Internal Revenue and another to be used as a depository for the national archives, might well be placed in some location that would permit of structures of purely commercial character. To carry out that idea, a site for the buildings was discussed in the then undeveloped territory south of Pennsylvania Avenue, between 15th and 6th streets, where the presence of small industries and produce commission houses made the idea of anything like a monumental building seem preposterous. It is interesting to

note that there was at that time, in many quarters, no recognition of what part that area should play because of its relation to the city plan. But due to the groundwork previously laid and to the vigilance of those who could see the large issues involved, it was found possible to have the idea of additional Government buildings coupled with its corollary, *i. e.*, the placement of such buildings in accordance with the recognized and accepted plan of the city. Thus from the first idea of placing two Government buildings in the seclusion of the city's byways, there was evolved the fundamentally different conception of a great group of nine units to make up what was later to become known as the Triangle Group, an unfortunate designation that not only is strikingly inadequate for so formal a composition but has also the added objection that in a city like Washington, with a system of streets and avenues that form other important triangles, the term carries with it no specific descriptive quality to indicate the group of buildings occupying that particular triangle bounding the north side of the Mall between 15th and 6th streets.

In that Act of 1926 which related to Federal buildings, Congress placed under the Secretary of the Treasury those to be located in the so-called Triangle Area and made the Office of the Supervising Architect the agency through which the project was to be carried out. Employing the discretionary powers provided in the Act, the Secretary created a Board of Architectural Consultants to formulate the scheme, and later the various members of that Board were commissioned to design the several buildings.

As an architectural problem, the particular area selected for the location of this group of buildings carried with it some very definite factors. Seventy-four acres of land situated in the midst of a city having a predetermined city plan in which the centers of interest for the legislative and the executive headquarters respectively were already established; a street system that gives this ground a generally triangular shape with a historic thoroughfare on one of its long sides and the wide expanse of the open Mall extending the length of the other side; a required effective floor-space of unusually great extent and the need for such a proportion of open space within the group as would insure against a too great concentration of occupied

ground on the one hand, and a reasonably economical use of valuable land on the other. Again, there was the necessity of recognizing the cross axis of the Mall, occurring opposite the line of the group toward its easterly end, while toward the west there occurs the need of some fitting termination of the mile-length of Pennsylvania Avenue that extends to the base of Capitol Hill. And, finally, there was that vitally important question as to what form of architectural expression should be given to this group of buildings, weighing the present trend toward the marked freedom from the observance of precedent against the more conservative school of thought. Notwithstanding all that might be said in support of the idea that the national life of our time can be expressed only by casting off what are called the fetters of architectural precedent and reaching out to those newer and freer forms as a means to attain virility, truth of expression, and functional values regarded by some as otherwise unobtainable, nevertheless the Board of Architectural Consultants based its decision on what in its opinion furnished a cogent reason of unquestionable force when it looked to some of the best of the earlier Government buildings in Washington as having so firmly established an architectural tradition for the Capital City that any violent departure from the dominant note of its architecture would be unjustifiable at this time. Accordingly, the buildings of this group are designed generally in varying degrees of adaptation of the Eighteenth Century Classic.

Looking back over one year's progress in the group of buildings, there stood at the beginning of this period the completed Commerce Building, stretching its 1,030 feet along the base of the Triangle, with the Internal Revenue Building rising complete about half-way down the line. Between these two buildings the structures for the Department of Labor and the Interstate Commerce Commission with their connecting wing and the new Post Office Department Building were rearing their steel-work and lower walls, while to the eastward the lines of the Department of Justice and the building for the National Archives were taking shape. And now, as the first half of 1934 approaches its close, the several units emerge from the confusion of their earlier building operations and begin to take their place in the group to foreshadow what the final effect will be, in spite

of the absence of the easterly terminal building for which no appropriation has as yet been forthcoming.

Within a few months all the buildings now under construction will be completed and, as a crowning feature of the composition, the plans for the Great Plaza have been worked out for that open area, approximately the size of Lafayette Square, that is to extend from the east front of the Department of Commerce Building and to terminate in the apsidal treatment of the Post Office Department Building. The actual execution of this feature awaits the allocation of the necessary funds.

In the last analysis, the conception and the execution of a group of buildings like that of the Triangle finds its justification in the fundamental, motivating principle embedded in architectural expression, namely, the purpose to create environment for the enrichment of life. That the effort to express in its buildings the dignity and sovereign power of the United States Government will have its effect on those who carry on the work of the Government, as well as on that great company of citizens that ever flows through the National Capital, none can doubt.

*WASHINGTON exists because it is the Federal City.
Every American citizen carries a responsibility for
the Nation's Capital. Under the Constitution the Congress
of the United States is charged with the duty of passing
all legislation for the District of Columbia.*

U. S. Supreme Court Building

By DAVID LYNN, Architect of the Capitol, Washington, D. C.

THE United States Supreme Court Building, to be completed December 14, 1934, is of the Corinthian order of architecture. The general dimensions of the building are 385 feet east and west, 304 feet north and south, and the principal front of the building will be to the west facing the Capitol. Its dimensions are such as to impart the qualities of dignity and proportion becoming to the purpose for which erected—the permanent home of the Supreme Court of the United States. It will be strictly fireproof and of the best types of modern construction and equipment. Vermont, Georgia, and Alabama marbles are being used in the building.

The courtroom, which is of first importance, is 64 feet square and approximately 45 feet in height. It is located in the central section of the building and is approached by a main corridor whose lofty ceiling rises to a considerable height above those rooms assigned for offices and lesser functions of the structure; it is lighted by windows on both sides opening between the colonnades to the courtyards as well as by artificial lights. Its floor area will be about 60 per cent larger than the present courtroom of the Supreme Court in the Capitol Building, formerly the old Senate Chamber.

The basement will be used for storage and mechanical equipment. The ground floor will provide file-rooms, storage-rooms, and minor office space; the main floor, the courtroom, conference rooms, robing-room, chambers of the Chief Justice and Associate Justices, with rooms for use of the Attorney General and the Solicitor General, also the Clerk and Marshal of the Court. The second floor contains a library for the Court, with an adjoining reading-room and stack space for approximately 55,000 volumes; a special room for 16,000 volumes of records and briefs, with rooms for 22,000 future volumes, the Librarian, Supreme Court reporters and members of the bar. The third floor provides libraries for 80,000 volumes, with a large reading-room, consultation and retiring rooms for members of the bar.

Construction of the building is under the supervision of David Lynn, Architect of the Capitol. The architects were Cass Gilbert, Cass Gilbert, Jr., and John R. Rockart.

HOUSING

A National Housing Program

By JOHN IHLDER, Boston Housing Association,
Washington Committee on Housing

AN ESSENTIAL of a housing program is that it shall have balance. Apparently it is necessary to emphasize this fact in spite of all that the Nation has suffered since 1929 because we got out of balance, and in spite of our long and dolorous succession of housing surpluses and housing shortages. Today a very vocal part of our population is talking as if the new Federal housing activities comprised a complete housing program. These activities are, in the opinion of some of us, essential to economic recovery, but in themselves they are not a balanced housing program.

Even if these activities are expanded,* they will not constitute a balanced program, for they omit, perhaps necessarily, the regulatory functions now exercised by States and cities. At present the Federal Government is acting through:

The Emergency Housing Corporation and the Housing Division of the Public Works Administration.

The Subsistence Homesteads Division of the Interior Department.

The Federal Relief Administration which has inaugurated a vigorous campaign for the demolition of unfit dwellings—a very important part of a housing program.

The Reconstruction Finance Corporation, that may make loans to cities for slum clearance.

The Home Owners Loan Corporation and the Home Loan Bank Board, which may aid home owners and home-financing agencies.

The Real Property Inventory of the Department of Commerce.

In the States there is evident the same tendency to use an inclusive title for a partial purpose. Laws creating State housing boards whose duty is to supervise limited dividend companies are sometimes called "Housing Laws" though, as in the case of New York, there is in existence earlier regulatory housing legislation. And now there are being enacted later State laws creating public housing authorities which may or may not be

*See bill in Congress, entitled the National Housing Act, expanding the Federal Government's powers in home financing.

completely subject to the State boards created by State "Housing Laws."

The immediate objective of the Federal Government in its various housing activities is not to provide new houses for all the people but to promote economic recovery. House-building and house-renovizing are not the end in view, but are the means to an end. They are the most promising means because of the

Volume of work they offer,

Wide variety of industries they will stimulate,

Proportionately great amount of employment they offer—house-building is the least mechanized of the major trades,

Large proportion of unemployed in this trade,

Fact that the end product, a dwelling, does not compete with other consumers' goods of which we have an actual or a potential surplus.

The purpose of a housing program is to assure an adequate supply of good dwellings classified as to type (one-family, two-family, multi-family), as to size, and as to cost, in accordance with the needs, and, so far as practicable, in accordance with the desires of the population. Desires must be taken into account, for housing that is really good will make some appeal to the emotions; it implies more than sanitary habitations.

Obviously it is impossible to detail here a national housing program. All that can be done in brief space is to indicate factors that must be included.

First, no matter how much the Federal Government may do,—and today what it does may prove our economic salvation,—the States and municipalities also must do essential work. Even in the field of construction, responsibility should sooner or later be local. Moreover, in order that construction may be effective in promoting our immediate economic purpose or in promoting our long-time social purpose, it is necessary to have regulatory legislation setting standards for the construction and maintenance of all dwellings.

Second, no matter how much the Federal Government, aided and supplemented by State and local governments, may do to promote house-building and renovizing, private enterprise will continue to carry the heavy end of the load.

Consequently, a Federal housing program should have



Exterior Detail and Rumpus Room of Residence in Piedmont Pines, Oakland, Cal., which received First Honorable Mention, Story-and-a-Half Class, Better Homes in America Small House Competition, 1933. Architects, Miller & Warnecke
Courtesy The Architectural Forum



Residence in Charlottesville, Va., Which Received Honorable Mention One-Story Class. Better Homes in America.

Courtesy The Architectural Forum.

definitely in view the stimulation of State and local action and the stimulation of private enterprise. Those who are responsible for present Federal activities clearly realize this, as becomes evident on careful study of the measures they are sponsoring.

A national housing program then is made up of Federal activities, supplemented by State and municipal activities, and all these Government activities, regulatory as well as constructive, should be designed to supplement or helpfully to affect private enterprise.

Underlying this program is recognition of controlling conditions, such as the diminishing rate of population growth and the migrations of population from old, undesirable neighborhoods. Decrease of population in our slums and decadent areas seems to necessitate Government action, for private enterprise has withdrawn, and these areas have become such serious economic burdens that they threaten to bankrupt their municipalities. No city can long stand the strain of paying \$1,747,412 a year, as Cleveland did in 1932, for the privilege of retaining a single slum. These liability areas force into a housing program two distinct but related items:

- (a) The conversion of liability areas into assets.
- (b) The proper rehousing of their population.

With these goes a third item,—necessary if slum-reconstruction is not to result in the creation of new slums,—the vigorous enforcement of housing and sanitary laws that set definite standards below which no dwelling shall be permitted to fall.

These housing and sanitary laws have in view three continuing activities:

1. Removal of all unfit dwellings.
2. Maintenance, repair, modernizing of dwellings worth preservation.
3. Erection of new dwellings of a higher standard than is tolerated in existing dwellings. So as new dwellings succeed old, the standard automatically rises.

In this housing program there must be recognition of the fact that while all the population must have fit dwellings, if only as a matter of community self-protection against disease, dependency, and crime, yet a part of the population will be

unable to pay a fair economic rent for fit dwellings. The question is, shall the dwellings be subsidized, or shall the families be subsidized? In other words, shall dwellings be rented at less than cost and the deficit met by taxpayers, or shall relief be adequate to include rent—again, of course, at the expense of the taxpayers? The second is surely the sounder policy.

A national housing program, then, has in view assurance of an adequate supply of good dwellings; it involves coördination of Federal, State, and local governmental activities; it promotes and regulates private enterprise; it determines a method by which families who are unable to pay a fair rent for a proper dwelling, shall, nevertheless, be properly housed. This national housing program is today intensely concerned with the promotion of economic recovery, not only because it offers the best means to promote recovery but also because, without economic recovery, no housing program can be successfully carried out. But the program goes beyond the recovery. Its long-time purpose is a social purpose, to assure an adequate supply of good dwellings.

The Real Property Inventory

By JOHN DICKINSON, Assistant Secretary of Commerce,
Washington, D. C.

THE Real Property Inventory is a Federal Civil Works Administration project coöperatively undertaken by the Bureau of Foreign and Domestic Commerce and the Bureau of the Census. The project consists of two parts: a general extensive survey conducted on a census basis, and a sample intensive survey.

The general survey was effected by a complete personal enumeration of all residential properties in sixty-four cities selected to give a fair geographic and industrial representation of the country's urban areas. A total of thirty-two inquiries was contained in the schedule covering such items as the physical characteristics of the structure: type, material of construction, condition, age, number of rooms, stories, etc.; occupancy and vacancy data; monthly rental or estimated property value; number and race of occupants; extent of doubling up; and

equipment of the home. This information has been obtained from about 3,000,000 residential units, and complete tabulations are expected by August, 1934.

The intensive survey was conducted in the same cities on a sampling basis. Approximately 6 per cent of the homes were covered by direct enumeration and mail returns were received from 10 per cent more. Three different schedules were used: one for tenants, one for owner-occupants, and one for owner-landlords.

To estimate the adequacy of the sample, the tenant schedules, of which more than 210,000 have been received, contain some of the same information as the general schedule as regards rental, type, materials, rooms, and persons, but it goes into much fuller detail, particularly on financial inquiries. Family income, concessions included with rent, amount and length of time of rental arrears, occupation and percentage of time employed, lodgers, and servants—all are included. In addition, whenever possible, comparable data have been secured for each of the years: 1929, 1932, and 1933.

The two owner schedules follow the same pattern to a large degree, but add certain significant financial inquiries. Information is gathered concerning the year the property was acquired, how it was acquired, its original cost, the amount of indebtedness assumed, the type of loan, the agency holding the loan, financing cost, year of maturity, method of payment, arrears, foreclosures, etc. About 220,000 of these schedules have been received, and final results will be available in the early fall of 1934.

The Real Property Inventory was conceived with the following objectives:

1. *As a worth-while work project for the white-collar unemployed.* The Inventory was able to provide employment for a considerable number of men and women on the Civil Works Administration rolls throughout the country. During the first few months of 1934, several thousand of the white-collar unemployed were occupied in the house-to-house enumeration of residential properties of the sixty-four cities. Since then more than 500 have been employed in Washington, editing, coding, punching, and tabulating the information that was gathered. The value of the Inventory as a work project has been further

demonstrated by the fact that eighteen other cities have initiated a Real Property Survey as a local project to care for their distressed white-collar population.

2. *As a factual basis for intelligent planning in the construction industry.* Construction, the most depressed of the Nation's major industries, has been notorious for its lack of good statistical information. Experts have been unable to agree, even on the fundamental question of whether the Nation is under-built or over-built. So little adequate material has been available to establish the relationship between supply and demand that construction and renovation programs have often been undertaken without any coördinated attempt at relation between the number and kinds of existing facilities.

The Real Property Inventory was designed to alleviate some of the problems of builders by providing dependable information which could serve as a working basis for intelligent planning. More than a mere counting of homes, it offers data pertaining to the use, the condition, the need for, and the possibilities of residential properties, and the relation of these data to the financial and economic factors affecting the properties themselves, their occupants, and the communities in which they are located. Properly used, and correctly interpreted, these data should prove invaluable to those interested in the rehabilitation of the building industry.

3. *As a guide for the control of the flow of credit into housing.* Little has been known of the relationships between the existing supply of various types of structures, the numbers in use, the numbers under construction, and the numbers removed from use due to the economic condition of the owners and tenants of a community, and their ability to sustain the existing capitalization or to support new construction activity. Scant information has been available as to the existing amount of debt, the arrears, and the financing practices of particular areas as regards housing.

The intensive survey, functioning in an almost virgin field, is attempting to discover the facts about construction financing and make them available for use. As soon as the information is released, governmental agencies and financial institutions will be able to safeguard present investments in real property, to prevent uneconomic construction, and to stimulate further capital expenditure for housing wherever such expenditures may

be necessary to insure the smooth functioning of our economic system.

4. *As merchandising information.* Certain items on the general schedule deal with the equipment of the homes. Counts are made of the number of homes wired for electricity, the cooking facilities, the number having running water, water-closets, tubs and showers, and mechanical refrigerators, the types of heating apparatus and the fuel used. On the final tables this information will be correlated with type of dwelling, number of rooms, and monthly rental.

Preliminary reports from a few cities have been eagerly seized upon by sales managers and it is expected that the final presentation of the data will serve as the basis for a large number of vigorous sales campaigns in the electrical, plumbing, and heating industries.

5. *As source material for sociologists.* The information thus far available has proved to be a striking commentary on what we are pleased to call our American standard of living. It is thoroughly to be expected that heating, plumbing, lighting, and sanitary facilities are to some degree lacking in rural areas, and we know that the slum areas of large cities are ill equipped, but the Inventory indicates that our urban areas generally have much lower standards of living than had been hoped.

A detailed study of the information taken in conjunction with other data on the schedules covering race, size of family, doubling-up, incomes, number of servants and lodgers, duration of occupancy, should prove a fertile field for sociological study.

Although the Federal project plus the independent local projects, comprises a coverage of almost one-third of the urban population of the country, it must be realized that the Inventory cannot pretend to give any more than an indication of the national situation. The country's problem must be an integration of various local ones, and any practical solution can be developed only through the recognition of each small area as a separate entity which must be dealt with accordingly. However, much of the information, when subjected to sound statistical analysis, especially the sample data on the financial status of home ownership, income data, etc., is a very useful guide to conditions throughout the country.

Development of the Federal Home Loan Bank System During 1933-34

By JOHN H. FAHEY, Chairman, Federal Home Loan Bank Board,
Washington, D. C.

THE Federal Home Loan Bank System was created by act of Congress on July 22, 1932, in answer to a long-felt need for a Nation-wide reserve system in home-mortgage finance. Carrying out the intent of Congress, a System embracing twelve regional Federal Home Loan Banks in strategic locations was established, each regional bank serving a district composed of two or more States. The Banks opened for business on October 15, 1932. The System was designed to attract the membership of building and loan associations, mutual savings banks, insurance companies, and other financial institutions active in home-mortgage lending, and to enable such members to make their own resources more flexible and more liquid through access to the almost unlimited reserve facilities provided by the Federal Home Loan Banks.

By reason of various obstacles, the System was slow in getting actively under way. On January 1, 1933, there were only 116 members in the entire System. Its real growth began shortly after that date. In the ensuing 16 months, the membership has increased to nearly 2,500 institutions, constituted almost entirely of important building and loan associations throughout the United States, but likewise including a number of mutual savings banks and a few insurance companies.

In this year of its initial active operation, the Federal Home Loan System has proved of great practical value to its member institutions. Advances by the regional Banks in the amount of more than \$109,000,000 have been made to members, enabling them to liquidate outstanding indebtedness to commercial banks, and to expand their loanable resources, and permitting them to grant loans to thousands of home-owners, for the building or repair of residential properties, who otherwise would have had no means of financing such construction.

The aggregate line of credit available to members on May 15, 1934, exceeded \$230,000,000, while outstanding advances to members on the same date amounted to slightly less than

\$90,000,000, indicating that more than \$140,000,000 of additional credit was available. At a time when revival of demand for loans by home-owner borrowers is definitely in prospect, the existence of such a source of mortgage money is a strong lever in stimulating building activity, and a valuable safeguard for member home-financing institutions from the viewpoint of credit insurance.

The location and district numbers of the twelve regional Banks, the number of their respective membership, and the aggregate volume of credit available to the members of each regional Bank, as of May 18, 1934, are indicated as follows:

District No.	Number of Members	Line of Credit
1 Boston	114	\$24,065,300 00
2 Newark	304	25,596,600 00
3 Pittsburgh	375	16,522,794 90
4 Winston-Salem	281	20,226,588 00
5 Cincinnati	381	52,670,875 00
6 Indianapolis	109	22,110,779 76
7 Chicago	267	19,651,321 00
8 Des Moines	134	8,647,582 00
9 Little Rock	148	14,379,415 00
10 Topeka	143	10,495,779 47
11 Portland	88	5,064,360 00
12 Los Angeles	115	10,783,600 00

It should be clearly understood that the Federal Home Loan Bank System, like the Federal Reserve System, deals only with its member institutions and not with individual borrowers or lenders. A home-owner desiring mortgage accommodation would apply to a home-financing institution, which may or may not be a member of the Home Loan Bank System. He would be unable to secure a loan direct from any regional Bank. Its operations are confined to making advances and to similar activities in connection with its members. Such advances are made only upon the direct note of the borrowing institution, secured by the deposit of home-mortgage collateral and of the stock held by the member in the regional Bank.

The present capital of the Home Loan Bank System exceeds \$146,300,000, represented principally by a Federal subscription of \$124,741,000, the balance being the subscriptions of member institutions, each of whom must purchase the stock of its own district Bank to the amount of 1 per cent of the total volume of

unmatured mortgages on its books, with a minimum subscription of \$1,500. The expansion of the System's credit resources is provided for by the possibility of further subscription by member institutions and by the authority of the Banks to issue bonds, notes, and debentures secured by approved collateral.

The size and strength of the Home Loan Bank System appears certain to be increased materially as the result of recent legislation, and may be further increased if legislation now pending in Congress should be enacted in the present or a subsequent session of Congress. The effect of such legislation will be to make membership in the Home Loan Bank System still more desirable for institutions extensively engaged in home-loan finance. The present membership embraces the majority of strictly home-financing institutions. The importance of broader development of the System is suggested by the fact that the American urban home-mortgage debt structure exceeds \$21,000,000,000, and represents the largest single type of private or corporate indebtedness, the largest number of borrowers and the greatest number of lenders in the United States.

Housing Program under the Public Works Administration

By HORACE W. PEASLEE, Housing Division, Public Works Administration, Washington, D. C.

THE Public Works Administration has undertaken an extensive program in the field of slum-clearance and low-cost housing. It has made available a total of approximately \$149,000,000 for a demonstration slum-clearance and rehousing program in congested centers throughout the United States. Of this amount, \$20,000,000 has been tentatively allotted through the Housing Division for loans to limited-dividend corporations, and a total of \$129,000,000 has been set aside for use by the Administration of Public Works or by the Public Works Emergency Housing Corporation in major slum-clearance operations. The original allotment for the Housing Corporation was \$100,000,000. To this has been subsequently added \$29,000,000 transferred from rescinded limited dividend allocations.

The Housing Division was established to promote the pro-

gram of low-cost housing and slum-clearance projects authorized by the National Industrial Recovery Act, in accordance with the Administrator's announced preference for low-rental, sanitary housing for those lower income groups for which modern, sanitary housing is not now available. Provision was made for loans to limited-dividend corporations and for loans and grants to properly constituted public bodies.

The Public Works Emergency Housing Corporation was incorporated on November 21, 1933, under the laws of the State of Delaware, to expedite the housing program, the experience of the Housing Division having indicated that local agencies privately financed were rarely in position to provide the necessary equities.

The Corporation is not designed to make loans, but has been formed for the purpose of directly or indirectly constructing, maintaining, and operating housing projects.

The housing projected is of low-cost, low-rental urban type in connection with the elimination of slums or "blighted areas," replacement being on site or elsewhere as may be most advantageous in each case, and in special cases of acute housing shortages. PWA is not financing speculative or investment building projects.

It should be noted at this point that the terms "low-cost housing, low-cost land, and low rentals" are relative expressions dependent upon variations between different communities in land-values, building-costs, and incomes. They focus upon a single object: the provision of decent, sanitary living accommodations for the lower-income groups, requiring lower rentals than commercial enterprise has been able to provide for comparable quarters.

The only types of agencies eligible to apply for housing funds are duly authorized and properly constituted public bodies and groups organized not for profit but to perform a public service. The personnel of such agencies is an important factor.

By "properly constituted public bodies" is meant agencies which are established, by special enabling legislation, to engage in housing and slum-clearance activities. Such agencies have already been established in Delaware, Illinois, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, and South Carolina. It is understood that similar legislation is now before the Massachusetts legislature.

Where needs exist and where legal provision has not yet been made for housing authorities, the Federal Government may undertake the execution of the project in its entirety and either operate the project or make an agency agreement with a representative local group.

Regardless of financing method, the first step in advancing a housing project is a demonstration of need for housing in relation to slums, doubling-up of families, vacancies, local employment possibilities, local earning capacity, and satisfactory sponsorship of a project; also relationship of site to parks, playgrounds, school, and transportation facilities.

By sponsorship is meant active participation by outstanding socially minded citizens and endorsement by planning agencies and groups interested in the civic welfare; giving proof that the project meets the needs of a community instead of the objective of an individual or limited group and that it will be administered strictly in the interest of the low-income group for which it was established.

Projects, urban and suburban, must have a neighborhood environment protected from undesirable encroachment and must be of sufficient size and concentration to establish and maintain the type of development originally intended. A rental basis is necessary to keep control centralized and to avert loss of occupants by subsequent additions of unexpected carrying charges or of operating costs beyond limited incomes.

Location, climate, custom, manner of living, materials, and methods of construction—factors like these establish such different conditions as to preclude any standardization of plan. To meet such factors and to relieve local unemployment problems, projects are developed by local agencies and reviewed by the technical staff at headquarters.

Since latest statistics show only 12 per cent of the population of the United States with incomes over \$2,000, a per-dwelling rental should be achieved to reach income brackets below this figure. In more congested areas, multiple-unit housing is necessary. The first consideration is for adequate open spaces in each group. Apartments must be designed for ample sunlight and cross-ventilation. Low walk-up types are preferred with ample stairways and no wasteful corridors. Provision is to be made for three definite elements—cooking- and eating-space, complete

baths, and sleeping-space adequate for the family housed. No inside rooms or baths are allowed. Not less than 90 per cent of income should be from room rentals. Design must consider minimum operating cost.

There are a number of questions regarding housing problems having interrelated answers, for which no general answer can be given because of the variety of factors involved in different cities. Among these questions are the following:

(a) Can decent living quarters be provided at low rents for everyone in the low-income groups?

(b) Is the small property investor to be wiped out by competition of huge housing projects everywhere?

(c) How can the city equitably right housing wrongs without wronging property rights?

(d) Does the housing program contribute to immediate unemployment relief?

The following factors concerning housing problems in the various cities resolve themselves into three groups which must be carefully weighed and balanced in relation one to another:

Tenants. Unemployed, unable to pay rent, doubling-up with other families, forced into cheap, insanitary structures, causing vacancies in reasonably good existing living quarters.

Landlords. Some guilty of profiteering on misfortune, but many wholly dependent upon small property investment, with incomes reduced by lowered rents and vacancies, having to meet mortgages, interest, and taxes, faced with foreclosures and bankruptcy which would cause more economic distress and more unemployment.

Cities. Suffering from disease centers which spread contagion through kitchens and nurseries as well as through the schools and public places, from hotbeds of crime supported at the expense of the law-abiding, and from debt-burdened sections costing many times more for hospitalization and police supervision than they contribute in taxes. Cities have not informed themselves, by social and economic surveys, of the relationship of housing to their other problems; nor have they made full use of the police and health powers which they already possess to forbid occupancy or to require demolition of insanitary housing.

Program for Subsistence Homesteads

By M. L. WILSON, Director, Division of Subsistence Homesteads,
Department of the Interior, Washington, D. C.

IN SECTION 208 of the National Industrial Recovery Act, passed June 16, 1933, Congress appropriated \$25,000,000 "to aid in the redistribution of the over-balance of population in industrial centers," which was to take the form of a revolving loan fund to aid in the purchase of subsistence homesteads. Power to direct the administration of this fund was given to the President, who, in an Executive Order of July 21, 1933, authorized the Secretary of the Interior to exercise all powers vested in him by Section 208. Accordingly, the Division of Subsistence Homesteads was formed in the Department of the Interior to carry out the purposes of this Section.

The purpose of the Act, as quoted above, implies the necessity for careful planning in carrying out the subsistence homestead program. Its aim is not primarily to provide immediate relief for the unemployed, but rather to demonstrate how readjustments of population and industry may be effected in order to create the permanent basis of new and socially more desirable communities throughout the country.

In carrying out the program it has been determined to utilize the limited appropriation for the purpose of making a demonstration of how subsistence homesteads can be utilized as an aid in the solution of a number of different economic social problems. Funds, therefore, have not been allocated according to State lines, but with reference to national economic regions, such as the industrial Northeast, the Southern textile regions, the Appalachian coal-fields, or the Pacific Northwest, where particular problems presented themselves.

Specifically, the subsistence homestead is intended to increase the income of part-time workers in industry, trade, or other occupations, whose small cash wage is insufficient to provide a satisfactory standard of living under urban conditions. Consisting usually of a small but well-built house on 3 to 5 acres of land, the subsistence homestead is not intended to provide a full living to its occupant, but merely to enable a family to raise a considerable portion of its food-supply and thus release

a larger portion of its cash income for the purchase of those products and commodities which cannot be produced at home. It is estimated that, on an average, the homesteader should be able to add \$200 worth of food-supply to his annual income, although this food will be consumed at home and not sold on the market.

The nature of the nation-wide demonstration program now being undertaken by the Division of Subsistence Homesteads can best be explained by a description of the various types of projects included in this program.

(a) *Workmen's Garden Homes Near Industrial Centers.* Projects involving 25 to 150 homesteads of 1 to 5 acres will be established near both large and small industrial cities, thus encouraging a decentralization of each urban district. These homesteads are placed as near the edge of town as land-values will permit. The homesteads will be sold on a long-term payment basis to part-time workers in local industries. Their location is planned so that the homesteaders will be within easy reach of their jobs as well as of the social, business, and cultural facilities of the respective cities and towns. Projects of this type have been undertaken in such large industrial centers as Rochester, N. Y., Youngstown, Ohio, Birmingham, Ala., and Los Angeles, Calif., and near a number of smaller industrial centers among which are Austin, Minn., Beaumont, Texas, Taylors, S. C., and Longview, Wash.

(b) *Subsistence Homesteads for Stranded Industrial Groups.* Bituminous coal-miners form the largest group among the various industrial populations living in regions which have been abandoned by their basic industries. The permanent shutting down of numerous coal-mines in a number of the Appalachian fields has removed the sole means of support from several hundred thousand families living in these regions, and subsistence homesteads are being established as a demonstration of one means of rehabilitating these regions and populations.

Subsistence homesteads of this type are planned in locations where some form of outside employment is available. The Government does not provide funds for the erection of factories but is interested in securing the location of private industry as well as cooperating with already existing Government enterprises, such as National Forests.

In some cases it is necessary to foster native handicraft work as a means of enabling these otherwise unemployed persons to provide for their own requirements outside of food. For this purpose, "self-help" coöperative organizations are sometimes formed.

Stranded industrial groups projects have been established at Reedsville, W. Va., Greensburg, Pa., Crossville, Tenn., and other similar regions.

(c) *Subsistence Homesteads and Submarginal Farmers.* Homesteads of larger acreage running up to 20 to 30 acres apiece are being established in certain afflicted farming regions where the soil is either eroded, worn out, or too poor to support commercial farming in competition with more fertile regions. In a project being undertaken in northern Georgia, for example, families now living on eroded lands will be enabled to purchase 30-acre tracts on good soil. Under proper agricultural direction they will produce, primarily, food for their own use, and then diversified crops of a non-competitive nature. Their present farms will be bought for forest or recreation purposes.

No project involving the establishment of homesteads on which commercial agriculture is contemplated will be undertaken unless a proportional amount of submarginal land is withdrawn from production to eliminate any actual increase in the net production of farm commodities. Projects of this type have been undertaken also in Pender County, North Carolina, in Perry County, Mississippi, and in various counties of northern Wisconsin where zoning regulations have been adopted.

A small number of coöperatively organized projects are included in the subsistence homestead program. The Division is assisting an association of Jewish needle-trade workers from New York City and other near-by clothing centers to establish subsistence homesteads in Monmouth County, New Jersey, adjacent to a clothing factory which the association will construct with private funds. Inasmuch as a coöperative association has already been formed for this project, a general and dairy farm will be operated on a coöperative basis for the community, and individual homesteads will therefore comprise only a small kitchen garden.

Up to the middle of May, 1934, the approval of thirty-six projects in twenty States had been announced. A manager is

appointed to assume the responsibility of the administration of each project, and associated with him is an architect to draw plans for dwellings in conformity with local climatic and cultural conditions. The design of these houses, as well as the size of the homesteads, will vary in the several projects according to the purpose which each project fulfils and other local conditions affecting the plans.

Inasmuch as the subsistence homestead embodies a new pattern of living, every effort will be made to provide proper educational guidance in assisting the homesteaders to realize the full extent of the possibilities which the subsistence homestead offers, not only economically, but socially and culturally as well. Agricultural training, home economics demonstrations, the fostering of community social activities, and the encouragement of handicraft work are some of the means employed toward this end.

The Rebuilding of Blighted Areas

By CLARENCE ARTHUR PERRY, Russell Sage Foundation, and
C. EARL MORROW, Regional Plan Association, New York City

Condensed from a Report of the Regional Plan Association issued in 1933

“**BLIGHT**” is an insidious malady that attacks urban residential districts. It appears first as a barely noticeable deterioration and then progresses gradually through many stages toward a final condition known as the slum. How does residential blemish start? One fundamental cause is change in use. A house-owner in a row of buildings may convert his building into a grocery. This act may increase the income from his own property but it generally causes a lowering in the desirability, and therefore the value, of the neighboring houses. Similarly, one owner in a single-family section may enlarge his structure into a multiple-family building, covering a larger part of his lot and going higher into the air. Through such an alteration his property could probably be made to yield him a greater return, but by cutting off light from the adjacent houses and by compelling his tenants' children to play in other people's yards, he would lower the desirability, as dwelling-places, of the properties around him.

The disease of blight is a collective rather than an individual condition. It results from the deeds or neglect of *many* people. No owner of a single dwelling who lets it run down, and thus creates blight, can confine such injury to his own property. The community aspect of blight becomes even more obvious when one approaches the question of how to remove it.

The tract studied is located in Winfield, an old Long Island settlement. The two factors most affecting the residential quality of this section are railways and burial-grounds. The dismal network of tracks which, with their subsidiary yards and connections extending for over 2 miles, and a quarter of a mile wide in places, is surrounded by a thick belt of industrial establishments. Their depressing influence upon dwelling-house values has extended far beyond the direct reach of their noises and other unpleasant aspects.

It is recognized that not all the ordinary near-in blighted area can, or should, be devoted to a residential purpose. Much of it generally has already been preëmpted by industry or business, while some sections are so largely taken up with stores and service stations that their reclamation for dwelling purposes, even if desirable, is no longer practicable. Other sections, still dominantly residential in character, are so crisscrossed by main thoroughfares as to be unsuitable for treatment as self-contained neighborhood communities.

Five alternative plans are presented, two with estimated costs. In all of these designs, obviously the most conspicuous gain is in open space, both that used for recreational activities and that which permits the enjoyment of sunlight.

Bearing in mind the weaknesses inherent in a theoretical study of this sort, and the fact that it is based upon a single site with characteristics which constitute special conditions, what, so far as it can be counted as evidence, does it signify? Two points stand out:

1. In a near-in, deteriorated section, if a district large enough to provide pupils for an elementary school can be replanned and rebuilt as a self-contained residential unit, a pattern and character can be given to it which will probably offset the psychological effect of its surroundings and place its salability squarely upon the basis of its internal attractiveness and nearness to occupational centers.

2. In such a development open spaces can be provided that are not only far superior to those found in the usual commercial scheme, but greater even than those exhibited so far by the model undertakings carried out under the ægis of the State Housing Board.

Of course, the neighborhood unit does not perform any miracle. Its richer open space is partly paid for by stores and garages, partly gained through perimeter planning, and partly taken from former interior streets.

Two obstacles remain—first, the freedom to replan the interior streets, now within the power of most municipalities. The second is more formidable. Unless the projector of a large-scale development already possesses, or holds options upon, all the land he requires before his plan becomes known, he cannot ordinarily assemble his plot at a cost his undertaking can afford to pay. No matter how great the public benefits promised by his scheme, there is at present no method by which he can openly and with certainty acquire the needed parcels of land at a fairly uniform market price.

Research on Slums and Housing Policy

By JAMES FORD, Director, New York City

THE Research on Slums and Housing Policy, sponsored by the Phelps-Stokes Fund, is a comprehensive and intensive study of the causes, prevention, elimination, and rebuilding of slums and blighted areas, with particular reference to New York City.

This is quite universally recognized as the most serious aspect of the entire housing problem, and the one most urgently in need of solution. Further researches in the field have been recommended by the President's Conference on Home Building and Home Ownership and for the protection of public funds are particularly needed at this time so that a use as wise as possible may be made of the large funds now available for slum-rebuilding from our Federal Government.

This study will be: (1) Comprehensive and synthetic in that all literature on slum problems and policies of other cities will be examined; (2) analytical, in that all conditions and measures

will be closely analyzed with reference to causes, effects, standards, and principles; (3) evaluative, in that the question is not one solely of physical facilities, plans, governmental measures, etc., but of discovering means of removing those factors in the home environment of New York wage-earners that thwart physical environment and of discovering the best practical means of creating for urban industrial families an environment in which they can be healthy, industrially efficient, and able to make the most of their given capacities.

In detail, the study is dealing with slum conditions, causative factors and their control, slum-demolition and land-acquisition, the problem of replanning and rehousing, and a recommended housing policy for New York City. A serious attempt is being made to deal with the subject in a strictly scientific and dispassionate manner in an attempt to work out a long-time policy, recognizing that the slum problem will be with us for decades to come.

Considerable progress has already been made in covering the past history of housing conditions and legislation in New York City, in studies of comparative housing legislation and the examination of condemnation proceedings and other public policies. Rooming-house studies have been conducted in coöperation with the Social Research Laboratory of the College of the City of New York. Intensive architectural studies have been begun together with studies of methods of computation of housing costs. The experience of limited dividend companies and model tenement housing are being closely analyzed. Housing studies in New York City have been examined and evaluated and data are being correlated.

This Research will be completed in the spring of 1935 and probably will be published in the summer or fall of that year. We hope, however, that by bringing together scattered data and by filling in the gaps between contemporary studies by means of fresh research wherever the need of such is indicated, we may be able to make a contribution to the understanding of conditions and indicate which of the many methods of coping with this problem would be soundest from the economic and sociological points of view.

National Association of Housing Officials

By CHARLES S. ASCHER, Executive Director, Chicago, Ill.

WHEN, in the summer of 1933, Congress authorized the Federal Emergency Administration of Public Works, under the terms of the NIRA to lend funds and to make grants to *public* corporations for housing purposes, States and municipalities began organizing to take advantage of the opportunity. By November the need for a central organization of housing officials to coördinate the efforts of the newly established and rapidly multiplying housing agencies was clearly recognized. The National Association of Housing Officials came into being to meet this need, with Mr. Ernest J. Bohn, of Cleveland, a leader in the housing field, as President, and Mr. Charles S. Ascher, formerly associated with the Sunnyside, N. Y., and Radburn, N. J., developments, as Executive Director.

The National Association of Housing Officials took its place as one of the group of ten national and international organizations in the field of Government which have headquarters at 850 East 58th Street, Chicago, close to the University of Chicago and to the facilities of one of the country's great research centers. NAHO not only collects and disseminates information but assists in drafting legislation and sends out technically qualified field consultants with recent practical experience in cities whose housing programs are among the most advanced.

Assistance in drafting has already been given to seven States, and within the past two months the Association's field consultants have visited twenty-one cities as widely separated as New Orleans and Saginaw, Mich., Los Angeles and New York.

In all its work the Association's emphasis is upon the development of administrative standards and sound procedure in the initiation, construction, and operation of low-cost housing under public auspices.

Since its organization, the Association has published three pamphlets designed to give practical assistance on various phases of the housing problem: "State Laws for Public Housing," "Public Housing Surveys," and "The Demolition of Unsafe and Insanitary Housing."

Better Homes Architectural Contest

By KATHERINE F. LISTON, Administrative Assistant,
Better Homes in America

THE 1933 campaign—the twelfth of its kind under the auspices of Better Homes in America—was formally launched by Dr. Ray Lyman Wilbur, President of Better Homes in America, and culminated in Better Homes Week, April 23–30, 1933, at which time thousands of district, county, and local committees conducted programs consisting of extensive home-improvements, tours to improved homes and grounds, lectures, discussions, and contests.

Each successive year shows great advance in the scope of this year-round educational campaign, evidence of which is clearly indicated by the 8,542 committees organized in the 1933 campaign as compared with 770 in 1924.

Some of the outstanding achievements were the practical demonstrations of renovating, redecorating, and furnishing of tenements in Boston. A tenement located in East Boston, consisting of a living-room, bedroom, kitchen, and bath, which rented for \$4.50 per week, was furnished for a total cost of \$60 and was the project of the Leaders Group of the Central Square Center. Other similar apartments were furnished for sums ranging in cost to \$109.33. In addition to their already well-rounded program, the Boston Committee has started a "model house" project. The house is of Early American design, consists of six rooms and a garage, and costs in the vicinity of \$6,000.

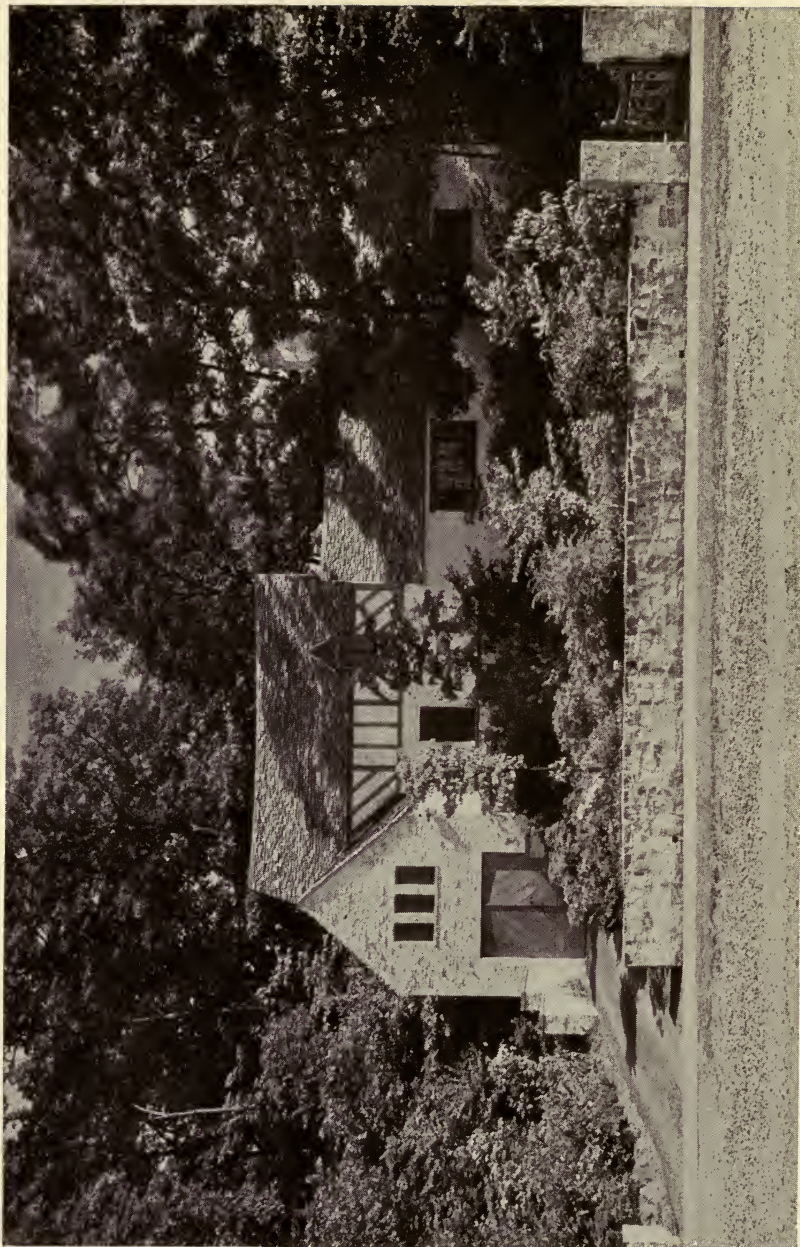
In Ames, Iowa, where the Highest Merit Award Certificate in Small Cities was awarded to the Committee working in active coöperation with the Iowa State College, four houses were demonstrated to the public. Six different lines of work were done by students in classes on Textile and Commercial Design, Beginning Design, Free-hand Drawing, Crafts, Exterior House Design, and Interior House Design.

The Highest Merit Award in the Village Class was awarded to the Kohler, Wisc., program. A demonstration home of Colonial design containing six rooms was built for a total cost of \$8,619.97, including the land. The total cost of furnishings was \$728.82. School children studied the plans and visited the house at intervals during the building process.



Residence in Messapequa, L. I., Which Received Honorable Mention, Story-and-a-Half Class, Better Homes in America Small House Competition, 1933. Architect, Randolph Evans

Courtesy *The Architectural Forum*



Residence at New Haven, Conn., Which Received Honorable Mention, Two-Story Class, Better Homes in America Small House Competition, 1933. Architect, Frank J. Forster
Courtesy *The Architectural Forum*

REGIONAL PLANNING

SIGNIFICANT DISTRICTS

Aims of the Tennessee Valley Authority

By ARTHUR E. MORGAN, Chairman Board of Directors,
Tennessee Valley Authority

Adapted from remarks at the annual dinner of the American Society of Landscape Architects, Washington, D. C., January 29, 1934,
published in *Landscape Architecture*, April, 1934

IN THE TENNESSEE VALLEY we have a great undertaking. It has been the wish of the President to use this undertaking to some extent as a laboratory in social and economic life, a place where we may bring order out of chaos. A good many people think that the problem is very simple, that it is merely a problem of increasing our economic resources. Some people, indeed, think that it is even simpler than that: it is the problem of spending Government money. We would receive fairly universal applause, in any case, if we should set our attention solely on increasing economic resources.

We know, however, that in truth the situation is not at all simple. We have been trying to look over the scene and see what it is that demands design and plan. One element is that of power. The enlargement of the power resources will be partly for greater industry, partly for domestic use. Some people say, "Just bring that about; all other things will follow. Industries will come; there will be conveniences at home. If you can get cheap power, the other problems will solve themselves. Cheap power is the key."

We are also engaged, by Government dictate, in the development of fertilizer. Some people say that if we produce cheap fertilizer all difficulties will be overcome.

Another problem is that of soil-renewal. The Tennessee Valley region was a very fertile area a century ago. But over large areas there, of all the land that has been put into cultivation during the last 150 years, a third of it has been made wholly or nearly useless by soil-washing. In the pressure for land, small farmers go up on steep hillsides, clear pieces of forest land, and plant corn. In a few years the soil is washed away and that land is abandoned. They get only three, four,

or five crops before the land is washed and destroyed and is thereafter left, often hopelessly barren.

There is the element of control of our water resources. The Tennessee River system has several thousands of miles of streams with potential water power. That great potentiality exists, but it has been developed only piecemeal here and there. If we can make a single integrating system in the Tennessee Valley, we may possibly cut the cost of power in two.

Then there is the element of the whole balance of social and industrial life. The region has many more people in agriculture than agriculture needs, or than can be supported by agriculture. Three-quarters of the population are rural. The people are pressed for a way to live. If we can bring in little industries, and get people to produce what they consume, and unite agriculture and industry, we may better the living conditions of most of the area.

The political organization of the counties is now obsolete. There is a large number of small counties which were determined on when there were almost no roads, and it took a man half a day to get from his home to the county-seat. With our modern travel, distances are very much less significant. These counties that were useful in their day as centers of local government are now a tremendous burden upon the people. Each one has separate officials. One-half day of work a week is all that is required of county officials in some counties. In some cases the county courthouse is open only one day a week. The burden of taxation is almost impossible to bear. Three-quarters or seven-eighths of the counties should be eliminated.

Forests have been destroyed and sold as raw material. Forests are also burned to clear the land. The young trees are killed off, the humus is burned, and the land is subjected to erosion which often makes it useless either for crops or for forests. Reforestation is of great importance, but of course it can be planned only in relation to other uses of the area. A land-use survey is essential, and our Mr. Draper is now working on this. We need an element of design there—indeed, at every turn.

There is the matter of real-estate subdivision. In Muscle Shoals there has been enormous exploitation of real estate. We have the problem of planning the land so that such exploitation is no longer possible. We have not yet gone as far as we should like to go.

In the development of our water resources we shall eventually have to create a number, perhaps 40, 50, or 60, of large reservoirs. We know where these sites are. In the meantime the States are building roads, and the communities are building roads. Through a site that must be the locus of a great reservoir there is, perhaps, planned to be built a million-dollar road. The road-system design must be fitted to the reservoir design, so that the roads will go around where the reservoir is going to be, that we shall not have a great investment that will be wiped out shortly afterward.

There is the element of education and vocational adaptation. The conventional and standardized professions and businesses are overloaded. Almost every little town has five times as many merchants as are needed in that town. How are we to readjust vocations? There are new opportunities not being realized. For instance, there is community organization. Few are working in that field. The people who might be giving guidance are now teachers without schools, lawyers without clients.

Certain very obvious things are to be done. There is the unified control of water resources, to produce power, to prevent floods. We have one great regional system with thousands, and the possibility of millions, of horse-power of energy. It must be treated as one. It is a very clear-cut job. It will cost only about half as much in horse-power energy to do in a unified way. Let us work at it, trying to see the *whole* effect in terms of human satisfaction.

There is the matter of soil-erosion. It is wiping out civilization, and we have a clear-cut course: It must be checked. In large areas we must change agriculture from corn and cotton to legumes. Then we have to reorganize our marketing to provide for the changed crop, and so on. We must follow out the consequences of our first decision.

We are beginning with the design of a water-control system, with flood-control, with forestry, balancing of agriculture and industry, prevention of land-exploitation, and vocational reorganization. Any one of these jobs takes us into all the others. We find ourselves thus working out a philosophy of social organization.

There are some fundamentals that we can arrive at. There are great possibilities in the region—human possibilities, power

possibilities, and natural resources. These possibilities should be developed with the idea that they are *going to continue*. We must see to it that land-erosion does not fill up our reservoirs, that forests are cropped and not destroyed. We must be living for the future as well as for today. That is a primary principle. We need the idea also that the development shall be for the *general welfare* of the people, and not for the special interest of the few. We shall not hand over the benefits to any small group. That is another primary principle.

What kind of human beings are we making? If we keep the human values in mind, they begin to discipline what we are doing. The place to begin is not with some complete predetermined design, but right where we are. We want to be guided by decent human motives. If we can get the habit of beginning where we are and then proceed with intelligent honesty toward everyone, we have a good way to start out in any social and economic planning. If we can see all these problems in good proportion, and not give all our attention to one while the rest are forgotten, we shall be making our best contribution to the increase of human satisfaction.

Planning Methods in the Tennessee Valley

By EARLE S. DRAPER, Director Land Planning and Housing, TVA

LAND PLANNING in the Tennessee Valley Division of Land Planning and Housing refers to physical planning which, together with social and economic planning, is a part of broad-scale national and regional planning. Land-planning procedure must include coördination of social and economic factors in all phases of activity. The basic data for land planning will be secured from other divisions to avoid duplication. Social and economic facts will be used to the best advantage in physical land planning. The development of national resources, such as power, minerals, farm and forest, will require special research and study. But conclusions reached in these fields must be interpreted and fitted into projects for the general arrangement and use of the land.

Provision for the everyday use and occupancy of the land is *inextricably* interwoven with social and economic studies.

Land planning provides the physical basis, the framework for the pattern of life that developing civilization fastens on the countryside. Physical planning provides the *rungs*, and social and economic planning the *rails* of the ladder on which we may climb to reach a better civilization with a better-planned national economy.

The work of the Division of Land Planning and Housing is concerned with:

The broad allocation of land-uses.

The arrangement of the land to fit the requirements of a developing civilization.

The servicing of the land with the facilities for life.

The control of usage.

The first three have to do with phases of planning for use and the fourth with zoning or restrictions of use.

To carry out the principles of land planning, the following problems will present themselves for solution:

Regional land planning for well-defined subdivisions of the Tennessee Valley, such as the Norris Watershed of 2,917 square miles and the Wheeler Region of 4,000 square miles, requires extensive alterations in arrangement and servicing of the land to fit the development of a unified system of power, flood-control, and navigation. Such planning must consider factors outside the scope of engineering studies and will determine the relationship and importance of social, economic, and physical conditions in reaching solutions to problems.

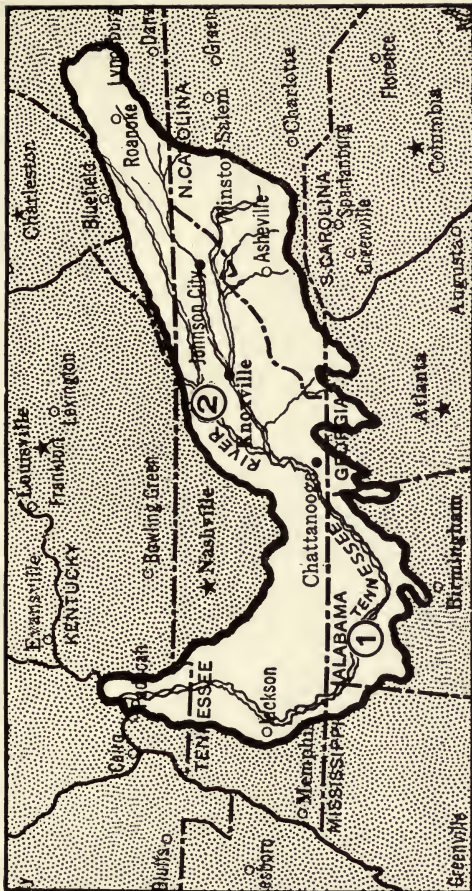
Solving practical problems related to extensive alterations of the surface of a region requires consideration of physical, social, and economic conditions outside of the region itself. The relocation of a through highway within a flooded area may be dependent on connections with cities a considerable distance away. The allocation of land-use within a 3,000-square-mile watershed may be in part determined by the variation of use within a much larger area. The development of rural electrification lines radiating from a power-house may be in large part determined by the possible changes of land-use, communications, and transportations in areas considerably outside of the immediate region affected by the construction. The possible relocation of population within flooded areas calls for study of settlement opportunities within a wide radius; and, most important, the

interrelation of land-arrangement and servicing in one area of improvement is as inextricably interwoven with the same features in other areas as the relation which obtains in the development of power, flood-control, and navigation in the Tennessee River and its tributaries. So we have the absolute need and practical justification for national planning in the seven States of the Tennessee Valley Watershed. Where such planning becomes an integral part of the economic development of a great watershed, it will assist in wider distribution of the benefits of low-cost power and fertilizer, will greatly aid in promoting a better-balanced economy of the region, and will provide the necessary physical structure for a fairer social system.

The drafting of a public works development plan in the Tennessee Valley and the checking of improvement plans proposed by political subdivisions, together with determination of priority of development, would seem to fall within the scope of the TVA Act and the Executive Orders of the President placing upon the TVA the responsibility for developing plans for the orderly social, economic, and physical growth of the Valley.

The physical changes in watershed areas occasioned by construction of dams, the future development of coöperative colonies, and the guidance of communities to develop a better relationship between agriculture and industry and the detailed architectural, engineering, and town-planning schemes will involve planning and supervision by the staff of the Division of Land Planning and Housing if these developments are to become a harmonious part of the general plan of development.

To insure a maximum of value to the public works and private investments now existing or under construction, to prevent waste in those inevitably built during the next few years, and to stimulate desirable improvements, it is essential that a plan be formulated as rapidly as possible which will cover the entire Valley as a unit in the National Plan, and which will denote the major areas suitable for agriculture, grazing, forestry, or other uses, the main lines of communication, and the areas considered suitable for resettlement by those necessarily removed from their present environments.



The Tennessee Valley Region:

(1) Muscle Shoals; (2) Cove Creek-Site of Norris Dam

Courtesy *The American City*



Aerial View of Grand Coulee Dam Site on the Columbia River, with Sketch of the Proposed High Dam
and Highway Bridge
Courtesy *Review of Reviews*

The Task of the Mississippi Valley Committee of the Federal Administration of Public Works

By MORRIS L. COOKE, Chairman, Washington, D. C.

THERE are no more geographical frontiers for us to conquer. We must now be content to develop within the settled areas the means to the good life for ourselves and for posterity. Our future happiness, in fact national continuity itself, may depend on the careful preservation of our national resources, the protection of property, and the safeguarding of health. The simple word "water" spells what may be found to be the master key to these objectives.

The use of water for domestic purposes, for sanitation, for recreation, for industry, for power, and for navigation is obviously of tremendous importance. But the control, both of flood-waters and of soil-wash, is vital to an orderly and satisfactory development of this country, and very possibly to its survival. We cannot look westward any more and in that way avoid these problems. We must meet them.

With something of all this in view, the Public Works Administrator has selected a large drainage area for concentrated study. The Mississippi Valley Drainage Basin, some 41 per cent of the United States, has been designated as the theatre for these efforts. The Mississippi Valley Committee, an agency of the Public Works Administration, was appointed late in 1933 for the purpose of making a careful, even if rapid, study of that vast region. For the good of the residents of the region, and, of course, ultimately for the benefit of the country at large, there was planned this intensive, wide-angled study covering the "use and control" of water. The intention is not so much to point out the immediate needs of the region as to look ahead, in some cases many years—perhaps half a century. The details of drafting any such plan are necessarily multitudinous.

Confronting the Committee at the outset were many applications for allotment of Public Works Funds for specific projects—principally affecting flood-control. Obviously, with no coördinated plan, the group felt obliged to move with extreme

care and to avoid approving undertakings that could not be conclusively correlated with the desired comprehensive program.

Early in 1934 actual planning work was started. Individual members of the Committee undertook to supervise the development of regional plans for the various tributary basins. At this writing (June, 1934) these separate studies are under way. The Committee has not been able to turn to any one school of thought for guidance. The methods of approach to and the techniques of producing such a plan are distinctly novel.

To accomplish this, something more is required than simply an emergency study of possible control works. The best method of physical control must, of course, be thought out, but there are other considerations. For example, a reservoir for flood-protection may have power possibilities, it may have recreational value, it may be needed for maintaining sufficient water-flow for navigation and also be of value for irrigation. On the other hand, the inroads of soil-erosion and the lowering of the water-table may very soon be recognized as catastrophic.

In any event, the cost—immediate as well as eventual—of carrying out any plan must be accurately estimated and carefully considered in the light of total national demands. The destructive effect of floods, the leaching of plant-nutrients from the ground, the washing away of the soil itself present problems so far-reaching that planning in the most comprehensive and long-term sense must be devised.

The Mississippi Valley Committee is hopeful as to formulating some such plan. It expects to recommend a line of action whereby future expenditures, Federal, State, and local, can be directed not only toward objectives, warranted as individual projects, but also as fitting into some general scheme of things.

THE PERSONNEL OF THE COMMITTEE

The Chairman of the Committee is Morris Llewellyn Cooke, of Philadelphia, who has brought to the Public Works Administration a large experience in many different lines. A mechanical engineer by degree, he has practiced as a consulting engineer in management; he is a newspaper man, a public official, municipal, State and Federal. He was Director of Public Works of Philadelphia 1911-15, Chairman of the Storage Section of the War Industries Board, and Executive Assistant to the Chairman of the U. S. Shipping Board in 1918.

Other members of the Committee are Charles H. Paul, of Dayton, Ohio; Herbert S. Crocker, of Denver; Sherman M. Woodward, of Iowa City; Henry S. Graves, of New Haven; Harlan H. Barrows, of Chicago; and Harlow S. Person, of New York. The Chief of Engineers, U. S. Army, is a member *ex-officio*. At present he is represented by Lt. Col. Edgerton, Corps of Engineers. Carey H. Brown, formerly of the Corps of Engineers, is Secretary.

Charles H. Paul is a graduate of the Massachusetts Institute of Technology. During his career he has been connected with the Massachusetts State Board of Health; the Metropolitan Waterworks, Boston; the Bureau of Filtration, Philadelphia; and with the U. S. Reclamation Service. Mr. Paul was Construction Engineer of the Lower Yellowstone project, was in charge of construction at the Arrowrock Dam at Boise, Idaho, and has served with the Miami (Ohio) Conservancy District since 1915.

Herbert S. Crocker is an engineering graduate of the University of Michigan. He has served as Assistant Engineer of the Public Works Board of Denver; Assistant Erecting Manager of the American Bridge Company of Chicago; Bridge Engineer of the Denver City Tramway Company. Col. Crocker designed and supervised the construction of many of the most important viaducts in Denver. During the World War he was Constructing Quartermaster of the Army Supply Base at Brooklyn which cost \$32,000,000. He has been in private practice since 1921. He is past President of the American Society of Civil Engineers.

Sherman M. Woodward, Engineer, is a graduate of Washington University with a Master's degree from Harvard. He has held professorships at the University of Arizona and the University of Iowa. Prof. Woodward has served as Irrigation and Drainage Engineer for the U. S. Department of Agriculture; Consulting Engineer of the Miami Conservancy District; and Consulting Engineer, Chicago Sanitary District. He is the author of many monographs and bulletins on hydraulics, irrigation, and drainage.

Henry S. Graves, Forester, is a graduate of Yale. He pursued special studies in forestry at Harvard University and the University of Munich. Dean Graves was Director of the Forestry School at Yale from 1900 to 1910 and Chief of the United States Forest Service from 1910 to 1920. He has been Dean of the Forestry School at Yale since 1922.

Harlan H. Barrows, Geographer, is a graduate of Michigan State Normal College and a post-graduate of the University of Chicago. Prof. Barrows joined the faculty of the University of Chicago in 1904 as assistant in geography and, after a series of promotions, has been Chairman of the Department of Geography at that institution since 1919. He is the author of a number of text-books on geographical subjects.

Harlow S. Person is an economist and Managing Director of the Taylor Society in New York, having been associated with it since 1919. He has written and edited a number of books and papers on the history and the principles of scientific management.

Aims and Advantages of the New England Plan

By JOSEPH TALMAGE WOODRUFF, Stratford, Conn.

NEW transportation and communication media have marked great changes in civilization. New increases in speed of transportation and communication have marked new eras in development. New wealth has been created due to such development. The sailboat found new lands; the turnpike, the steamboat, the canal, the railroad, the automobile, and the airplane—each has opened new territory, new fields for development, new opportunities, new wealth for a rapidly increasing population. With each new development have come sweeping changes in the density and distribution of population, and therefore in modes of living and in business, agricultural, and industrial pursuits.

The latest great change due to the vast overdevelopment of industry has been the concentration of the population in our super-cities. Most of our national energy and capital has been poured into this development without regard for the many other necessities for a well-balanced existence.

We have been brought up short in the last few years and have had a chance to take account of stock. This stock-taking calls for a redistribution of our population and a replanning of our land-areas according to a balanced pattern demonstrating the most appropriate use of these areas. Great sections of the country will be planned as a whole, and the construction of flood-control works, utilization of water power, industrial and agricultural development, reforestation of marginal lands, and a balanced distribution of population will be contemplated. The same principles that have been applied to city and regional planning will be applied to great super-regions.

To project such plans for the whole nation that there may be a restoration of economic and sociological balance, a central National Planning Board has been set up which is charged with the making of a comprehensive plan of public works for the United States. This will be done through the preparation, development, and maintenance of comprehensive and coördi-

nated plans for regional areas in coöperation with national, regional, State, and local agencies. New England is one of the twelve regions into which the United States has been divided.

Already State Planning Commissions have been set up in Maine, New Hampshire, Connecticut, and Vermont. Final arrangements for Massachusetts and Rhode Island boards are not yet complete.

The New England Regional Planning Commission is composed of one representative from each State Planning Board or a representative appointed by the Governor.

The members are as follows: George W. Lane, Jr., Lewiston, Maine, Temporary Chairman; Samuel Stewart, Lewiston, Maine, Chairman, Maine State Planning Board; James Langley, Concord, N. H., Chairman, New Hampshire State Planning Board; George Z. Thompson, Proctor, Vt., Chairman, Vermont State Planning Board; Frederic H. Fay, Boston, Mass., Chairman, Boston City Planning Board; John H. Cady, Providence, R. I., Chairman, Providence City Plan Commission; William L. Slate, New Haven, Conn., Chairman, Connecticut State Planning Board; Victor M. Cutter, Boston, Mass., Member-at-large representing the New England Council; Mrs. Charles Sumner Bird, Walpole, Mass., Member-at-large representing the Women's Clubs.

To this New England Planning Commission, the National Planning Board has assigned as Consultant, Joseph T. Woodruff of Bridgeport, Conn.

Following the rules laid down by the President, the National Planning Board will assist the New England Regional Planning Commission and the several State boards in putting together a long-term program of public works.

New England is a logical region for recreational and industrial development. Air-transportation has brought 60,000,000 people within twelve hours of the New England recreational area, and 120,000,000 people within twenty hours of this national playground. Television, teletype, and radio have revolutionized communication. The world hears its own heart beat today.

Recently new super-highways have increased the accessibility of New England to other parts of the country by automobile. Bear Mountain Bridge, George Washington Bridge,

and the New Jersey Meadows Viaduct are notable examples. The Westchester County New York Parkways bring these means of access to the New England border, and plans of development in Fairfield County, Connecticut, carry them through the First County in New England. New speeds attainable over these routes have opened a great potential market for New England recreation.

Likewise, industrial New England has a great future. As the super-city proves itself a failure, as men gradually learn that to live wisely and well they must have more than machines, subways, and concrete streets, as wise economists and super-industrialists right-about-face and tear apart the centralized industries they have created and dot these units over the earth, putting people back where they belong—New England will come into its own.

The situation the country over calls for regional planning on a broad scale, but there is necessarily a lag in the creation of the mechanism to meet the new situation. Government lags in its provision for the formation of regional authority to make and carry out plans. Education lags by its slowness to adapt itself to new types of training and still turns out, each year, thousands of men trained for fields already vastly overcrowded.

New England's opportunity lies ahead. Endowed with every natural requisite for a national playground, she must bend every effort, through well-considered coöperative planning, toward the protection, conservation, and development of her recreational, agricultural, and industrial resources. To that end, studies will be made and plans developed:

(1) *For a broad system of parks and reservations* connected by modern parkways tied in with the developments along the New York State border.

(2) *For freeing her rivers and harbors, great and small, from pollution*, thereby returning them to their attractiveness for recreation and to their economic productivity.

(3) For the coördination, protection, and preservation of attractive byroads, of which the Green Mountain Parkway is a link.

(4) For the study and rehabilitation of vacated or blighted city areas not now showing economic return.

(5) For the protection and preservation of suitable areas of

New England shore rapidly being absorbed by private owners and thereby taken from potential attraction to recreational visitors.

(6) For the development and distribution of water power.

(7) For the reclassification of marginal lands and their reforestation.

(8) For the development of adequate groundwork for the coming use of air-transportation.

(9) For the analysis of industrial trends and their adaptation to New England's opportunities.

In these plans highway projects in one State will coördinate with similar projects in adjoining States, the resulting program producing a New England system designed to serve the industrial, commercial, and recreational interests of the whole area. Getting into and about New England will be an easier and more comfortable procedure.

The recreational program will include the preservation and protection of the beauty and charm of New England roads and countryside through the development of a New England parks system made accessible to population centers by parkway, bridle-path, and trail. The plan will show a forestry program coördinated with the plan for parks and highways.

The plan which the New England Regional Planning Commission will prepare in accordance with the policies of the National Planning Board will function as a guide for keeping things together over a large area and across State boundaries. Such a plan will not mean the spending of more money than would be normally spent for these purposes, but it can assist in the regulated spending of the money available.

It is to supply such a plan for the Nation that the National Planning Board exists. It is to supply such a plan for New England that the New England Regional Planning Commission has been set up.

The task can be accomplished only with the wholehearted coöperation of the many agencies, both public and private, that have for years made themselves familiar with and expert in the various phases of the whole problem. It is to these many agencies that the New England Regional Planning Commission looks for support, guidance, counsel, and participation in the program of planning for New England.

Regional Planning in the Pacific Northwest

By MARSHALL N. DANA, Chairman, Pacific Northwest Regional Planning Commission, Portland, Oregon

THE Pacific Northwest Planning Conference was held at Portland, Ore., on March 5 to 7, 1934, under the auspices of the Pacific Northwest Regional Planning Commission, set up at the instance of the National Planning Board as a part of the program of the Federal Emergency Administration of Public Works. The Regional Planning Commission, composed of the Chairmen or other representatives of the State Planning Boards of Washington, Oregon, Idaho, and Montana, was set up to develop a regional plan, with four main objectives:

1. Developed economy of the Pacific Northwest integrated with national interests, including immediate relief of unemployment.
2. Effective plans toward profitable use of public works projects.
3. Establishment of long-range social and economic values.
4. Widened human opportunities for this and succeeding generations.

At the outset we realized that, although we speak of long-range social and economic planning, the interest of the regional plan transcends the purely technical. We have a human program. We seek a nobler and finer pattern of life for every person.

The first white men who came to the Pacific Northwest found all the opportunities and potentialities that now exist. Yet they discovered aborigines in squalor and poverty, who subsisted miserably and in accordance with accidental opportunity. These aboriginal inhabitants were representative types of adherents of the doctrine of *laissez faire*, for to them planning was abhorrent and to let well enough alone was sufficient. Certainly we must now see that only by the effective plan and action we use, we make progress and we hold opportunity and possession.

We believe in planning, and we know that it is indispensable in any public works program. How to make each of the projects under the Federal Emergency Administration of Public Works pay its way in the practical as well as the broader sense, and how to make each a working unit of a working regional mechanism, has become a paramount interest to the Government, to States, and to localities, and to the people of the entire region.

Recent experience has shown the necessity for technological efficiency. Output has outrun distribution. Distribution has been hampered by reduced buying power interrupted by uncertain employment and reduced earnings. Labor-saving has outstripped labor-use. We are compelled to strike a balance between the supply of necessities on one hand and the adjustment of wages and hours on the other. It challenges our ability to provide recreational and educational uses of time. Land-classification and use, transportation and river research and use are of high importance.

Here it is that planning enters. Planning without a public works program was necessary. Planning is emphasized and rendered timely by the clear need to provide for the planned uses of projects to serve future requirements of communities, States, and the region, and thus to strengthen our national position. It is imperative that we parallel construction with plans for use and keep public understanding and support abreast with progress.

Realizing the need, we have sought to set up the necessary machinery for action. The State Planning Boards of the four States in the region have been appointed and are now organized. In three of them, advisory-technical committees, composed of experts in various fields of planning activity, have been formed to assist the State boards. In the fourth State, such a committee will be formed in the near future. A corresponding regional committee is partly organized. Each member of these committees will head a subcommittee to engage in active research and planning in its field.

There are now over seventy cities and counties of the Pacific Northwest which have organized planning commissions, sixty since the first of the year.

During the present year, a series of regional conferences, to organize research, fact-finding, and other basic work in planning, for each major resource of the region, will be held under the sponsorship of the Regional Planning Commission and the regional subcommittee for that resource. These will focus into the next general conference, to be held about February, 1935.

Under the technical supervision of Roy F. Bessey, who is acting as Regional Planning Consultant, studies are being carried on for the four States and for the three major physical

and economic divisions—the Puget Sound, the Columbia Basin, and the Upper Missouri in Montana. These major divisions and States are subdivided into economic areas, which in turn are divided into economic subareas. Within these subareas are the final planning areas of counties, metropolitan districts, cities, and towns.

We are gathering our information under eight topics: (1) Land Resources, including Agriculture, Forests, etc.; (2) Mineral Resources; (3) Water Resources, including Power; (4) Industry and Commerce; (5) Transportation: Railway, Highway, Waterway and Airway; (6) Utilities, including Power, Light, Heat, Refrigeration, Communications, Sanitary Services, etc.; (7) Communities, including Towns, Cities, and Metropolitan Districts; and (8) Welfare and Instruction.

Among other advantages we hope to present plans for a proposed integrated transportation system, correlating various methods, and a general classification of areas of States into the principal recommended land-uses.

Our aims and methods were set forth clearly at the March conference which was attended by some 500 interested persons who pledged their coöperation in making the program a success. At the conference attention was called to the National Power Survey now being carried on by the Federal Power Commission, including the development of markets for electrical energy through its use by basic industries and other classes of consumers and Lester S. Ready, Chief Consulting Engineer of the Survey, suggested the advantages of coöperation between his group and the regional planning group.

Judge Robert Sawyer, Chairman of the Columbia Gorge (Recreation and Conservation Zone) Committee, plead for the preservation of the landscape and for thought of the amenities in the construction of public utilities.

The reports of the chairmen of the eight sections outlined above indicated that we shall have at our command a wealth of information about ourselves never before assembled where it could be used as the basis for actual plans covering a region comprising four States and constituting an important district in the United States. All this is useful in the present emergency but when the emergency is over we shall need these plans and the projects developed under them for our permanent progress.

COUNTY PLANNING

County Zoning in Wisconsin

By W. A. ROWLANDS, B. H. HIBBARD, F. B. TRENK, and
GEORGE S. WEHRWEIN,
Committee on Zoning, College of Agriculture, University of Wisconsin

ZONING in cities is a well-established method of controlling the use of privately owned land in the public interest. However, city-zoning laws do not function outside of the political boundaries of the city. Areas which were, in fact, parts of the city from an economic and social standpoint were violating every principle of orderly land-use, yet nothing could be done about it. To meet this situation, Wisconsin passed a zoning law in 1923 granting to *counties* the right to zone land outside of incorporated cities and villages. Under this law Milwaukee County passed the first county zoning law based upon a State enabling act, as the Los Angeles County zoning ordinance was under a charter, not a general law. The Milwaukee County ordinance regulated the land for residential, industrial, and commercial purposes, but left agriculture and all other land-uses unrestricted.

However, the need of controlling the use of land arose in an entirely different situation when tax-delinquency, the reverting of land to the county, and the high costs of local government, due to scattered settlement, created problems of a different character in the North. Zoning in this area was recommended in 1929 by the Interim Committee on Forestry and Public Lands, and in the circular, "Making the Most of Marinette County Land." In the same year, the zoning act was amended to permit regulation of land-uses for agriculture, forestry, and recreation.

Oneida County has enacted the first ordinance under this act as amended. Other counties have become interested. Wisconsin's experience in this unique field has become known in other parts of the United States. To meet the demand we have prepared a tentative form of ordinance.

More difficult than the passing of the ordinance will be its administration. It should be emphasized that there are three essential features in the enactment of an ordinance: (1) The

ordinance, setting forth the regulations; (2) the official map, delineating the zones; (3) educational work, to familiarize the people with the purpose of zoning, with the ordinance itself, and with the areas in their county which will be affected by it.

Under the law, when a county has a county park commission or rural planning board, the procedure for enacting the ordinance requires that these bodies shall first formulate a tentative report and shall hold public hearings thereon before submitting the final report to the county board. If a county does not have a county park commission or a rural planning board, it is suggested that the county board designate a committee of the board to do this work.

Two principal uses are defined. In the forestry and recreation district no building, land, or premises will be used except for for one or more of the following specified uses: (1) Production of forest products; (2) forest industries; (3) public and private parks, playgrounds, campgrounds, and golf-grounds; (4) recreational camps and resorts; (5) private summer cottages and service buildings; (6) hunting and fishing cabins; (7) trappers' cabins; (8) boat liveries; (9) mines, quarries, and gravel-pits; (10) hydro-electric dams, power plants, flowage areas, transmission lines and substations. All other uses, including family dwellings, are prohibited. In the unrestricted district the land may be used for any purpose not in conflict with law.

Non-conforming uses, existing at the time of the passage of the ordinance, would be permitted under conditions similar to those in most city ordinances.

It is recommended that three preliminary maps should be prepared: (1) A map showing the location of tax-delinquent land by stages of delinquency; (2) the location of farms (operating and abandoned); (3) the location of public lands, especially the forest-crop lands, private and public. A recreational land-map may be necessary in counties with lakes and rivers on which large numbers of summer homes and resorts have been built.

It should be emphasized that every zoning ordinance should be "tailor made" to suit the particular county. The number of zones or districts, the restrictions for each type of zone, the lands to be included in each district, the non-conforming uses must fit the needs and conditions of the county.

POPULATION DENSITY

1930

IN

FAIRFIELD COUNTY

KEY

PERSONS PER
SQUARE MILE

OVER 6000

3000-6000

1000-3000

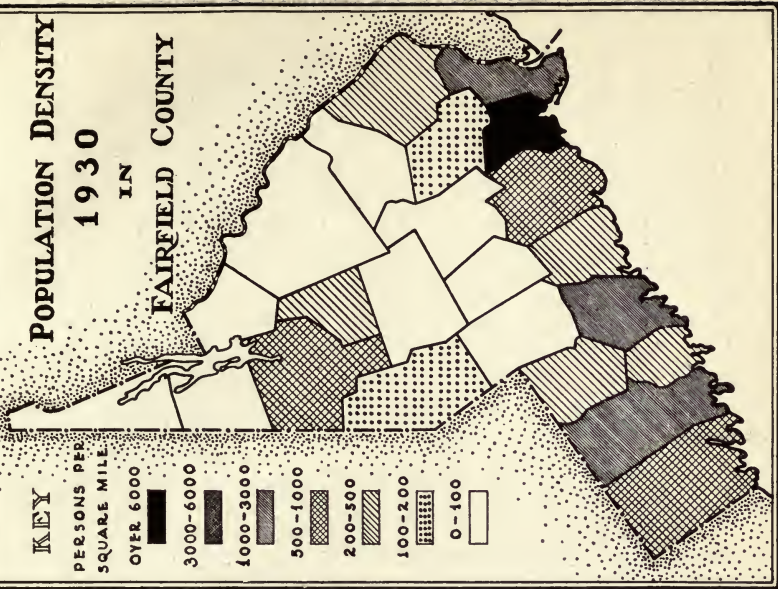
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POPULATION DENSITY

1900

IN

FAIRFIELD COUNTY

KEY

PERSONS PER
SQUARE MILE

OVER 6000

3000-6000

1000-3000

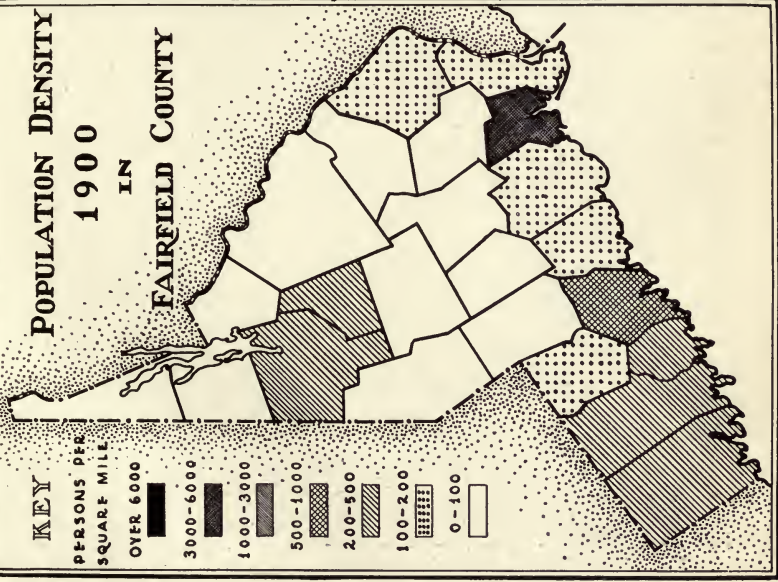
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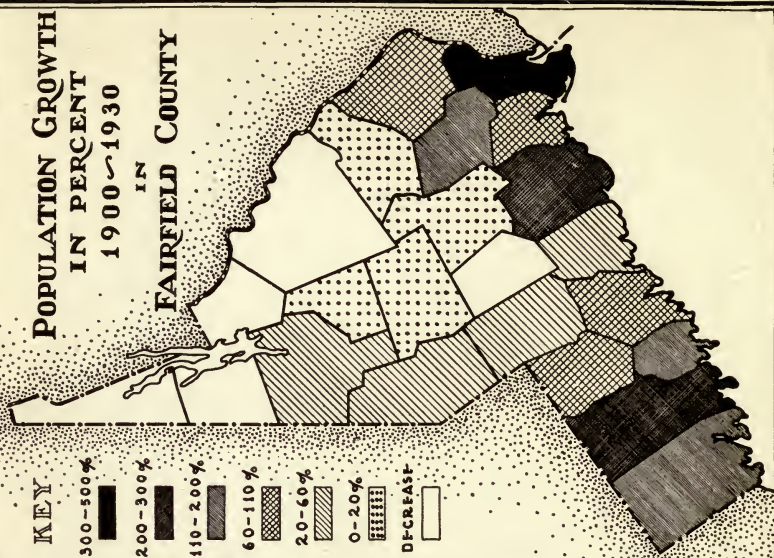
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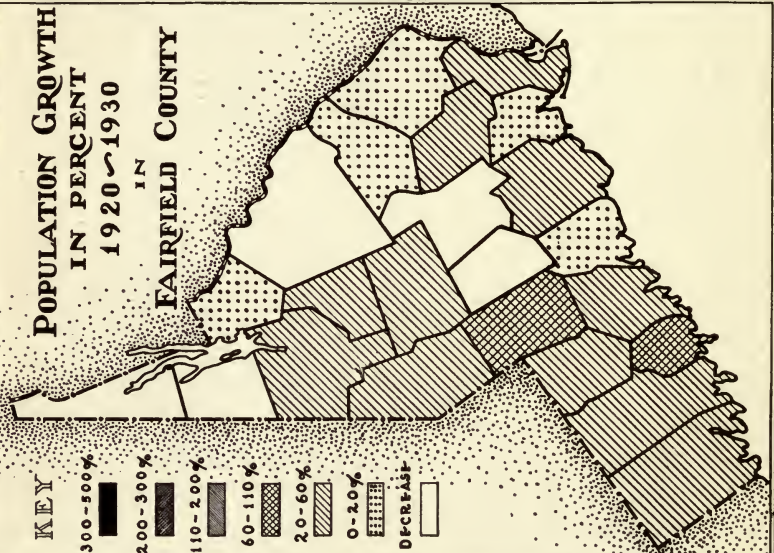
**POPULATION GROWTH
IN PERCENT
1900-1930**

**IN
FAIRFIELD COUNTY**



**POPULATION GROWTH
IN PERCENT
1920-1930**

**IN
FAIRFIELD COUNTY**



Fairfield County, Connecticut

By FLAVEL SHURTLEFF, Secretary, National Conference on City Planning, New York City

THE pioneer planning county of New England is Fairfield County, Connecticut. A preliminary report was published in 1933, and, beginning with June, 1934, a series of reports will deal with all phases of a county plan. The planning accomplishments of the county are due to the activities of the Fairfield County Planning Association, a citizens' group which for several years carried on effective educational work, and then, in 1932, almost at the low point of the depression, had the courage to finance a plan. For two years an annual budget of about \$8,500 has been raised entirely from contributions, and a small technical staff has been maintained, with Joseph T. Woodruff as Supervising Engineer.

Fairfield County is strategically located at the entrance to New England from the New York metropolitan area and next door to Westchester (New York) County's world-famous park system. One of the rare assets of the county is its shore-front of 125 miles on Long Island Sound, pleasantly broken by bays and inlets which afford haven for small boats in almost every town on the shore and a considerable commercial harbor at Bridgeport, a city of 140,000, by far the largest city in the county. Public beaches, with one exception owned by the towns, occupy 5 per cent, or approximately $6\frac{1}{2}$ miles of the shore-front. The county's steadily and rapidly growing population, which reached 386,000 in 1930, and its vigorous and varied industries are largely concentrated in the towns and cities on the shore, which are connected by the Boston Post Road, one of New England's great commercial highways, carrying a very heavy commercial and pleasure traffic between New York and New England. Three-fourths of the county's area is unspoiled country of exceptional charm which every year is luring New York businessmen to settle for at least a long summer in Connecticut.

The planners of Fairfield would first of all preserve the rural charm of the county. This ideal influences the design of the new highways which are recommended to improve the cross-

country (east to west) circulation. They would make the shore-front more available to the back-country population by providing more public beaches. They would preserve for all time some of the fine scenic spots in the county by making them public reservations. They are constantly urging the towns and cities to preserve their good appearance and economic stability by zoning regulations and by restrictions of land subdivision. Their most important single recommendation, a parkway for pleasure traffic to relieve the Boston Post Road, has been put in the State Highway program, and in 1934 a portion of the road will be built on a 300-foot right-of-way with east and west traffic-lanes divided by a central park strip of varying width.

The plan in Fairfield is a coöperative enterprise to which the governmental set-up peculiarly lends itself. Counties in Connecticut are organized almost solely as judicial units. There is no county governmental agency which is concerned with public improvement projects. The town is the important governmental agency. For success in planning there must be coöperation between the towns of the county. The Association has, therefore, in making up its directorate, selected two representative citizens from each town, and its technical advisory committee which passes upon all the planning recommendations is made up in much the same way.

The Association is continuing its educational efforts along with its plan-making. It carries its message to the citizens by its bulletins, its frequent meetings, and its lecture service. It is in constant contact with town authorities, and particularly the planning and zoning commissions which are established in several Fairfield communities. Since the start of the planning work the Association has made its technical staff available at cost to the towns and cities of the county and to civic organizations. Town plans have been made and several less considerable planning projects have been carried out by employees of the Civil Works Administration under the supervision of the Association's engineers.

Beside the fine grasp of the planning problem which the Association's technical staff has shown, the work in Fairfield is a good example of the value of a county plan to stimulate local planning and coöperative handling of problems common to several municipalities. The esteem in which the Association's

work is held throughout the county is reflected in the comment of Congressman Schuyler Merritt, one of the leaders in the county-planning movement:

"The work done by the Association has confirmed and broadened the belief throughout the county that a well-considered plan is vital both to its artistic and to its economic interests, while a haphazard development is destructive not only because natural beauties are destroyed or not taken advantage of, but because whole neighborhoods may be spoiled by the introduction of buildings or industries which would better be placed elsewhere."

Ten Years of the Westchester County Park System

By STANLEY W. ABBOTT, Salem, Va.

Adapted from article in *Parks and Recreation*, March, 1933

THE Westchester County Park System now embraces over 17,000 acres of land including 160 miles of parkway which represents an investment of \$64,000,000 in county funds. The opportunities for recreation, widely distributed over the county's area, range from the passive enjoyment of field and forest reservation to bathing-beaches, swimming-pools, golf-courses, and seaside amusement-park features.

The creation of the Westchester County Park Commission was authorized in 1922 by the State legislature, vesting power in the county government to appoint an unpaid administrative board to acquire, develop, and operate the park system. In the following year, the Commission was selected to act as local agent for the State in developing a 28-mile drive extending from the Bronx River Parkway to the Bear Mountain Bridge.

Constituting the only mainland approach to New York City, and embracing 450 square miles of territory probably unsurpassed for its diversity of natural beauty, Westchester is inherently a residential community. In its broadest aspects, the planning problem was to secure this suburban personality and direct the county's growth along lines consistent with its logical function in the greater metropolitan region. Following

hard upon this fundamental was the requirement that the idealistic conception be combined with the intensely practical.

The parkway system, as laid out, forms a skeleton basis for a complete highway system as well as a connection to the various recreation parks. In attaining an effective result, three elements were recognized to be of great importance: first, a right-of-way of sufficient width to provide a "buffer" on both sides of the paved motorway, excluding private frontage and giving opportunity for screen planting; second, the elimination of principal intersections by grade-separation bridges over or under the drive; and, finally, the spacing of access roadways at infrequent intervals to minimize the friction with the main traffic streams.

Though a large part of the system now in use is restricted to passenger traffic, developments well under way will provide mixed traffic parkways or "freeways." Foot-paths, bridle-trails, and woodland picnic areas into which the motorist can retire for more intimate appreciation of nature, are added features. Though the recreation value of the parkway is less tangible, the benefits of ever-assured natural surroundings free from such increments as billboards and "hot-dog" shacks are perhaps the greatest contribution.

Concurrently with the parkway program, Westchester has developed recreational opportunities which, during the past year, were used by over 7,000,000 people. As in the case of the parkway developments, the effort has been to set a high standard of design.

It may be said that the program is comprehensive and regional in character, that speed has been exhibited in the purchase of land and construction, and that a sound financial basis has been attained through building up an income from special park facilities and through preservation and enhancement of property values.

WESTCHESTER COUNTY has not only improved its own living conditions but has set a new pattern for other regions.

Progress of Planning in Monroe County, New York

By DONALD S. BARROWS, Chairman, Regional Planning Board

DURING the past year the Planning Board continued its program to assist the county administration in meeting the problems of the present "Emergency" period. Projects were continued and new ones inaugurated which have advanced the planning program many months and at the same time provided employment for a large number of skilled "white-collar" workers. Members of the staff have been loaned to various public agencies in order to assist with special tasks. A complete analysis has been made of the physical, economic, and social conditions in the town of Gates, and similar studies started in Riga and Webster. A survey has been undertaken to determine potential sources of ground water-supply. Special district maps and tax maps are being made of additional towns. Further coöperation has been established with the State College of Agriculture at Ithaca and with the U. S. Bureau of Chemistry and Soils, in the development of the land-use program, which will serve as a basis and guide in the laying out of the master plan.

The lands of the county are being classified into six groups:

1. Lands best adapted for reforestation.
2. Lands best adapted for urban subdivision.
3. Marginal lands whose agricultural worth fluctuates periodically. (A large part of this type of land should be reforested.)
4. Lands best adapted to extensive or general farming, with home wood-lots.
5. Lands best adapted to specialized cash crops.
6. Lands best adapted to intensive farming or gardening.

This information will be of value to (1) farmers in determining what investments to make and how extensively to use the land; (2) prospective buyers in the choice of farm-lands; (3) credit agencies in appraising the land; (4) assessors in making a fairer land valuation; (5) county officials in planning a county economic program.

San Mateo County, California

By HUGH R. POMEROY, Planning Adviser, Palo Alto, Calif.

DIRECTLY south of the city and county of San Francisco lies San Mateo County, occupying the greater part of the peninsula between San Francisco Bay and the Pacific Ocean, and extending south of it on the ocean side. The county has a land-area of 447 square miles and a population of approximately 80,000. It consists of a strip of land along the bay, occupied by thirteen municipalities and several unincorporated towns, largely suburban to San Francisco; a range of mountains down the backbone of the peninsula being increasingly used for recreational and resort purposes and estate development; and a strip of land along the ocean, primarily used for agriculture, with increasing recreational use.

The County Planning Commission began its work in September, 1931, with a program based definitely upon the broad functional relationships of the county. It conceived its task to be not suburban planning or an expansion of urban planning, but land-use planning in the broadest sense, and felt its function to be primarily that of preparing and administering a county plan which should serve as an actual and controlling pattern for the growth and development of the county.

Its work thus far has consisted principally of the following: (a) Establishment of comprehensive subdivision regulations, including the publication of an illustrated manual which may be considered almost a handbook of subdividing; (b) preparation of a land-use and acquisition plan for the 60 miles of ocean-shore of the county; (c) preparation of a major land-use and development plan for the bay frontage of the county; (d) thorough survey of the road and highway system of the county, serving as a basis for an official classification (which has been made) for administrative purposes; (e) preparation of a tentative county highway plan and development of procedure for entailing upon the land the lines of future rights-of-way; (f) inauguration of a transit study; and (g) adoption of the basic structure of a land-use plan (zoning) ordinance, applied in detail to a series of unincorporated communities and now being extended to the other like communities and highway margins.

In addition to the foregoing, the Commission is consulted by the Board of Supervisors on numerous phases of county government, such as sanitation, public buildings, and details of road administration, is serving as the planning agency for the county recreation department, outlined the county's public works program, and has been useful in numerous other ways.

Of particular interest has been the development of the Land-Use Plan, which is conceived in terms of the functional composite of the county. It sets up two types of districts, the "non-urban group" and the "community group," and provides certain combining regulations, dealing with incidental agricultural uses and with various minimum building-site area regulations. In this manner zoning has a far broader than urban application and is definitely being used to mould the future character and development of the county, rather than being confined to the preservation of existing conditions.

An interesting phase of county zoning has been the establishment of marginal protection along highways, under which land-use characteristics adjacent to highways are considered to be integral parts of a regional land-use structure rather than being confined to an appurtenant relationship to adjacent areas. The protection of roadsides against outdoor advertising, although, in some cases, permitting "service" types of roadside business, and the establishment of definite architectural supervision are parts of this roadside control.

The work of the County Planning Commission exemplifies the provisions for county planning written into the new County Charter, which became effective in July, 1933, and which, in part, are as follows:

"The County Planning Commission shall prepare a master plan which shall include all subject matter relating to the physical form and development and to the appearance of the county. Upon the adoption of the master plan or any part or section thereof by the board of supervisors, the recommendations of said master plan or part or section thereof shall be deemed to be the policy of the county, and it shall thereupon be the duty of the board of supervisors, upon recommendation of the planning commission, to determine the means of effectuating said recommendations. The manner and extent of land-use shall, in so far as it is possible, be so regulated that the master

plan will serve as a pattern and guide for the physical growth and development of the county. The board of supervisors shall establish a land acquisition fund which shall be used solely for the purchase of land, rights-of-way, easements and rights in land, as recommended by the master plan."

Six Years' Planning Progress in Los Angeles County

By BRYANT HALL, Research Engineer, The Regional Planning Commission

FOR six years Charles H. Diggs has been Director of the Regional Planning Commission in Los Angeles County. During that time a long list of accomplishments might be cited, but perhaps the following may serve to give some idea of progress made.

1. Completion of large-scale base maps of the county; the establishment of a tentative regional plan of highways covering the entire 4,085 miles of the county's area, and completed highway plans ready for official approval in six areas.

2. Coördination of the highway plans of the incorporated cities of the county, with official approvals secured from 37 out of 44 of these, and publication of two printed reports recording details of the work in two areas.

3. Adoption of an official plan approved by all the railroads and public officials concerned for location and construction of needed grade separations and the closing of unnecessary and dangerous existing crossings.

4. Completion of a traffic survey of the county, involving over 100 intersections and 1,700 miles of traffic thoroughfares.

5. The extension of the protection of County Zoning Ordinance to 52 square miles of unincorporated territory, involving 24 communities.

6. Regulation of ill-advised oil-drilling in subdivided residential areas.

7. Allocation of certain objectionable property uses, such as wrecking-yards, poultry slaughter-houses, through operation of county zoning ordinance, to locations where they can operate without damage to surrounding property owners.

8. Development of standard zoning symbols, used by city, county, and 22 other municipalities and 3 counties elsewhere.

9. Preliminary surveys for regional studies of land-use and development.

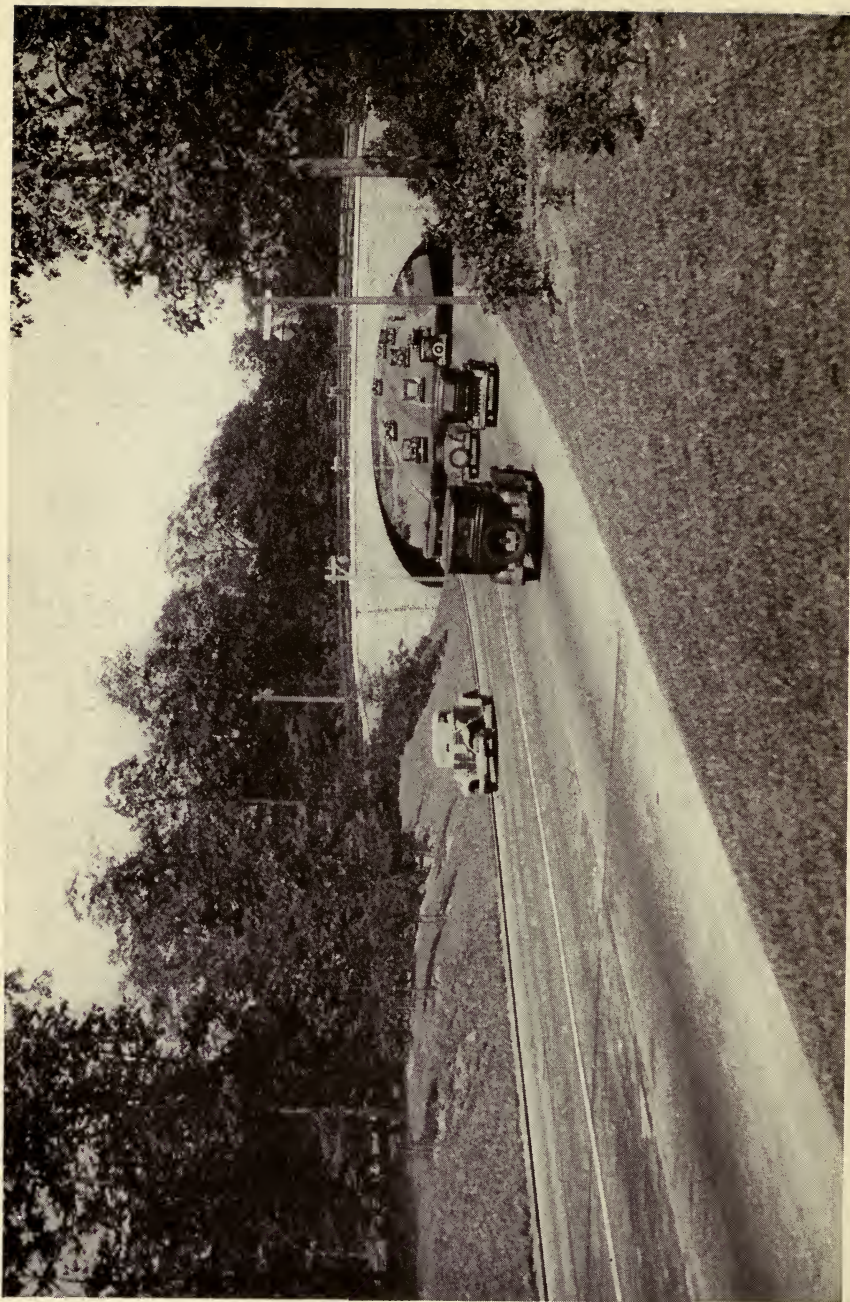
10. Preparation of plans and drawings for development of over 400 acres of park areas involving employment of needy persons through charity and welfare funds.



Hutchinson River Parkway, New Rochelle Lakes

Photo by John Gass

Courtesy Westchester County Park Commission



Grand Central Parkway

11. Establishment of plan for coöperation with County Forester concerning proposed future width of arterial highways so as to prevent misplacing of trees.

12. Design of the first plan for development of the City and County Administrative Center to receive general and official approval, and guidance of progress to avoid costly errors in location and construction of needed public buildings.

13. Completion of detailed recreation survey of one area to serve as a model for work to be extended throughout the county.

14. Continuance of campaign of public education.

15. Enactment of 155 building-line ordinances protecting 356 miles of proposed major and secondary highways against building encroachments.

16. Establishment of building-lines on local streets in many apartment house districts to prevent serious traffic hazards, overcrowding of land, and darkened streets.

17. Securing dedication in connection with subdivisions without cost to the people of the county of 102 miles of highways, representing a saving of some \$12,000,000 to the public, through regulation of 2,073 proposed subdivisions.

18. Intensive survey of lot-vacancy problem, leading to a 43 per cent diminishing of lot-vacancy.

19. Protection of rights of abutting land-owners in connection with new land subdivision and new highway extensions and realignments through adoption of county ordinance regulating subdivisions.

20. Establishment of sound policy of coöperation with highway officials of the State and of neighboring counties and cities, to produce regional unity in highway plans.

21. Establishment of definite coöperation with all county and city departments doing engineering work, and provision of central coördinating agency for all city and county authorities, including 44 municipalities, 26 local city planning commissions, and chambers of commerce and civic associations.

22. Establishment of a Building Bureau to provide adequate restrictions and inspections. The Bureau has introduced an adequate building, plumbing and electrical code into county territory.

23. Active coöperation with the Federal Emergency Administration of Public Works in the preparation of projects and applications for funds intended to relieve unemployment.

24. Development of a program for budgeting funds available for highway construction, to provide relief of traffic congestion in the order of actual need and avoid premature expenditures for new pavements not yet required.

25. Supervision of the activities of more than 800 men for varying periods employed by various welfare agencies.

26. Development of nation-wide recognition of this office as an outstanding example of planning as a function of government.

A REGIONAL RECREATION CENTER

Oglebay Park

By BETTY ECKHARDT, Executive Secretary, Oglebay Institute,
Wheeling, W. Va.

IN 1926, when Col. E. W. Oglebay died, he left a farm of 754 acres to the city of Wheeling for park purposes. The city was given three years in which to accept or reject the estate. In 1928 the City Council accepted the property and the Park Commission began its administration of the farm, which lies some 5 miles from the center of the city. The executors of the estate, Mr. Crispin Oglebay, a nephew, and the National Bank of West Virginia, in cooperation with Dr. Nat T. Frame, then Director of the Agricultural Extension Division of West Virginia University, undertook the development of a regional center for educational and recreational activities.

From 1926 to 1929 the park was maintained by the Oglebay estate. Since that time the maintenance has been provided by the city of Wheeling through city taxes and has been administered through the Park Commission.

The plan for the financing of the activities program has been quite different. At no time has city tax money been used to finance directly the activities program. It is true, of course, that buildings and grounds which have been utilized for the activities program have been maintained through city funds, and without this the program would not have been possible. It has often been said, however, that without the program, sponsored by the Institute, the use of the park by the public would be only a small fraction of what it is today.

At first a large part of the financial support for the activities program came from the Oglebay estate. These funds were supplemented by Federal, State, and county funds which were obtained through the Agricultural Extension Division of the University because of its interest in the development of a rural-urban program in adult education and recreation. The amount of local participation in the financing has increased from year to year. Many of the committees have raised money to promote their work.

The activities were first organized under a committee, but in 1930 Oglebay Institute was organized to provide for the participation of the citizens of Wheeling in sponsoring the program. Membership classes in Oglebay Institute during the first season were limited to associate memberships carrying \$100 fee. In 1932 this plan was broadened to include active memberships at \$10, with various other classes up to founders at \$1,000. At the end of 1932 the membership in Oglebay Institute numbered 242. The number of town and country organizations in the Wheeling area represented on the Activities Committee grew from 40 in 1929 to 110 in 1933.

An effort is made to attract to the park all sorts of rural organizations. The opportunities offered by the park for Four-H Camps and leaders' training schools have been well received. Three counties have held their annual Four-H Camps in the park. Leaders' training schools for Four-H Club leaders have been held each spring and at the time when Four-H Club members were exhibiting at the State Fair, the park served as their headquarters. The Farm Women's Club camp, which was held for two seasons, has adapted itself to a more suitable plan of vacation days for farm women at intervals during the season.

The tree-planting program has been responsible, since 1927, for the planting in the panhandle area of over 370,000 trees and shrubs. Arbor Day celebrations are made a feature of the park program.

On the staff is a park naturalist who organizes nature field-trips. The Sunday Morning Bird-Walks are well attended and meet with growing interest and enthusiasm. Oglebay Park is beginning to influence nature-teaching in the schools. A Nature Leaders' Training School is now conducted. The Astronomy Club has constructed an 8-inch telescope and conducts classes in astronomy. A Nature Museum is being developed.

The Music Committee arranges music festivals, operettas, pageants, and plays. The Day Camp Committee arranges for Mothers' Vacation Days. Handcraft, music, games, nature walks and general sociability mark these days. For several seasons a "Caddy Camp" provided regular and comfortable living for the caddies congregated around the golf-houses. Fifty-five picnic-sites are in great demand.

NEW REGIONAL HIGHWAYS

The TVA Freeway

By EARLE S. DRAPER, Director Land Planning and Housing,
Tennessee Valley Authority

THE new road being built by the Tennessee Valley Authority through the region of Norris Dam represents a departure from ordinary highway design and control. It has been called a "freeway" because of its comparative freedom from interference by intersecting roads, either present or future. Also due to perpetual control by the TVA or other delegated agency, no roadside stands or other structures may be built within its 250-foot-wide fee-simple right-of-way unless officially approved both as to location and design. Further, a part of the contract with the original owners, from whom the right-of-way was purchased, prohibits the erection of billboards, signs, or business structures of any kind upon the land adjoining the freeway. But, subject to TVA regulation, adjacent property owners are permitted to allow fields and meadows to overlap the right-of-way, thus merging the freeway with the countryside and preserving the rural character of the road.

Twenty-one miles long, the freeway forms an important link between existing highways leading into the region from north and south. Though the route of the freeway was laid out for utilitarian purposes, a sustained effort has been made to develop the natural possibilities for a scenic drive through this rugged country with its views of the Cumberland Mountains and the Great Smokies. Through expedient planning the freeway is not only made to serve as a main traffic artery for the countryside, but also to provide a unique and impressive means of access for sightseers visiting the vicinity of Norris Dam.

The first stretch of the freeway extends from the TVA rail-head at Coal Creek to the site of Norris Dam. This section has been concreted and is now in service as a heavy-duty highway along which are flowing thousands of tons of materials and equipment to be used in the construction of Norris Dam.

Upon completion of the dam the crest will be utilized as a causeway conducting the freeway across the river. From this

vantage-point, visitors may view the impounded waters of the storage reservoir on one hand, and, on the other, the huge power-house and the Clinch River 250 feet below.

Though the freeway abounds in curves made necessary by the rugged nature of the terrain, hazardous thrills have been eliminated from it by careful planning throughout the entire route.

From a standpoint of both economy and esthetics, naturalness was an important objective in the design of the freeway. Instead of building just another road, an attempt was made to mould it into the earth in such a manner that it would enhance the surroundings rather than detract from them.

Thinning of existing trees and undergrowth will be undertaken only where necessary to open up a vista or expose a particularly attractive view. As the greater portion of the route of the freeway traverses forest and woodland, general roadside planting would be superfluous, but where necessary to effect good planting composition, native shrubs and trees will be set out. Close-growing plants and ground-covers will be established and maintained on slopes and banks wherever needed to check erosion.

Grand Central Parkway

By MEADE C. DOBSON, Managing Director, Long Island
Chamber of Commerce

ONE of the noteworthy parkway improvements in the New York Metropolitan District on Long Island has been largely completed during the past year and is now in daily use. This is the Grand Central Parkway in the borough of Queens, extending 7 miles from Queens Boulevard at Kew Gardens, Long Island, to the Nassau County line, and its extension, the Northern State Parkway, running 5 miles eastward into the county.

This parkway route, beautifully landscaped, follows the backbone ridge of Long Island through several miles of natural forest growth touching two city parks and penetrating a lovely, unspoiled countryside amidst beautiful estates in the suburban area of Nassau. Its four-lane concrete roadway has no intersections with crossroads, these being carried over by artistic

bridges, and hence motorists are treated to 12 miles of free running, amidst forest trees and landscaped borders that retain all the charm of nature.

By all those familiar with the parkways of America, it is accorded a foremost place for sheer beauty in addition to its great convenience.

It was initiated, designed, and constructed by the Long Island State Park Commission, of which Robert Moses, now Park Commissioner of the City of New York, is President. Mr. Moses has won a name for himself in the planning and construction of this gorgeously beautiful parkway, its companion route farther south in Nassau County, the Southern State Parkway, and the magnificent Jones Beach State Park along the outer beach of Nassau County. Mr. Moses' technical assistants have been Arther E. Howland, Chief Engineer, W. Earl Andrews, Deputy Engineer, and C. C. Combs, Landscape Engineer.

In addition to the beauty of the Grand Central-Northern State Parkway route, its utility to that vast army of motorists traveling from New York City to the suburban counties of Nassau and Suffolk is deeply appreciated after many years of waiting for such a traffic artery.

This parkway is now being extended westward from Kew Gardens into the borough of Brooklyn through Forest and Highland parks and connecting with the Eastern Parkway of that populous borough of New York City. It will also be extended eastward in Nassau County as funds are obtainable from county officials, the State of New York, and the Federal Government.

An extension of the Grand Central Parkway is now being projected and planned northerly to connect with the great Tri-Borough Bridge being constructed by the City of New York with a Federal loan and grant. Mr. Moses is a member of the Tri-Borough Bridge Authority, and has direct charge of this \$40,000,000 project. He has planned not only this four-mile Grand Central Parkway approach to the bridge, but also a parkway connection through the borough of the Bronx from the bridge to the Bronx River Parkway and the famous Westchester County parkway system.

IN THE STATES

STATE PLANNING

State Planning Boards

By CHARLES W. ELIOT, 2d, Executive Officer, National Planning Board

A YEAR AGO State planning was an experiment in such forward-looking States as New York and Wisconsin. Today forty State planning boards are looking forward into the future of their States, and, in at least eight of those Commonwealths, legislation has been enacted to put the work on a continuing basis.

Apparently, public opinion and the State governments were anxious and ready to start this new planning work, for when the National Planning Board offered its coöperation to the governors in the hope that ten or a dozen States might take up the task, a flood of applications for assistance came in from almost every State in the Union.

New Hampshire was the first State heard from. Governor Winant telephoned rather than wait for the mails. He appointed a State Planning Board, including various State officials, well-known citizens, and representatives from the universities. With the help of three consultants assigned to the work by the National Planning Board, and through the coöperation of the Civil Works Administration, a program and staff were set up and the new undertaking launched.

That was one State planning board, but now there are forty—each on a slightly different basis in order to meet the peculiar situations and special needs of the several States. Most of the new State planning boards have about nine members, although there is one with twenty-one, and one with five. Every board so far appointed includes important State officials, such as the heads of the highway, conservation, or health departments. Most of the boards also include one or more representatives of the universities of the State among the citizens drawn from private life. Of course, some of the boards among the forty have a political complexion, but it is noteworthy that almost all of them are definitely non-political in their membership and are so regarded by the governors who set them up.

The National Planning Board offered to supply services of

consultants to State planning boards which qualified under the six conditions as follows:

1. Appointment by the governor of an unpaid State planning board, including perhaps four department heads, such as public works, highways, conservation, and health, together with three citizens.
2. Assurance by the governor that if this State planning board gets under way he will sponsor some legislation to put it on a continuing basis.
3. Assurance of reasonable office space and drafting and stenographic help to carry on the work of the proposed board.
4. Development of a planning program giving the status of planning work already done and outlining specific studies to be undertaken in, say, the next six months. It is hoped that this program will include a land-use study, a ten-year program of public works, and perhaps a study for the integration of the transportation system within the State.
5. Any suggestions the governor or the new board may wish to make of a qualified planner to direct the work.
6. Statement of the governor's willingness to appoint the planner, or the chairman of the State Planning Board, as the State representative on a regional or interstate planning committee, if such committee is organized.

In accordance with this understanding, planning consultants and associate consultants had been sent to forty States up to June 1, and many more applications were pending in the Washington office. These consultants have been serving on a part-time basis to provide the boards with their experience in organizing planning programs. Some of the men appointed by Administrator Ickes for this work had previous experience in the city and regional planning field, while others have been drawn from engineering or from statistical work in connection with commercial organizations.

All of the consultants have been asked by the National Planning Board to prepare preliminary reports within a six-month period, covering at least such matters as land-use, the integration of transportation methods, and a ten-year public works program for the State to which they were assigned. This requirement of a report to the National Planning Board will provide at least one element of uniformity in the work of the various State planning boards. It has been the policy, however, of the national agency to encourage experimentation and special studies of problems peculiar to the States so as to develop special needs and possible solutions in a variety of fields. State

planning is still so new that no single road to success is obvious, and the State unit provides unusual opportunities for experimentation in new lines of planning work.

In addition to supplying help through assignment of consultants to the States, the National Planning Board has endeavored to help along the work through preparation and dissemination of a series of circular letters developing various problems and methods of attack. Legislation for establishment of continuing planning bodies has been suggested and contacts provided with useful sources of information.

As in the case of New Hampshire, many States have taken advantage of the opportunity provided through the coöperation of the Civil Works Administration and Emergency Relief Administration to secure drafting and stenographic help, and in some cases supervisory assistance in the organization of the work. A cordial relationship between the State planning boards and the State Emergency Relief Administrators has been set up which may provide useful information and assistance to the relief organization and personnel for the work of the State planning boards. These evidences of Federal coöperation and assistance will not in any way affect the obligation of the responsibility of the States for the work of their own State planning boards, but they are proofs of the desire of the Federal Government to help in every reasonable way.

The programs of work adopted by State planning boards vary enormously, outside of the three fields of transportation, land-use, and public works, which was especially indicated to the consultants assigned from Washington. In the arid West it was natural that water resources would play a large part, while in New England the recreational possibilities of the area seem to be the principal interest of the State planning units. A number of States are making studies into the possibility of reorganizing the county governments by consolidating the jurisdictional units of the States. Similar studies of consolidation of rural school districts have been undertaken in other States. At least one State planning board has assumed responsibility for encouraging and assisting city- and town-planning projects, and the New Hampshire Board has issued a special bulletin on this subject.

A brief review of the work of the State planning boards to

date shows their interest in such a variety of subjects as scenic and historical sites, pollution of streams, shore fisheries, electrical equipment in rural homes, mineral resources, submarginal land, etc.

The work of the State planning boards has naturally developed a number of topics involving interstate coöperation, and to meet this natural evolution of planning procedure the Board has secured approval from Administrator Ickes for the establishment of a series of twelve planning districts, each with a district chairman. In two cases, these districts have been organized with regional planning commissions, consisting of representatives of the State planning boards in the area. Special studies on interstate problems are being conducted through these regional organizations.

The Northwest Regional Planning Commission, under the chairmanship of Marshall N. Dana, has achieved notable success in stirring the enthusiasm of large numbers of people in the Columbia River Basin for planning work. The chief problem facing the Commission is the use of the power now being developed through the construction of the Grand Coulee and Bonneville dams, but the Commission has a very much wider program outlined for its immediate work. In New England, a similar New England Regional Planning Commission has been established with the coöperation of numerous private agencies led by the New England Council. This New England group is making a study of the Connecticut River Valley and of interstate parkways and freeways as a first step in coördination with various State planning projects.

State and interstate planning is a lusty infant, but the work is only beginning. It is expected that the District Chairman and the State planning consultants appointed from Washington will be helpful in starting the work, but the critical test will come later when bills are pending in various legislatures for the establishment of continuing planning organizations with reasonable appropriations. The movement has grown rapidly and far beyond the expectations of the National Planning Board which launched it. The future of State planning will largely depend on the usefulness and realism of the preliminary reports on their work which are expected in the next few months.

Taking Stock of Planning in Illinois

By KARL B. LOHMANN, Professor of Landscape Architecture,
University of Illinois

From a talk delivered before the Conference on New Planning Opportunities
in Illinois held at the University of Illinois, January 10, 1934

AMONG the most conspicuous forms of planning activity over the State at large are those associated with highways, resources, recreational facilities, housing, and public buildings.

No phase of planning in Illinois gives more occasion for intensive activity and thought than the highways of the State. This responsibility is largely in the hands of the State Highway Division. That organization seems to be largely concerned with the construction of road-extensions and cut-offs, ways through and around municipalities, the continuation of important traffic and economic studies, intersection improvements, more effective traffic signs and signals in behalf of greater safety, and more expeditious flow of traffic. Attention is also being given to the exercising of the fullest authority in keeping advertising signs off the rights-of-way, the elimination of railroad grade crossings on the State highways, the guidance of new road-developments under fuel-tax allotments, and beautification of the roads.

The land and other resources of our State are being subjected to special inventory and planning in order to secure more effective usefulness for them. The inventory is going on through various agencies. Work under the Geological Survey takes the form of examination and location of surface and subsurface resources, investigations to determine best uses, new uses and improved uses of geological resources. The State Water Division continues to gather and make available data relating to the water resources of the State, which data are of inestimable value to cities contemplating additional water supplies. At present, with the aid of the Civil Works Administration, the State Water Division has an extended study under way for the collection of data on wells in each county of the State.

For over thirty years the Soil Survey of the University of Illinois has been gathering data on the soils and has information about every farm in Illinois. During the last two years this

inventory has been concentrated on questions of most advantageous use, adaptation, and producing capacity of each soil.

With such basic studies as these, supplemented by information on other resources and facts, boundaries of proposed-use districts for the State could readily be delineated and certain natural areas dedicated and restricted to the most adaptable uses. Areas could be set apart for forestry, agriculture, industry, and recreation. In this way zoning in the counties and in the State could readily become an actuality and prove of value commensurate to the acknowledged value of zoning where reasonably applied in a thousand cities of America.

Constructive efforts to husband the resources are seen in the erosion-control activities and in the establishment of great forest areas in the State. A large-scale erosion-control demonstration is under way on 140,000 acres of land in the Sangamon River watershed of McClean County, a section where erosion wastage has destructively decreased agricultural yields. Every acre of land in that area needing protection will be treated according to the particular needs. The program will include cropping methods, timber plantings, engineering structures, terraces, trees and grass, or when necessary, reorganization of entire farm layouts.

Important constructive efforts are to be noted also in the forest proposals for the State. Efforts under way are confined mostly to the southern part of the State where, through clearing and cutting, the original timbered areas have so largely disappeared.

On August 30, 1933, the National Forest Reservation Commission approved the establishment of the Shawnee National Forest Purchase Unit in Pope, Hardin, Gallatin, and Saline counties and the Illinois National Forest Purchase Unit in Union, Jackson, and Alexander counties. These two units have approximately 600,000 acres. This progress is indeed remarkable in view of the fact that no definite plans for National Forests in Illinois have been under way for more than two years.

The State Department of Conservation, which is directly in charge of all State Forest land, has, since 1929, purchased 3,482 acres for State Forests in Union County. Seven counties in Illinois have taken advantage of the law permitting them to establish forest-preserve districts, and these seven counties have

acquired approximately 35,000 acres. Additional counties in the State are interested in the establishment of these forest-preserve districts.

Recreational planning. State-wide physical-planning activity is seen in connection with another of our resources, the parks. According to Robert Kingery, Director of Public Works and Buildings, there were 22 Civilian Conservation Corps units at work last summer on State, county, and city parks and forest-preserve districts in Illinois. This winter there have been 28 units. The work is being done in all of the larger State Parks by Civilian Conservation Corps boys. There have been 5 units, totaling 1,000 men, and there will be 10 units, totaling 2,000 men, in a section of Cook County Forest Preserve property. Six units were busy making a public park out of the Camp Grant Military Reservation.

Director Kingery further states that, while there are approximately 5,000 acres of State Park lands, he entertains the hope of having transferred to the Division of Parks a sizable amount of land which is owned by the State of Illinois and either being used for other purposes or not used at all. If this happens, a substantial addition to the State park system will take place.

Housing and public buildings. In this State, as elsewhere, we are making every effort possible to provide better low-cost housing for the less fortunate portions of our population. For this purpose a State Housing Act was passed in July and a State Board of Housing appointed. This Board has been busily occupied in a study of the housing situation, and has been preparing additional legislation to fit new Federal policies regarding loans for low-cost housing, and has been coöperating with a number of organizations in selecting sites for clearance and rebuilding in the blighted areas of Chicago, the recommendations to be placed before the Federal Housing Division.

Under other agencies the field of rural housing is also being explored at the present time through the medium of an extensive survey to understand more completely the farm-housing situation, with reference to adequacy and farm-home facilities. The possible development of new subsistence communities in the State of Illinois is also being anticipated in another separate study to discover the nature and extent of part-time farming

as related to the possible subsistence homestead movement for this State.

The planning from the architectural side not only reaches into the realm of housing but finds expression in such developments as the remodeling of the Lincoln Tomb, as dedicated last year, or the more recent dedication of log-cabins at New Salem on October 26, replicas of the cabins that were extant at the time Lincoln lived in New Salem from 1831 to 1837. Roads and parking areas are now being constructed in this interesting and beautiful development. In some instances old churches are being taken over and renovated for community meeting-places.

The status of planning education in Illinois. Just a word regarding the status of planning education in Illinois. Since the boundaries of planning activity are as broad as life itself, we can expect to find courses in educational institutions everywhere that are dealing with at least some physical planning questions. The University of Illinois has been one of the pioneers of America in the teaching of city and regional planning as such.

The physical planning under way in this State is stupendous, has many ramifications, but little discoverable coördination. Too many separate projects are being planned without regard for the combined demands of the larger unit of city, region, and State. The city planning and zoning commissions have had problems in common but no medium of exchange within the State, with the possible exception of the Illinois Municipal League and of the half dozen regional planning offices of Illinois. The recent appointment of a State Planning Board, therefore, is good news for the cause of planning in this State.

It should be possible, through the aid of the Board, to help synchronize the various planning endeavors into a properly functioning instrument. It should be possible to establish a clearing-house of information for all of the existing planning and zoning commissions in Illinois. It should be possible to provide an educational and guiding service to encourage and help existing planning agencies in this State to three or four times their present number.

Land Utilization as a Basis of Rural Economic Organization

By C. F. CLAYTON, Senior Agricultural Economist, and L. J. PEET, Assistant Agricultural Economist, Division of Land Economics, U. S. Dept. of Agriculture, Washington, D. C.

Adapted from Bulletin issued by University of Vermont Agricultural College and Vermont Agricultural Experiment Station, June, 1933

THE study deals with uses of land and related problems in thirteen hill towns* of Vermont. The problems presented by these towns arise mainly from the perpetuation of communities after migration, induced by changed economic conditions, which has greatly reduced the population. The physical characteristics—rugged topography, stony soils, long winters, heavy snowfall—are also conducive to the development of economic and social conditions associated with isolation and the utilization of meager physical resources.

The trend of population in the thirteen towns has been downward since 1850. Each decade has witnessed a percentage decrease in population greater than the previous decade. The number of operated farms probably will continue to decrease, and partially operated and abandoned farms will revert to woodland, barring sweeping changes in economic conditions, even though counter tendencies, such as the slow decline in the urban population, may take place. The physical and economic limitations to substantial agricultural or industrial expansion in the hill towns preclude serious consideration of an increase of the population by immigration. The present tendency to associate part-time farming with employment in city industries might have the effect of drawing young people from the more isolated rural areas to engage in rural-urban employment. If diffusion of industry operates to give added importance to small-scale, semi-seasonal local industries which draw on the local farm population for a considerable portion of their labor supply and on farm and forest products for their raw materials, these may provide a basis for the organization and maintenance of small, but reasonably prosperous, rural communities.

*It should be remembered that in New England the *town* is a subdivision of the State, and not a village.

A land-use program should include six major objectives:

1. Concentration of the population of each town on the land best adapted to agricultural use. The maps prepared in connection with the report clearly show the localities in which population might best be concentrated, and they serve to indicate the approximate limitations and possibilities of agricultural development in each of the towns.

2. Protection, development, and conservation of present forest stands and reforestation of selected areas that are especially adapted to forest use. The forestry program should provide for such recreational uses of forest lands as are not inconsistent with the primary purposes of producing timber.

3. Utilization as parks, resorts, game-preserves, and hunting- or fishing-grounds of lands which are especially adapted to recreational uses, to the preservation of desirable species of game and fish, or which possess unusual scenic features.

4. Development of the water-power resources in selected locations in combination with flood-control projects, rural electrification, and encouragement of local industries.

5. Limited reorganization of town government, including changes in the present boundaries of some towns.

6. Continued development of extension instruction in household management and in farm management, including farm wood-lots and development of coöperative organizations.

Concentration of population can be achieved only through the coöperation of State and local governments. Regardless of the course pursued, legislative action will be required.

Zoning provides another method for securing concentration of the population. Areas might simply be zoned against occupancy or they might be zoned as to use. Under the police powers of the State, either procedure probably would be possible.

In the last analysis, material improvements in conditions in the hill towns can be achieved only through broad policies directed toward promoting the concentration of population on the better land, the elimination of the excessive costs of schools and roads which are associated with sparse population, and the development of forest and recreational resources with a view to a combination of a limited amount of farming with employment in local woodworking industries and with incidental services provided for tourists and summer residents.

New Hampshire State Planning

By JAMES M. LANGLEY, Chairman, New Hampshire State Planning Board

NEW HAMPSHIRE suspects that planning may supply the additional efficiency necessary if democracy or its peculiar virtues are to survive. As was natural, democracy originally invited a considerable amount of disorganized individual freedom. The evolution of an organized and more enlightened individual freedom must presumably proceed from coöperative planning.

This matter of attitudes is significant, for from it springs the inspiration for and the direction of New Hampshire's efforts at State planning. These efforts embrace three natural objectives:

1. The encouragement of local planning.
2. The extension and correlation of State planning.
3. Participation in interstate and national planning.

Inasmuch as planning is a function of government if it is to have any force or authority, cities and towns are the basic planning units. Together they cover the whole land area, with a few exceptions, and the central forms of government, State and National, are superimposed upon their structure, an important distinction because it implies the necessity for an intelligent division of planning activities between the State, or the Nation, and the local government.

Local planning is an orderly expression of the best foresight of local citizens. We have all indulged in mental planning in our own communities. We have considered civic development from a thousand angles, wishfully. Now and then we have done something about this or that situation, but usually not until it became pressing. But if we think back we discover that all these things came independently, that they were often ill-considered, and that in no city or town in New Hampshire have they been based upon a comprehensive plan for the development of the whole community. Furthermore, there exists in this State no planning enabling act which would permit official adoption of a city or town plan, if one existed. Enactment of such an enabling act, which is merely permissive legislation giving any city or town that wishes to plan officially the privi-

lege, would seem to be inevitable, and possibly no further away than the next regular session of the Legislature.

There is a State Zoning Enabling Act, passed in 1925. This Act permits cities or towns to regulate the use of private property. But public property can only be regulated effectively under a planning enabling act. Public property includes streets, which often occupy from a quarter to a third of the land area in a city; bridges, waterways, boulevards, parkways, playgrounds, squares, parks, aviation fields, public buildings, and, in the words of the Department of Commerce model planning enabling act, "public utilities for water, light, sanitation, transportation, communication, power and other purposes," whether publicly or privately owned.

Because there is as yet no planning enabling act does not mean that towns and cities which would plan must be idle. In the planning and zoning primer issued by the State Planning Board we suggest the formation of local planning councils. These councils, if well manned, can do good preliminary planning work, for the first step in comprehensive local planning is an exact determination of existing uses and conditions. Until a city or town plan can be officially adopted under the authority of a planning enabling act, plans prepared by planning councils may provide information and inspiration for the local departments of government, if the plans are well made and are supported by convincing evidence of their desirability.

No community plan is ever really completed. Planning must be a continuing thing, an effort constantly to show intelligent foresight. If the cities and towns of New Hampshire had had plans prior to last year they would have reaped a tremendously greater benefit from the CWA and ERA work-relief programs than they have. Yet no matter how much of the then-existing plan might have been completed, there still would be need for planning. Cities and towns grow, especially those which are well planned. No plan at all is a poor plan and conducive to local ugliness. Ugliness is bound to invite the forces of community disintegration. That is why lack of planning is really expensive, while planning is economical.

The State Planning Board cannot and does not wish to plan any city or town. That each community must do for itself. Not all will do the job well. But taste is a thing which can be



Bank Planted with Sweet Fern and Wild Purple Aster
Courtesy American Nature Association



Intersection Planting at Cornwall Bridge. A Large Triangle Treated as a
Part of the Larger Landscape
Courtesy American Nature Association



After the Condé Nast Oasis Comes the Post Road "Slum"
Courtesy American Nature Association



The Boston Post Road at Milbrook Has Been Protected by Rigid Zoning
Courtesy American Nature Association

acquired, if it is lacking, and it is acquired most rapidly by trying to express it. What inspiration and advice as to methods of procedure, and what general knowledge we have as to what communities are doing, the State Planning Board is eager to impart.

There is no law in this State which describes the duties of a State planning board, any more than there is a law which describes the duties or powers of a local planning group. Were there a law creating a State planning board it might, as it does in other States where such a law has been enacted, say that the board shall, among other things:

“Prepare and adopt plans for complete systems of State or regional highways, expressways, parkways, parks, water-supply and forest reservations, and airways and air terminals.” This wording is taken verbatim from an actual State planning law.

In New Hampshire we have had highway planning up to a certain point, based on traffic surveys made at five-year intervals, but we have not yet attempted other than wishfully to control the land adjacent to a system in which the State has in the past fifteen years spent upward of a hundred million dollars. It is the proposal in the act from which I quote that there be regulations to protect the State’s investment which is most important in this State. The act continues:

“Such plans and regulations shall be designed to promote health, safety, and the general welfare; to facilitate the movement of through traffic; to provide for the accommodation of local traffic, cross traffic, and traffic to and from the abutting frontages; to establish front yards or set-back lines along abutting frontages; to regulate the location of filling stations (we have about 7,000 in New Hampshire), garages, lunch-stands, outdoor advertising signs, and other uses of property along the adjacent frontages; to regulate the subdivision of land along such highways and parkways; and to conserve scenic and historic places, and (most important to a State like New Hampshire) the natural beauty of the countryside.”

All this is by way of hypothesis in so far as New Hampshire is concerned. The State Planning Board as it now exists has no assigned tasks beyond the terms of a gentleman’s agreement between the Governor and the National Planning Board. The principal points in that agreement were the appointment of an

unpaid board, assurance that the Governor would sponsor legislation which would create a permanent planning board, and the promise of coöperation of State departments with the temporary board.

What form of permanent State Planning Board legislation either the Governor or the temporary board may ultimately recommend in New Hampshire is undetermined. A study of planning legislation is one of the tasks which the State Planning Board has assumed.

Years ago Daniel Webster said this:

“Civilization is based upon the soil. Therefore, the better the nation learns to use its land, the more time it will have for the art of civilization.”

Since Webster's time we have proceeded quite a way, but the task is far from ended. National planning is an effort to learn better how to use the land, no less than is State and local planning. But national planning is primarily a correlation of State planning. The intimate planning studies done by the States need not be duplicated to become the basis for intelligent interstate planning.

In New England the six States have organized a regional planning commission to provide a medium for common discussion of interstate problems, such as the pollution of the Connecticut River. The regional commission is really a regional office of the National Planning Board.

In this whole problem of planning I think Lewis Mumford has struck a note which will appeal to New Hampshire people with their agricultural tradition, which was superseded by great industrialization and finally by commercialized recreation. Mumford says this:

“Home, meeting-place, and factory; polity, culture, and art have still to be united and wrought together, and this task is one of the fundamental tasks of our civilization. Once that union is effected, the long breach between art and life, which began with the Renaissance, will be brought to an end.”

I believe we have begun to glimpse this vision in New Hampshire, and that we can gradually bring it into being.

Maryland Sets Up a Planning Board

By LAVINIA ENGLE, Member House of Delegates, Maryland General Assembly and Member State Planning Commission

THE Maryland State Planning Commission was created by act of the special session of the General Assembly of Maryland in December, 1933, and was appointed by the Governor immediately following the session. Its membership consists of the director or a member of the board from each of three State departments—roads, health, and charity—and two members-at-large, all appointed by the Governor.

Since the act establishing the Commission was adopted at a special session and has for its immediate purpose the carrying out of the Federal planning program which the National Planning Board is attempting to secure through the State or regional bodies, it is functioning at present on Federal funds. A planning consultant was appointed by the National Planning Board, and clerical and research assistance has been given by the CWA. The help of various State and local departments has been given the Commission. It is expected that the new agency will be put on a more permanent financial basis by the next session of the Maryland Assembly.

The program outlined by the National Planning Board, and which the Board has asked all State bodies to prepare within the six months following their organization, includes a study of a long-range public works program, a land-utilization survey, a transportation survey, and a social survey, with direct relation to the relief needs of the States.

Collection of planning data from the files of the various State and city departments has been one of the first activities of the Commission. Analysis of this material, with special reference to its place in a general State-wide program of planning, will be a major task. Upon the basis of a study of these data and of the material collected and reports made for the immediate use of the national body, the State Commission will outline the plan of study upon which permanent planning activities for Maryland will be based.

The Maryland Program

By ABEL WOLMAN, Chairman State Planning Commission,
Baltimore, Md.

WE HAVE DIVIDED our studies into two primary fields, one dealing with purely physical planning and the other with social, economic, and financial planning.

The following enterprises are actively under study:

1. A detailed population study.
2. A study of the financial status of the counties and incorporated towns of the State of Maryland. This is about one-half completed.
3. A study of the administrative structure of county government. This study will take approximately nine months.
4. A survey of park and recreational areas.
5. A study of the sea-food industry of the State of Maryland, with particular reference to the formulation of a long-term State policy. This study is under way and should be completed in the near future.
6. A detailed program is under preparation on the mental hygiene problem of the State.
7. A similar study will shortly be undertaken on the public schools of the State.
8. Two or three counties will be selected in the immediate future for intensive study with reference to health and social service, in order to develop typical programs for future application to other counties.
9. A ten-year highway program is now in preparation which will be coordinated with a similar study of a transportation plan, including water, rail, and highways.
10. A statistical study of the past public-works expenditures for all purposes in the State and its subdivisions has been under way for approximately sixty days. Upon this background an estimate will be prepared as to the future public-works expenditures to be expected.

In addition to these undertakings, we hope to have started in the near future a study of the coal-mining situation in the Georges Creek area of western Maryland; of a strictly rural problem of the canning industry on the Eastern Shore; of a one-crop area in southern Maryland, and of a heavy industrial unit adjacent to Baltimore City.

We are attempting to restrict, as much as possible, the various avenues of investigation so that our energies will not be so diffused as to make it impossible to accomplish any real progress.

A State Plan for Utah

By S. R. DEBOER, Denver, Colo.

IN MODERN TIMES nearly all States and nations are interdependent to a very large degree, and the planning of one must therefore affect many others. The State of Utah lends itself better to planning as one entity than, perhaps, any other State in the Union. Surrounded as it is by large, nearly uninhabited open spaces, some of desert character, Utah has the isolation of an island or, better, of an oasis.

The heart of the State is the irrigated district west of the Wasatch Mountains, and this district is often, and quite appropriately, called "The Oasis." It is here that the State's largest cities, Salt Lake and Ogden, are located. Nearly seventy-five per cent of the population of the State lives here on a narrow strip of land one hundred miles in length. It is here that the Mormon pioneers located, and this is their chosen land.

The moisture-laden winds of the Pacific Coast pass over the desert areas of western Utah and Nevada and hit against the western slope of the Wasatch Mountains. Here they are cooled off and the moisture is condensed into rain or snow, which again is collected in streams and becomes available for irrigation.

The original development of this oasis by the Mormon settlers was of an agricultural character. All families lived on small or large tracts of land. Professional men, mechanics, and tradesmen received only small tracts and farming families the larger tracts. It may be said that the Utah villages were nothing but what we now call "Subsistence Homesteads."

Industry based on the mining of lead, copper, silver, gold, and many other metals, of which the Utah mountains contain large quantities, was only reluctantly welcomed in these agricultural settlements. It led to a different type of town, the industrial one, and today typical cities of this type are found near the large copper smelters and similar industries.

The industrial development caused a great influx of population, and today more than half of the State's people are dependent on industry. This greater population was bound to bring with it problems, many of which have become very urgent during the past few years.

Water was, and is, the great problem of this arid country. There is only a limited amount of it available. The flows of all streams of the western slope of the Wasatch run into the Great Salt Lake. The drought which has been witnessed by all the Mountain States in recent years is also felt by this region.

Studies on water-supply and water-distribution have been made by various commissions, and much material is available on this subject. The work of the Utah Planning Board in this respect is only that of coördination and digesting of this study material. It must weigh the importance of water-use for agriculture against the need of water for industry. The answer to this problem may be one of location, in other words, zoning. The maximum use of water may require the location of industries below the agricultural fields.

A study was prepared last winter by Jacob L. Crane, Jr., in regard to the problem of diking in part of the Great Salt Lake, and this study was the first important step in State planning. It is proposed to dike off the eastern bay of the lake and store in it the run-off from the Wasatch Mountains. This lake would be a fresh-water body, and its water would be available for industrial use.

Similar studies are now in progress for Utah Lake, and it seems likely that the drought period will bring to Utah a definite solution of its water problem, with all possibilities and limitations carefully worked out.

The question of the use of land runs parallel to the one of water. In the desert areas the usable soil is shallow but in the moister areas the soil is deep. Land-use for agricultural purposes therefore becomes one of putting the valuable water on the best soil.

The use of land has another rather unusual aspect. Due to its high altitude, the farm of the Mountain States produces a product which contains a high amount of vitamins. Cool nights and bright sunlight seem to put something into the produce here which makes it of unusual quality. Further experiments are necessary to determine this factor more definitely, but Utah's agricultural future seems to point toward quality rather than quantity production.

Transportation is a major item in the State plan. Like all the Mountain States, Utah suffers from freight-rates which

make competition against other regions difficult.

The State's educational system is known for its high calibre. Like all other States, Utah is now going through a period which will test its ability to support financially a system of mass education. Social studies, housing particularly, will receive much attention in the State plan.

Part of the work of the State plan will be an intensive study of a special town and surrounding country, for the purpose of showing a more or less ideal development.

Recreation will receive a good deal of attention. The Utah mountain areas are beautiful, and the further development of recreation facilities may be made a source of revenue.

There are many problems of great difficulty and urgency to be studied by the State Planning Board, but in addition to its geographic unity there is one great advantage for planning work. This advantage is the feeling of friendly unity which pervades the people of this area. Like everywhere, there is here a test of human ingenuity against the forces of Nature, and accomplishment will be in direct ratio to the amount of unity the people of a region possess.

A Plan for Missouri

By R. W. SELVIDGE, Chairman Missouri Planning Board,
Columbia, Mo.

THE Missouri Planning Board has assembled a vast amount of basic planning material concerning the natural resources of Missouri, population, population trends, State institutions, social and economic conditions, land-classification and use, sanitary and health conditions, transportation, parks, and recreational opportunities. In this work the Board has had the interested and active coöperation and assistance of all State agencies. The people of the State as a whole appear to be deeply interested in the work that is being done.

The Board and its technical consultants, Harland Bartholomew and S. Herbert Hare, are now engaged in the study of these data with a view of coördinating and interpreting them for the purpose of developing definite plans and recommendations. A preliminary report on the plan will be ready within the next thirty days.

Future Forest Towns in Northern Wisconsin

By R. B. GOODMAN, Member State Planning Board,
Marinette, Wis.

PINE-LUMBERING reached industrial significance in Wisconsin about eighty years ago and rapidly expanded, reaching its peak in 1892, and for the next ten years Wisconsin was the leading lumber-producing State. The white-pine operations were a destructive selective cutting, leaving the hardwoods and hemlock. The pine logs were floated down the streams to the rivers, and on the rivers sawmills were built. Surrounding the sawmills came the sawmill towns, and gradually there developed a scattered crop-farming to supply the local markets.

Following the decline of the pine-lumber industry, two forest industries arose which pushed their way into the northern forests. These are the hardwood-hemlock lumber industry and the wood-pulp paper industry. Sawmill towns, transient in character, dotted the northern unpopulated wilderness. The early pulp and paper-mills were built up-river at the water-power sites.

The failure of independent agricultural development in the absence of sustained forest industry is evidenced throughout these northern regions by the emergence of the mendicant townships, the pauper communities, maintained almost wholly or in part by Federal, State, and county gratuities or grants-in-aid. There is wholesale tax-delinquency which has turned back more than one-third of the land in the northern counties to public ownership. The most serious of all results is the lowered social status of the unfortunate families so situated. Many of these isolated settlers now find themselves hopelessly insolvent. For the most part they live in physical, and not infrequently in moral, squalor. They are outside the confines of civilized life.

Back of this maladjustment lies the lack of forest conservation consciousness in the public during those years in which the foundations of this maladjustment were laid. Unregulated, unplanned, unprofitable forest industry, wasteful, destructive logging practices, unchecked slash fires, confiscatory local property taxation, unenforced and disregarded fish and game laws, soil-exhaustive cropping, unchecked erosion, unwise

drainage—all are details of a generally promoted, practically universal opportunism of exploitation.

The Federal acquisition of forest land in the northern counties is proceeding in authorized Federal forests having an area of 2,000,000 acres. Forestry in Wisconsin is no longer a paper program, but the regular and continued administrative activities of the Conservation Department and the Federal Forest Service involving more than \$2,000,000 of annual expenditures. These activities include commercial and all-purpose forestry, prevention of erosion, fire-prevention, regulation of stream-flow, propagation and preservation of wild life, the development of recreational use and enjoyment. These activities are recognized in the public consciousness as the responsibility of the Federal, State, and local governments, arising from the failure of private ownership in the management of actual and potential forest land in those regions submarginal to agricultural development.

In the past we have thought of the sawmill as the employer. For the future we think of the forest as the employer. As the sawmill town declines, the forest town will necessarily develop. An analysis of employment discloses that there is more actual expenditure of labor payroll in the conversion of the forest tree into the sawlog in the woods and in its transportation to the sawmill than there is for employment in converting the sawlog into lumber, seasoned, graded and milled, ready for shipment.

Under our town government system there is a necessary local government expense over and above all grants from general taxation. This also must be borne largely by the forest area served by the forest town, for these towns must have good schools and good roads, and they must have this with a low tax rate. In one form or another, forest taxation, which formerly supported the mill towns, will be called upon to support the forest towns. This makes it necessary for the conservation agencies concerned to overcome the high local government costs of sparse and isolated settlement.

In northern Wisconsin, the conservation field of activity is (1) development of all forest resources, including wild life; (2) the protection and culture of these resources; and (3) the utilization, commercial or in other ways, of these resources.

Progress of Iowa State Conservation Plan

By MARGO K. FRANKEL, Iowa State Board of Conservation,
Des Moines, Iowa

WHEN J. N. Darling (better known as "Ding," the cartoonist), the dynamic Iowa conservationist and present Chief of the U. S. Biological Survey, promoted the making of a Conservation Plan for Iowa in 1931, no CCC or CWA was in sight. But the value of a well-coördinated plan has never been more evident.

The Iowa Conservation Plan was made under the direction of Jacob L. Crane, Jr., of Chicago and Washington, Planning Consultant. When the Federal relief work was announced, Iowa had a working basis not trumped up on a moment's notice nor made to suit the demands of selfish interests, but based on scientific studies of roads and parks, streams and lakes, woodland and soil, from an economic as well as a recreational and esthetic point of view.

Dr. G. B. MacDonald, Professor of Forestry, Ames, as Director of ECW for Iowa, used the Plan as a guide in laying out the work.

First and foremost was pointed out the need of conservation of the soil. And what did we gain from having this emphasized? Just this: In a State where over 96 per cent of the land was in agricultural use, with no State or Federal forests, 17 forestry camps were awarded to the State to stop soil-erosion on private lands.

Some 25,000 erosion-control dams on 1,000 farms, to benefit 300,000 acres, have been built. Five State Park camps were established and details from the forestry camps have built dams and improved streams for fishing. Many miles of stream in northeast Iowa are being improved by construction of wing dams and waterfalls along 56 trout streams.

CWA workers, paid out of Federal funds, made detailed maps of some of the major wooded areas of the State in order to be ready to obtain authorization for National Forests in Iowa, if possible. The Legislature passed a bill permitting acquisition by the Federal Government of forest land and game-preserves in Iowa. A new State Forest Preserve, acquired by gift, has been improved with CWA labor at Peterson in Clay

County. Tree-planting in numerous parks and preserves is now getting under way as well as on eroded private land. A Forestry and Cover Survey in 70 counties has been made by CWA forces, laying the foundation for plans for Federal buildings. Tree-disease survey and eradication work has been carried on.

Work is going on in the majority of our 40 State Parks. In 4 parks, camps have been established which do nothing but State Park development work, bringing to the parks not only labor but materials for shelter-houses, dams, trails, and bridges. Some communities have purchased additional lands for some of the parks, and others are waking up to their opportunities.

What of the lakes? Perhaps the biggest showing will be made there. The Conservation Plan points out the need of protecting existing lakes, restoring some that have been partially drained and creating new ones in areas of the State that have no water recreation (or inspiration) in the hot summer months. There are 18 lake improvements under way for both existing and created lakes. Oskaloosa this year raised \$22,000—a large sum for the town. West Union, Iowa City, Carroll, Spirit Lake have made generous gifts of land to the State, thereby making possible the restoration of old lake-beds and the creation of several beautiful new lakes.

Great progress has been made in that part of the Conservation Plan that deals with fish and game. Fishing is being restored through stream-improvement and proper stocking of the waters. Improvement work in the trout streams is being carried on by the sportsmen and CCC workers.

Game-management on an extensive scale has been introduced with the very generous aid of the farmers and organized sportsmen. Cover for nesting areas is being provided through the coöperation of farmers who are allowing grassy thickets to remain undisturbed. With Federal aid, 8 sewage plants are under construction or completed, and 14 other projects have been forwarded to Washington.

The Conservation Plan calls for roadside improvement. With Federal funds, a 25-mile highway project on U. S. No. 65, between Ames and Blairsburg, is now being planned for roadside plantings and landscaping.

In a time of confusion and rapid changes, the Plan is proving a steadying force directed toward a definite aim.

What States Have Art Commissions?

By WILLIAM N. LUDWIG, Administrative Officer, Pennsylvania Art Commission

ONLY four States other than Pennsylvania have even a semblance of art commission relations, so far as our records go.

In Indiana, the Indiana Monument Commission passes on all war memorials erected in consequence of legislative provision.

Connecticut has a Commission of Sculpture, legislatively created, which passes on statues and works of art relating to the decoration of the Capitol buildings and grounds in Hartford.

Massachusetts has an Art Commission of the Commonwealth, which passes upon all works of art to be installed in State-owned buildings.

Virginia has the Art Commission of Virginia, which considers the design of all public buildings and works of art purchased by, or presented to, that State.

It is apparent that Pennsylvania is better provided with a mechanism for adequate supervision than any other State. The Pennsylvania State Art Commission is the only assistance the Commonwealth has in maintaining a high standard of design in all work done under its jurisdiction.

Professional men are coming to recognize the value of the art commission more in the direction of consultation than of mere approval or disapproval. Records on file show appreciation of the criticisms and suggestions offered on designs submitted for approval, and also prove that the percentage of preliminary submissions increases year by year. This means not only better work generally, but insures immediate approval without loss of time when the final submission in any case reaches the administrative office.

An art commission founded upon comprehensive and satisfactory legislation is of major importance, tending not only toward better design, but not infrequently toward high economy. Every State in the Union would profit by the establishment and maintenance of an art commission with adequate powers and appointed under conditions such as in Pennsylvania assure the attention of men and women who serve the State for its advantage without charge.

The Pennsylvania State Art Commission

By J. HORACE McFARLAND, Chairman, Harrisburg, Pa.

THE Keystone State, it appears, is unique in having set up by statute a mechanism for safeguarding the location and design of "all public monuments, memorials, buildings, or other structures, and certain private structures proposed to be erected anywhere in this Commonwealth, other than in cities of the first and second class." This statute, approved May 1, 1919, and yet in force with slight amendment, operates in all of Pennsylvania, save Philadelphia, Pittsburgh, and Scranton, each of which cities has its own Art Jury or Art Commission authorized by statute.

When it is understood that the control of the design and location thus authorized includes all school buildings, all bridges, as well as all buildings and memorials erected anywhere in the State on public property, or paid for by public money on private property, the scope of the Act may be better realized.

The best determination of what this means is to consider briefly items reported, as required by law, to the Governor at the end of November, 1933, for the preceding year. Notwithstanding the apparent building paralysis, consideration was given during that year to 316 designs, of which 36 were designs for State-owned buildings. There were also 61 designs for public school-buildings, 12 for city or county buildings, 11 memorials, 75 county bridges, and 121 State bridges, erected under the jurisdiction of the Secretary of Highways. This total was nearly 20 per cent less than that for the preceding year, and involved public expenditure in excess of \$7,000,000. At present, the average estimated cost of structures being dealt with exceeds \$1,000,000 per month.

In the last seven years the Commission has steadily held to the idea that its function was not merely to reject unsatisfactory designs or locations, but to suggest how good designs might be substituted. Thus, there is unofficial insistence that preliminary discussions be had concerning plans for structures about to be submitted, so that rejections could be avoided. In the last year, 96 projects were modified through this sort of relation and consequent conferences, and indeed there is record of 208 such conferences with designers for that year.

The effect of the authority thus given in protection of the expenditure of the money of the public is distinctly beneficial, it is believed. For example, 11 State highway garages have been designed so as not to hurt the eye. One 7,000-foot bridge across the Susquehanna was made a thing of beauty. A great memorial to a veteran of the Civil War, erected in combination with two jurisdictions in Philadelphia, but paid for by the State, has been made a creditable work of art. A most important water-conservation enterprise in northwestern Pennsylvania, involved in what is known as the Pymatuning Dam project, has been modified in coöperative relations toward satisfactory appearance. The further advantage to the public through the operations of this Commission occurs when by coöperating with other State and national bodies unnecessary projects are either held up or abandoned. When, for example, attempts were made to erect two unnecessary bridges across the Susquehanna, so that public money could be used to private advantage, relation to the Public Service Commission, to the Secretary of Forests and Waters, and indeed to the War Department, choked off these enterprises.

It has been a matter of pride to the Pennsylvania State Art Commission that its consideration is promptly given. In more than 90 per cent of the cases, decisions are rendered within one or two days of the submission of the designs. This practice, obviously, is promoted by the urgent effort to have informal discussions before final and formal submissions.

The Commissioners serve without pay. An executive secretary and his necessary assistants involve all the cost, with the exception of traveling expenses as the Commission goes about in pursuance of its duties. The personnel at present includes, in addition to myself as the chairman, Dr. Warren Powers Laird, former Dean of the School of Fine Arts of the University of Pennsylvania; Mrs. Letitia W. Malone, who has peculiar proficiency in the study of sculpture and its relations; Mr. Frederick Bigger, a distinguished architect of Pittsburgh; Dr. R. Tait McKenzie, equally distinguished as a World War surgeon and as a sculptor to whose credit are many great creations.

HIGHWAY PLANNING AND ROADSIDE DEVELOPMENT

Federal Highway Progress

By THOMAS H. MACDONALD, Chief U. S. Bureau of Public Roads,
Washington, D. C.

THE Federal and State highway organizations were called into action when the Nation united to use its great strength to overcome depression and to restore a normal national life. To achieve effective results, agencies capable of functioning on a country-wide scale were essential; and it was inevitable that the existing highway organizations should be called upon to take a prominent position in the front line of the offensive operations. These organizations became the shock troops to point the entering thrust of the "war against unemployment" army which the PWA has marshalled into action.

The National Industrial Recovery Act provided \$400,000,000 for highway and bridge construction, practically all of which is now involved in work under way. This money was directly employing over 172,000 men on May 19, with a rapid increase indicated as the construction season swings into full action. The construction program will be at its peak this summer, and the various projects will be largely completed by fall. A large number of projects already have been finished. Moreover, it appears probable that all Federal and State highway employment this summer will provide jobs for at least a half-million men directly employed. An idea of the extent and speed of the highway program provided may be gained by considering that in the six months between July, 1933, and January, 1934, construction under the supervision of the Bureau of Public Roads had been undertaken by the State Highway Departments on a road-mileage sufficient to build six transcontinental highways.

Actually, this highway work has not been concentrated upon any single line or class of highways, but has been distributed widely to reach into nearly every county in every State. There are included secondary roads, municipal streets that are a part of important highway routes, and principal rural roads on the Federal-aid highway system.

From the beginning of the Federal highway work, policies have been directed toward the building of a national system of highways as the principal objective. Employment is the first consideration and the most important reason for making available to the highway departments an appropriation more than three times as large as the annual Federal contribution for highways heretofore.

Coupled with the relief of unemployment, a number of new Federal highway policies as well as modifications of old ones have been made effective. Of these, one of the most important is the use of Federal funds for the improvement of extensions of the Federal-aid system into and through municipalities without regard to size. The minimum of 25 per cent of the funds allocated by the regulations for this purpose has been increased voluntarily by the States.

For the first time also Federal funds are being used for the improvement of secondary roads. As defined, this class comprises any roads not on the Federal-aid system. The regulations provide that not more than 25 per cent of the total funds may generally be used for this purpose.

Particular emphasis is placed in the law upon projects to eliminate highway safety hazards. For the first time the entire cost of the construction necessary to improve grade crossings is being paid from the Federal highway apportionments, but this does not include any land or property damages. The program includes many grade separations between railroads and highways and a number between highways. In addition, narrow roads are being widened to meet traffic demands, dangerous bridges replaced by modern structures, and numerous other highway traffic hazards removed.

One of the most important causes of serious accidents charged against highway traffic is the use by pedestrians of roadways designed for vehicular traffic only, particularly in the suburban districts of metropolitan areas. For the first time Federal funds are being used to provide footpaths, and a reasonable start is being made in the furnishing of such facilities.

There has been so widespread and insistent a demand for the extension of adequately improved roadways on which to operate motor vehicles that it has been the general practice to confine the expenditures to this purpose and to design the



A Sample of the Boston Post Road "Slum" at the West Approach to Darien
Courtesy American Nature Association



A Sizable "Slum" Created by the One Filling Station.
The Number of Signs Can Be Limited by Law
Courtesy American Nature Association



Sixteen Billboards on a Two-Mile Approach to Berlin, Conn. The Tax Law Discourages the Small Signs But the Big Ones Flourish
Courtesy American Nature Association



How the Piscataqua Garden Club of York, Maine, Set to Work to Clean up the Roadsides of the Community
Courtesy American Nature Association

roadways themselves without the comfortable margins desirable to contribute to safety, durability, and beauty. While practice has required that the construction be brought to a workmanlike finish, the conception of roadside improvement has heretofore stopped with the finishing and seeding of cut slopes and the careful cleaning up behind the construction operations. There is a substantial change in this attitude in the direction of roadside improvements by supplementary construction and planting. Proper landscaping is coming rapidly to be recognized as a necessary part of adequately improved highways.

A summary of the public works highway projects under the supervision of the Bureau of Public Roads as of April 30, 1934 (exclusive of the loan and grant highway projects recently transferred by the Public Works Administration to the supervision of the Bureau) shows 8,050 projects on 29,533 miles of highways. Of this mileage, 21,042 miles were under way or completed using funds from the \$400,000,000 appropriation; the remainder was divided between forest, park, public lands, and work-relief roads. The total estimated cost of work in progress on that date was \$428,528,937, of which \$386,404,558 was from the Public Works Fund. Of the 21,042 miles using funds from the \$400,000,000 appropriation, types of construction were divided as follows: graded and drained, 4,854; sand-clay and gravel, treated and untreated, 7,974; macadam, treated and untreated, 809; bituminous mix, macadam and concrete, 4,134; Portland cement concrete and block, 3,157; bridges, railroad-highway and highway-highway grade separations, 114. On May 19, of the 7,791 projects under way using the \$400,000,000 appropriation a total of 1,379 had been completed, and 4,958 projects were under construction.

The experience in handling the present as well as the previous highway programs has emphasized the necessity for broad planning on a national scale of the future highway improvements. This planning comprises two phases:

First, the division of the highways themselves into service classifications; and, second, the surveys and other investigations of both an economic and an engineering character necessary to plan the specific improvements upon the systems as classified. It will be recognized that the classification of highways is in a constant state of flux. There are the Federal-aid system, the

State highway systems, local roads, such as county and township, and also city streets. These classifications have been largely jurisdictional. There is need of continuation of the studies now in progress in some States and the beginning of such studies in States not now engaged in such work, for the purpose of classification on the basis of present and future utilization. It is only by such a classification that we can build the long-time jurisdictional, financial, and engineering policies that are sound.

As to the second phase, the more important the improvement the longer the time necessary to make the detailed studies to insure a sound plan. Also, when public works are to be expanded to absorb unemployment, it is necessary that these studies and plans be ready for such an emergency. It is recommended that the policy of future planning be recognized as a necessary continuous operation, and appropriations provided for such planning on a coöperative basis with the State highway departments and the other Federal agencies.

The self-liquidating character of highway construction is too generally overlooked. The highway user is very heavily taxed. The Bureau of Public Roads has in final preparation a study of the returns through taxation of the road user by Federal, State and local authorities. The returns to the Federal Treasury during the calendar year 1933, as reported by the Bureau of Internal Revenue, of taxes levied directly upon the road user and indirectly through sales taxes, shows that the payments into the Federal Treasury totaled \$257,217,517. At this rate the \$400,000,000 set aside for highway construction will be returned from these sources to the Federal Treasury within the period that the funds are actually paid out.

As a final thought, while the major accent has been placed upon the need for furnishing employment as widely and as rapidly as possible, the other principles here touched upon are highly important from the standpoint of the future development of our highways. The planning of highways to meet both metropolitan and rural needs, the coördination of highway transportation with other forms, the inauguration of a national campaign for beautiful highways, and the inauguration of widespread activities to do away with safety hazards of all kinds on our highways, are worthy of our most intelligent efforts.

Progress of Roadside Improvement in the Public Works Highway Program

By WILBUR H. SIMONSON, Senior Landscape Architect, U. S. Bureau of Public Roads, Washington, D. C.

PROPER landscaping is rapidly coming to be recognized as a necessary part of adequately improved highways. In the rules and regulations for the planning of the emergency highway program provided for by the National Industrial Recovery Act, certain classes of work were listed as worthy of prior consideration. High in this list was included “. . . the appropriate landscaping of parkways or roadsides on a reasonably extensive mileage. . .”

To permit a widespread demonstration of the added values that may be secured through very moderate expenditure for roadside treatment, the policy has been instituted of requiring in every State definite projects of roadside improvement as a part of the Public Works highway program. At least one-half of one per cent of the money apportioned to each State is required to be spent for this purpose. In imposing this requirement, Thomas H. MacDonald, Chief of the Bureau of Public Roads, emphasized that the particular percentage mentioned was not to be construed as the recommended allotment to roadside improvement projects, but rather as the *minimum* compliance with the requirements of the rules and regulations. It is the expectation of the Bureau that roadside landscaping will have a regular place in highway construction in the future.

The provisions of the recovery measure, as the first step in that direction, have quickened roadside progress in the majority of States. Advancement has been particularly far-reaching and rapid in the development of engineering methods and organizations necessary to carry on such work on an extensive mileage. Less than a year ago, the number of States definitely organized to administer work of this kind could be counted on the fingers of one's hands. By May, 1934, no less than 45 States were in position to say that their highway departments were doing development work. The majority were handling the demonstration projects with either their regular maintenance or construction forces.

Some idea of the character of the organizations that are being developed may be supplied by the kind of men that have been put in charge of the work. In 25 States they bear the title of landscape engineer, but there are technically trained landscape architects among the incumbents. In 6 States the roadside men are known as landscape foresters; in 4 they are landscape architects, one of whom serves in an advisory capacity only. Three States employ arboriculturists or horticulturists; 2 depend upon State University specialists; 2 have delegated the job to their maintenance engineers; 2 have made it the function of assistant engineers with the advice of specialists; and 1 State highway department has the coöperation of the State Parks Engineer.

In practically all of these States notable progress has been made during the past year in placing this phase of highway work on a scientific footing. Especially encouraging is the evidence that the regular highway engineers are rapidly becoming familiar with the objectives of roadside development through their collaboration with the landscape men in the preparation of plans and specifications.

Roadside-improvement projects are handled in the same manner as other road-work administered by the Bureau. Initiative in the selection of projects for improvement rests with the State highway departments, which also are required to make surveys, prepare plans and specifications with detailed estimates of cost, let contracts, and supervise the work done. All of these steps are subject to the approval of the Secretary of Agriculture, acting through the Bureau of Public Roads.

Programs of expenditure for roadside improvement had been approved by the Bureau on April 30, 1934, in 32 States. The tentative selection of projects indicated a total of 721.8 miles of improvement of all classes at a total estimated cost of \$1,314,307.80, an average of more than \$1,800 per mile. The projects were selected on main arteries of travel, adjacent to the corporate limits of the larger cities, where sufficient right-of-way is available to undertake work of this sort.

By June 1 detailed plans, specifications, and estimates for roadside projects had been received from 32 States, representing a total of 169 projects and 550 miles of road. The estimated cost of the work on these projects is \$1,024,271.48, or an average of

\$1,862 per mile for projects averaging 3.25 miles in length. Of the 550-mile total, 524 miles are located on the Federal-aid highway system, 16 miles are on city extensions of the system, and 10 miles are on important secondary roads.

The natural or informal development of country highways has been emphasized in this initial demonstration work. The use of native types of materials in natural groupings has been stressed in the planting plans. Approved landscape and horticultural specifications for tree and plant units and for the associated items of work have been required as the best safeguard in the planning and execution of roadside improvements; and the use of appropriate local materials has been considered a primary requisite for the sake of economy.

Contrary to a somewhat general belief, the cost of a comprehensive roadside improvement is not absorbed largely in the purchase and planting of trees and shrubs, for only about one-third of the estimated cost of the improvement is spent for the purchase of plants and seeds and the actual planting operations.

The detailed roadside projects cover a wide range and variety of work, in addition to planting and seeding. Landscape-forestry conservation and improvement practices are important where wooded sections of the highway are to be developed, or where vistas may be opened up for the convenience and enjoyment of the public. The careful and thorough advance preparation of planting and seeding areas often involves considerable rough grading to obliterate ugly construction scars, and to flatten and round earth slopes in a proper manner. Soil-improvement operations are often essential for successful erosion-control. Footpaths and walks are frequently necessary for pedestrian safety.

The coöperation of all parties engaged in planning the work is essential to obtain final harmony and attractive results. The value of the present work lies largely in the opportunity it presents to develop this requisite coöperation and prove its results both to the highway builders and to the public. It is the confident expectation of Federal authorities that the results will be generally satisfactory and that what is now a national demonstration will very quickly become an accepted national policy.

Laws and Funds for Roadside Development

Compiled by LUTHER M. KEITH, Chairman Joint Committee American Association of State Highway Officials and Highway Research Board

Following is a digest of information received from several States concerning their laws, funds, and administrative practices for roadside development.

California. In general, the work is done by the Division of Highways under its authority to construct and maintain State highways. In 1931 the Highway Commission was given authority to secure lands adjoining highways for public parks, and also land and trees within 300 feet of the center line on each side of any State road, for culture or support of trees when such acquisition is an aid in maintaining or preserving the roadbed or an aid in the maintenance of scenic beauties. Under an act passed in 1933, provision is made for carrying on as maintenance such general utility services as roadside plantings. The funds are from specific maintenance moneys, not detailed in the budget. Work is financed as projects develop and funds become available. Much help has been given by individuals and organizations who deposit sufficient funds with the Department to plant and maintain trees for one year. The work is handled by the regular maintenance organization, T. H. Dennis, Maintenance Engineer, and an Arboriculturist who supervises the work throughout the State. He advises district-maintenance engineers and superintendents and prepares plans for particular projects.

Connecticut. The law requires any person to secure a permit from the Highway Commissioner to remove or prune any tree, shrub, or vegetation in the right-of-way. The Commissioner may plant in the highway or on adjoining land by agreement or by condemning easement. Funds are budgeted from State highway funds. In 1932 \$425,223 was spent for planting, maintenance, mowing, construction of gardens, picnic-grounds, etc. The Bureau of Roadside Development, L. M. Keith, Director, has supervision and maintenance of everything except drainage, on the roadsides outside of the outer gutter edge and of waste areas. The work includes mowing, removal of trees, maintenance of slopes and embankments, planting, seeding, maintenance of picnic-grounds, etc.

Illinois. The Department of Public Works may issue permits for planting of trees, shrubs, and flowers to persons, associations, or societies. The Department prepares the ground, supervises the planting, and maintains it with regular forces. The work is largely of an advisory nature. All trees, shrubs, etc., are protected by law. Funds to care for and maintain plantings are taken from the Highway Department maintenance budget.

Massachusetts. In 1921 an office was created to be filled by one with special training in landscape planting to "beautify the State highway roadsides." The program has since progressed with definite aims and accomplishments. Planting is done under the maintenance engineer and is supported by a separate allotment of funds for that specific purpose.

Michigan. Trees and shrubs on all highways are protected by law. It is the State Highway Commissioner's duty to plant trees along State trunk and State reward roads, with the consent of the owners of adjoining property. Money is budgeted from construction funds for development on new trunk lines. Money for yearly roadside maintenance is budgeted from general maintenance funds. The work is in charge of a Landscape Forester.

Minnesota. The Commissioner of Highways designates the necessary width of right-of-way. One hundred feet is the standard width. All highways, roads, and trails within forest areas are established as firebreaks. The Division of Forestry has authority to remove or clean up any inflammable material for 200 feet on either side of the center line of the firebreak roads. Any money used is taken from the highway funds, but local groups are encouraged to plant and maintain the plantings. An Assistant Engineer and Forester have been assigned to development work, under the joint supervision of the Construction and Maintenance Engineers.

Missouri. The law provides for construction and maintenance and all work incidental thereto. This is interpreted to provide for roadside planting and development. Trees, shrubs, etc., on the highway are protected by law. No signs or places of business are allowed on the right-of-way. Funds are approved for expenditure by the Commission from general highway funds. The commission urges coöperation of local groups interested in

planting. The work is handled by the Bureau of Maintenance. An experienced landscape designer is employed.

New Hampshire. There is no special law to provide authority or funds for roadside work. About \$6,000 is budgeted annually for highway marking and roadside development. Dependence is placed on coöperative effort with local groups. F. A. Gardner, assistant engineer, is in charge of the work.

New Jersey. The Highway Commission is empowered to plant and care for trees and shrubbery along State highways, or otherwise beautify the highway. The money is to be expended under the supervision of a landscape architect employed by the Commission. Funds for roadside projects are to be not more than one per cent of the amount expended in the preceding year for construction of highways. The appropriation must be approved by the Governor. There have been no funds approved the past two years. Appropriation for maintenance of projects is made from the motor-vehicle registration money.

New projects are recommended to the State Highway Engineer for his approval and that of the Commission. O. A. Deakin, Landscape Engineer.

New York. The Superintendent of Public Works may plant, remove trees, or trim trees, and may seed or sod within the highway. Trees and shrubs are protected by law. Special permit is required for signs in Adirondack Park. Any highway money may be used for tree or shrub planting, seeding, or sodding. Lack of funds has handicapped the work.

Oregon. The State Highway Commission is empowered to acquire by purchase, gift, or condemnation, land necessary for the culture of trees and preservation of scenic places adjacent to State highways and for parks and recreation grounds; also to improve, maintain, and supervise the same. Trees, shrubs, and flowers on the highway and on private land within 500 feet of the highway are protected. The costs are paid from State highway funds. The law is administered by the State Highway Commission and the State Parks Engineer.

Pennsylvania. The law authorizes planting of trees, shrubs, vines, and grasses on or along State highways; also the establishment and maintenance of live snowbreaks. Highway authorities may, when necessary to construct or widen a highway, remove trees up to 4 inches diameter, at 2½ feet above the ground;

for larger trees they must have the consent of the owner. All trees, plants, etc., on public or private property are protected by law. Money for planting, etc., comes from the regular road fund. A large amount of the work is done in coöperation with interested organizations or individuals. The work is carried on by a Highway Forester and six Division Foresters, under the direction of the Secretary of Highways.

Rhode Island. The State Board of Public Roads is empowered to plant trees, shrubs, and otherwise beautify the area within a State highway. Trees, shrubs, etc., are protected by law. The work is paid for from the general highway fund. It is classed as betterment work under the construction item of the budget. The work is done under the direction of the Maintenance Engineer.

Virginia. The law provides for a landscape architect who is a regular member of the Highway Commission staff, to devise methods to beautify and improve the rights-of-way. The Highway Department may make rules for the protection of trees, plants, etc., on the right-of-way. On new work an allocation of funds is made for seeding and planting the right-of-way. Maintenance work is paid for from maintenance funds. The State Landscape Engineer, H. J. Neale, under the Assistant Engineer in charge of Maintenance, makes an intensive study of conditions and makes recommendations to the Construction and Maintenance Departments.

Wisconsin. Highway authorities may acquire land for highway purposes and it may be used for any purpose deemed for the public benefit. Irregularly shaped parcels and corners along the highway may be acquired. Suitable plantings to improve the highway are authorized. Trees, shrubs, and vegetation are protected by law. On new construction or relocations, any roadside work is charged to the project. Maintenance of planting is handled by the regular maintenance forces. Beautification is made a part of the construction project and plans are prepared by a part-time Landscape Horticulturist from the University of Wisconsin, under the direction of the Highway Commission. J. C. Schmidtman, Vice-Chairman; M. W. Torkelson, Director of Regional Planning. Work is also carried on in coöperation with cities, clubs, etc.

Recommendations for Roadside Development

Recommendations of the Joint Committee of the American Association of State Highway Officials and the Highway Research Board

1. Every road-building agency should contain a person competent to design and carry out roadside-development work. His work should be considered an essential part of the design, construction, and maintenance.

2. Absolute control of the highway right-of-way and all its appurtenances should be vested in the highway authority.

3. Highway authorities should have power to acquire adequate right-of-way for present or future roadside development. They should also be empowered to keep or acquire title or easements in strips or parcels of land along the highway for the benefit and enjoyment of the public.

4. Highway authorities should budget a definite part of their funds for roadside development and its maintenance.

5. There should be coöperation by the highway authorities with individuals, organizations, and local communities interested in roadside development.

6. This Committee endorses the following resolution of the Roadside Development Committee of the American Association of State Highway Officials: "The Committee further recommends the establishment of State Highway Department nurseries only for the development of salvaged or collected native plant material, for the storage of surplus purchased plant material, and for the growing of such stock as is not obtainable from commercial nurseries."

***D**URING the past year there have been more miles of roadside planting than ever before in our history. Nature will coöperate with these works of Man to blot out the billboards.*

Notes from Here and There on Roadside Development

By ELIZABETH B. LAWTON, Chairman, National Roadside Council

THE last five years have seen remarkable progress in the movement for beautiful highways. The U. S. Bureau of Public Roads recently gave marked impetus to the movement by its ruling that in the allocation of the \$400,000,000 NRA highway fund each State is required to set aside one-half of one per cent for roadside development. Many States which had done nothing before are now coming into line.

In fairness to the civic groups it must be noted that this action of the U. S. Bureau could never have been taken had not a demand for roadside development been created by the public-opinion campaigns of recent years, carried on by the American Civic Association, the American Nature Association, the Garden Clubs, and the National Roadside Council* with its State and regional councils now functioning in fifteen States. The Highway Research Board in its recent Report on Roadside Development calls attention to this fact, and states that education of the taxpayer to appreciate the need and the possibility of roadside development is fundamental.

As roadside work gets under way, we find in many States an urgent need for a better understanding of the problem. What is our aim? What is our beautified highway to look like? Even the landscape architects in some cases have failed to appreciate that this is a new problem in landscaping. The rules and regulations laid down for the formal landscaping of a park or an estate are not always applicable. To some enthusiasts roadside development means planting beds of pansies and peonies along our rural roads. To others it means lining our highways with rows of trees. One worthy but misguided gentleman in Alabama has a national plan to border every highway in the United States with trees. It would be a crime still further to standardize our highways with formal or intensive planting, or to use exotics. Our aim is to get away from the standardization already too prevalent in highway construction and to restore as far as possible the natural characteristic beauty of

*Formerly National Council for Protection of Roadside Beauty.

each road. Frequently this means no planting whatever beyond that necessary to heal the scars of construction, but means instead the conservation of the natural growth already present. In other cases it may mean additional trees or shrubs, material which "belongs" and set in natural groups where it will frame, not hide, the view. In all cases the first fundamental step is the healing of the construction scars; raw shoulders and slopes must be covered with green and borrow pits screened.

The Florida Highway Department is stressing this point, that much of the roadside development is strictly engineering, and Florida has begun the reshaping of the earthwork along her entire system. Slopes will be flattened, rounded, and covered with green. There is to be no bare earth visible between the pavement and the property line.

When highway and roadsides are completed, if the landscape director has done his work well, Nature will get the credit. The effect will be so natural that the average motorist will not realize that much of the beauty is due to the highway department.

The National Roadside Council has made a valuable contribution to the movement for beautiful roadsides through its Roadside Surveys. With the support of the American Nature Association these surveys have now covered ten States and three regions. The survey of the Approaches to the Federal City was made with the coöperation of the American Civic Association. Two of the recent surveys, Michigan and Connecticut, offer illustrations of the points under discussion.

These two States lead in roadside development today. Both began the work about seven years ago, creating a landscape division in the Highway Department with subdivisions in the highway districts of the State, and in both States crews of the maintenance men have been given practical training throughout the State.

Both States have an important economic reason for making highways beautiful. Michigan is a summer playground for the entire region with 78 per cent of her motor travel recreational. Connecticut is the corridor through which must pass the great flow of tourist traffic pouring from New York City and beyond into New England. Also, Connecticut is a residential State where property values depend very largely upon the beauty of the surroundings.

Michigan has strict supervision over the use of the highways by public utility companies. Poles are granted a place on the right-of-way only when this can be done without sacrifice of the trees. Permits must be secured for all tree-trimming and cutting, with a separate permit for each tree to be cut. Skilled tree men must be used for the work. You will find few examples of tree butchery along the State highways.

At the time of the survey Michigan was budgeting \$250,000 annually for roadside maintenance, including care of trees and shrubs. For each new construction job there was included in the appropriation an estimate to cover the cost of roadside improvement, tree trimming, transplanting of trees which should be saved, and the planting of additional trees and shrubs where needed. Probably two-thirds of the new highway would need no planting. In 1931 these appropriations for landscaping new jobs amounted to \$140,000, bringing the total spent on roadsides in Michigan in 1931 up to \$390,000, a little more than one per cent of her total highway funds. The beauty of the State is reckoned as a sound business asset in Michigan.

The physical characteristics of Michigan and Connecticut are in sharp contrast, the one an agricultural State of great area and vast unsettled spaces, the other a residential State, small, compact, almost like a big park or a private estate, with comparatively little agricultural land left. The roadside problem differs accordingly.

Connecticut stresses two projects which are very noticeable as you motor through the State: the Highway Gardens and the Roadside Rests. Waste areas between old and new roadbeds, perhaps where a curve has been eliminated, are landscaped and made into Highway Gardens. At the outset, when roadside landscaping was still experimental, these waste areas were treated rather too formally. Too often exotics were used and ugly "concrete teeth" stood about the garden border to keep off the cars. But today, while the treatment of these small areas must still remain more or less formal since they are hemmed in on all sides by the formal roadbed, they are planted with native material rather than exotics, fewer concrete teeth are in evidence, and the general effect is in pleasing contrast to the rough treatment or neglect of similar areas in other States.

The true parkway, with limited abutters' rights and with

sufficient right-of-way to prevent unsightly or inappropriate roadside development, is, of course, the ideal solution of all our roadside problems. Unfortunately, only a small percentage of our highways can be parkways. For our average highways we must still find roadside control through zoning, easement, or State law. We may plan a wonderful boulevard, following natural contours, with traffic divided, but unless roadside control is secured, time and traffic will soon develop another Post Road. The costly boulevard from Worcester to Boston is an illustration. The only roadside control provided is a short setback for roadside enterprises, and such protection from billboards as the Massachusetts regulations provide.

Already in New England and on Long Island you find examples of town zoning which restricts business to certain districts and allows billboards only in limited zones. Bristol, Rhode Island, allows billboards only in the second commercial district, and permits any place of business to have only 40 square feet of signs on the premises. County zoning in Prince Georges and Montgomery counties, Maryland, allows billboards only in the industrial zones and restricts the signs on the place of business. Monterey County, California, permits billboards only in the third commercial district. Montecito County, California, like the Town of Oyster Bay, L. I., is zoned as residential, and no billboards are permitted.

Kern County, California, desiring to protect a new highway leading to the county seat, Bakersfield, passed an "interim ordinance" to hold until the entire county should be zoned. This interim ordinance controls the roadsides for 200 feet back from the right-of-way. For 30 feet back no buildings except fences may be erected. Back of the 30-foot line architectural supervision is exercised over any buildings not used strictly for agricultural purposes. No signs can be erected except in strictly business districts as defined by the California Motor Vehicle law. On any place of business no sign may exceed 24 square feet and the total area of signs is limited to one square foot for each linear foot of frontage occupied by the business.

County zoning is developing also in Wisconsin. State zoning of the State highway system as an entity is now suggested, and the idea is winning favor.

STATE PARKS AND RECREATION

The Civilian Conservation Corps in State Parks

By HERBERT EVISON, in Charge, under the National
Park Service

THE Emergency Unemployment Act of March 31, 1933, was generally interpreted by the forestry profession as likely to apply almost wholly to public and private forests. Since even today there are a tremendously greater number of Civilian Conservation Corps companies working under direction of the U. S. Forest Service than under all other agencies, this original idea, and particularly the concept of a "Reforestation Army," is still accepted as correct by most Americans.

Contrary to this idea, however, there are today at work in parks,—national, State, county, and metropolitan,—about 75,000 members of the Civilian Conservation Corps. Of these some 20,000 are on National Parks and Monuments; the other 55,000 are on parks of other types.

None of us who knows much of anything about parks and park problems is unaware of the tremendous potentialities, for benefit or damage, of 55,000 men thrown into properties so valuable and so easily injured as our parks. Most of us have had visions—even examples—of men turned loose with ax and saw and grubbing hoe, undirected or badly directed, slashing and scarring lovely natural landscape. It is quite natural that those who possess a tender regard for natural beauty should be somewhat fearful of the results of this tremendous undertaking.

It is an extremely fortunate thing that park work was, from the very beginning, placed under the National Park Service. For nearly two decades, the primary concern of the Service has been the preservation of natural beauty. Though the immensely enlarged responsibility entailed by what is generally known as State Park Emergency Conservation Work required creation of a new organization "from scratch," the principles that have been dominant in the National Park Service's conduct of its regular duties have likewise been dominant in this. Thoughtful and comprehensive planning and development calculated to

make the parks more useful and which at the same time treat their natural features with an understanding regard for their values, are the keynotes of the Park Service attitude.

State Park authorities had very short advance notice of the possibility of obtaining the services of Civilian Conservation Corps units, when the Emergency Conservation Work was inaugurated. Thus, during the first period of operation, State Parks, as well as county parks and metropolitan sections of municipal park systems—to which the provisions of the Act were extended by executive order—had but 105 out of the 1,466 camps in operation. With the beginning of the second period, on October 1, 1933, however, this number jumped to 238. During the present period, which started April 1, there are 269, and the number is likely to be further increased in October.

Conduct of the work of these thousands of men was placed with the Branch of Planning, for which Conrad L. Wirth is assistant director, and the set-up which is handling the job is his "brain child." The keynote of it seems to be a reasonable balance between centralization and decentralization.

The whole country is divided into five districts, each headed by a park man of real administrative ability. Each has under him, in the one to five or six camps in his district, a group of inspectors, men of technical training and park experience.

Inspectors are almost constantly in the field. It is their task, in the first place, to cooperate with the park authorities in preparing work programs for the parks and setting them forth on the applications that are submitted to and approved by the Washington office. Once these are approved, it is up to them to keep on intimate terms with the work itself, to see that it conforms with the program approved, and that its quality is up to the requirements of the National Park Service.

Major policies are, of course, established in Washington. The budget of each camp for actual conduct of the work, and all contracts, are also valid only when approved in Washington; appointments, with the exception of certain artisans assigned to each camp, are all made by the Secretary of the Interior. On the other hand, all plans, general or detailed, are approved by the District Officers, who can also permit certain changes in the budget. In most respects, the District Officers run the show.

The work projects themselves go considerably beyond the

commonly accepted forest protective measures. Recognizing that parks are to be subjected to very heavy wear and tear, and that conservation of their natural resources is possible only if proper provision is made for use of them and for control of that use, the President at the outset approved a comprehensive group of work types, broad enough so that when a park's work program is completed, that park is well prepared to take care of the public that will use it.

One of the many excellent features of the Emergency Conservation Work program is that provision has been made for employment of an adequate supervisory personnel in the camps themselves. These men,—the camp superintendent and his staff of foremen,—have charge of the "enrollees" during eight hours of work each day; they not only direct the work, but in many cases they plan it as well. Most supervisory groups contain one or more graduate landscape architects, one or more engineers, usually one or two men of forestry training, as well as men accustomed to "bossing" construction. A first requirement for any park on which work is undertaken is a general development plan. While some States have had competent planning for many years, others have not, nor do they have employees qualified to undertake it; hence, the work of making general plans in a large number of camps devolves upon the technical employees. There is equal insistence on the preparation of proper plans for roads and trails, camp- and picnic-grounds, and all structures.

Aside from the vastly increased usefulness of the parks themselves, Emergency Conservation Work is having a number of interesting and valuable results. One of the most important of these, undoubtedly, has been that it has impressed on State Park authorities the value of adequate planning. There has been a very considerable amount of rule-of-thumb development of State Parks, but it is natural to expect that there will be much less of this in the future.

An interesting and valuable consequence of the requirement that general plans—master plans, if you like—be prepared for each park has been to show up strongly the inadequacy of many of the States' holdings, in many cases so serious as to render the making of such plans difficult or impossible. In an encouraging number of cases, the States have either found funds or done effective begging to round out deficient parks. A permanent

effect is likely to be that future acquisitions will be on a more adequate scale.

Emergency Conservation Work has brought into the State Park picture a large number—probably as many as 700 altogether—of architects, landscape architects, and engineers. A number of them have told me of their appreciation of the opportunity it has offered and the broadening of their professional viewpoint that has resulted. Its effect on these professions should be excellent; certainly it should focus the attention of their members on the special character of State Park work as it never has been before. Also it is building up a body of technically trained men, under the most favorable auspices.

Undoubtedly the most remarkable consequence of Emergency Conservation Work has been the tremendous extension of State Park acreage during the thirteen or fourteen months in which it has been in operation. It is doubtful if there has ever before been a period of comparable length, in bad times or good, during which so many new parks were established or during which so many extensions of existing parks were consummated. Five States which previously had no parks at all have, since the first of April a year ago, acquired from one to six parks apiece. At least twenty others have acquired new parks, many of them having also extended existing parks. While no exact figures are available as to what this new acreage amounts to, the total is probably somewhere between 300,000 and 400,000 acres.

At least 95 per cent of the reason for this rapid extension of State Park properties has been the immediate possibility of developing them for public use through Civilian Conservation Corps companies. By no means all of the new acquisitions have been desirable. In some States, enthusiasm for acquisition has undoubtedly outrun the better judgment of the State Park authority. Some of the acquisitions, chiefly gifts, are of purely local importance from any viewpoint, and these and others are likely to prove a considerable burden upon the States from a maintenance and operation standpoint. More than balancing these facts, however, is the fact that among the new acquisitions are some of the finest State Parks in the United States. New parks in Texas, for instance, include such possessions as some 15,000 acres of the magnificent Palo Duro Canyon in the

Panhandle and 105,000 acres in the gloriously rugged and wild Chisos Mountain section of the Big Bend, down near the Rio Grande; and Texas has finally incorporated into a State Park, known as Bastrop State Park, an extensive and representative example of virgin longleaf pine. Georgia recently acquired an extensive section of the interesting hill and forest region close to Warm Springs, but her prize new possession undoubtedly is the Santo Domingo Mission not far from Brunswick. This is a property of 500 acres on which are situated the ruins of the Mission, established some 200 years before the earliest of those in California. Virginia has established what almost deserves to be called a State Park System in less than a year, each of its acquisitions being genuinely distinctive. One of the first acquired of her new parks was 1,000 acres of the famous Cape Henry Desert, with which visitors to the 1932 annual meeting of the National Conference on State Parks had some opportunity to become acquainted. Minnesota's new Gooseberry Falls State Park on the north shore of Lake Superior is one of the most scenic bits of land and water to be found anywhere along this extraordinarily beautiful stretch of Great Lakes coast.

The final result of all this tremendous undertaking on State Parks appears almost certain to be some sort of permanent tie-up between the National Park Service and the various park authorities in the States. Until this work was undertaken, the relationship between the Service and the States had been entirely unofficial, but the Secretary of the Interior and the Director of the National Park Service are furthering legislation which will permit the Park Service to cooperate with the many State agencies in selecting and planning their parks. In justification of this extension of the functions of the National Park Service, it may be said, briefly, that State Parks are coming to have a greater and greater interstate significance and they are becoming increasingly linked into what should ultimately be a comprehensive national system of State Parks and recreation grounds. It is felt that the National Park Service is splendidly equipped to render to the States a type of cooperation that will tend to keep State Park development as a whole on a high level of quality and to make of this far-flung group of properties a system of which all Americans can justly be proud.

The South's Awakening to Conservation and Recreation

By FANNING HEARON, National Park Service, Washington, D. C.

MARKED gloriously with places of natural beauty that cry out for development into recreational areas, and grown over with fortunes in timber that have become legend with the white columns that stand back in the wisteria, the South in all probability had come upon no full realization of these simple, evident facts until little more than a year ago.

Abundance, conservation, and appreciation are strangers to each other. And the abundance of beauty and value in the South's natural covering has been beyond the conception of those who have not seen the smoothness of her valleys, the rugged strength of her mountains, the dripping gray of the oaks and moss in the coast country, and the endless stretches of white beaches upon which man may drive his car, but upon which as yet few men have even bothered to look.

Since Jamestown, the South has neglected herself and given herself over to exploitation by others. It is difficult to say which has wrought the most havoc; nor does it matter. Neglect, largely through a one-crop system of growing nothing but cotton for cash, has sucked the life from her soil and left it to erode away with the rains and make plantations under the sea.

Exploitation through an almost wanton slashing down of her most valuable tree, the towering longleaf pine, and tapping it for resin to make turpentine has laid bare spots that once were twilight at noon. Turkeys strutted up and down the winding sand roads and scratched in the needles, and deer lifted their white flags and sailed over the palmetto stubble. Where these straight brown giants still stick their green tufts into the sun, turkeys and quail and deer live and multiply in such rank abundance that those able to afford the happiest hunting ground have chosen the coastal Southeast.

Because the immediate natural beauty of the place was impressive to a point of sanctity and because the visitors gasped about it so loudly in the presence of the natives, there have always been spots in the South conscious of conservation. Some things can become so beautiful that no man can tear them down.

The best known of such localities are in the mountains of east Tennessee, western North Carolina, and central and eastern West Virginia; the green velvet of Virginia from Warrenton across to Winchester and down through the Southwest; the grass and white-railed track fences of Kentucky and Maryland; the tropical playgrounds of Florida, and the opiate glory of the azaleas and magnolias of the South Carolina Low Country.

And even these have been exploited. The subdividers and boomers have been there. On the North Carolina slopes and in the Florida sand, toads hop along buckled, weed-grown sidewalks and lizards pant and sun themselves on blistered bungalow porches. A million-dollar, half-finished monument to it all stands on a high place near Hendersonville, N. C., so all who took \$200 options on \$4 acreage may look at it forever more: a Times Square hotel crying in the wilderness; \$50,000 worth of bathtubs alone standing in the rhododendron.

Such has been the conservation-recreational program in the South: the passive contentment of the natives to save and look at the things which those from the outside say are so pretty, and the feverish antics of the promoters. Meantime, her game is shot down for fun and her fish seined out to polish off an all-day singing on the river-bank, her forests burned every season through carelessness, or hacked down and sent through the mill.

Now come conservation and recreation in what are undoubtedly the most extensive forms they have taken—direct results of the President's recovery program. It was the perfect time to strike, the natural hour. The South, like all the rest, had exploited her natural and financial resources. She was on the wheel. The suggestion to save and not destroy lifted her up as if she were a frightened child.

The suggestion went farther: You of the South not only have things of natural beauty to save; you have things to develop and enjoy. You should have State Parks—many of them. There must be State-owned land. There must be acreage suitable for timber and game conservation; trails, bridges, cabins, and lakes. It will be developed, but you must provide it.

And she did!

Virginia, whose Commission on Conservation and Development has been trying to tell the people about forestry conservation since 1914, moved into action. With the beginning of the

third CCC enrolment period, April 1, 1934, she had acreage in her own name warranting the development of 8 State Parks with 15 Conservation Corps companies assigned to the projects.

West Virginia, whose Kanawha River gorge reminds travelers of the Alps, surprised even her own people by securing immediately land for three State Parks and much more for forestry and game preserves. Parks were a new thing in West Virginia, though she has had what she calls public reservations for years.

Tennessee and Alabama, held up to the world by mention of Tennessee Valley Authority, drew many a CCC camp for forestry and erosion work, and five of these have been taken over for park development. Two are at Muscle Shoals and one at Wheeler Dam in Alabama, and two are stationed near Norris Dam, 22 miles north of Knoxville in Tennessee. Alabama, with her mountains and her unknown beach country below Mobile, has six other State Park projects.

South Carolina, Georgia, and Mississippi offer for park development types of timberland and coast country no other States produce, unless it be Louisiana. The South Carolina Low Country is as historic as the Old South itself, but as yet there is no park here, though there is one at Cheraw in the eastern foothills. Georgia has done better, offering, besides four projects inland, the ancient Santo Domingo Mission, near Brunswick, for restoration—the perfect example of a personal gift to conservation, this one from Cator Woolford of Atlanta. Mississippi has also done well, having secured three tracts for development.

Maryland, talking about forestry since 1906, broke into the picture when the third CCC period began with two parks. Kentucky, keenly aware of the value of developed nature from generations of looking across her quarter stretches and along her rock walls and rail fences, was unable to do a great deal more than create a State Park Commission in 1924 and start a program. And she has been rewarded, presenting now seven State Park projects, any one of which will stop a tourist.

However many she may have let go by, sitting there in all her magnificent abundance of beauty and peace and quiet, this is one opportunity the South seized by the nape of the neck.

Saving the Redwoods

By NEWTON B. DRURY, Secretary "Save-the-Redwoods" League,
San Francisco, Cal.

PROTECTION of the \$6,000,000 investment in redwood parks already established in California, so as to preserve their naturalness, enhance their beauty, and increase their usefulness and inspiration to nature lovers all over the world, is now one of the primary aims of the "Save-the-Redwoods" League.

A comprehensive program of activity for their protection—particularly the 20,000-acre Bull Creek-Dyerville Park in Humboldt County—had already been formulated through the League's efforts when invaluable help was forthcoming in the form, first, of the State Unemployment Camps and, later, of the Civilian Corps under the Federal Government. It was possible, because of this concrete plan, to put men to work without delay in clearing out fire-hazards, in building trails, firebreaks, roads, and lookouts, as a part of the fire-protective system. Certain important phases, such as planning and supervision, not entirely provided by Governmental agencies, have to a considerable extent fallen to the lot of the League.

PLANS FOR PUBLIC USE

While the work which has been done is primarily for protection of the redwood parks, it also serves the purpose of opening up many of these areas to wider public use and enjoyment, particularly through the construction of trails. Coincident with the problem of fire-protection is that of planning the development and use of the parks so as to retain their primitive qualities and avoid destruction of the very elements that were the motive for establishing these reservations.

Frederick Law Olmsted, internationally known landscape architect, was engaged by the League early in 1932 to make a survey of the Bull Creek-Dyerville Park and other important redwood tracts, and to render the League a report on his findings as well as recommendations on how best to administer and protect these areas in future. Collaborating with him was Lawrence C. Merriam, Forestry Engineer.

This master plan for the redwood parks includes a program of necessary development in the way of roads, campgrounds, buildings, bridges, and the like, and planting which will harmonize with the surroundings and leave the great bulk of the area in an absolutely primitive state, penetrable only on foot. Much thought and study is being given to this problem by the State Park Commission and the "Save-the-Redwoods" League. It is only by far-sighted, experienced planning, carefully executed, that perpetuation of the scenic and inspirational qualities of our redwood groves can be fully realized.

THE PROBLEM OF CAMPING

Much thought has been given by the State Park Commission and the "Save-the-Redwoods" League to the question of providing properly managed campgrounds, where the traveling public can enjoy the experience of living amidst these giant trees, at the same time recognizing that the general use of all the redwood groves for this purpose would rapidly rob them of much of their attractiveness. In the Humboldt State Redwood Park and the Bull Creek-Dyerville area this problem has been met by establishing some 400 sites, in five different areas, where a camping party for a nominal fee can secure a clean, well-kept camp-site, with a fireplace, running water, and sanitary facilities. Each campground is in the charge of a custodian. They are conveniently located, yet screened from the main highway. The number of camps provided is in excess of the present demand, except perhaps for one or two days of intensive travel, such as the period around July 4. There has been general public recognition of the soundness of the Park Commission's policy in restricting camping to those areas which can be properly administered from the standpoint of fire-protection and sanitation; and also of the policy of making a small charge (50 cents per camp-site for the first night, and 25 cents per night thereafter) in order that in part, at least, the cost of this special use of the parks may be borne by those who enjoy it. This policy is in conformity with an act passed by the California State Legislature, in 1933.



A California Highway Vista



Road-Alignment in Connecticut, Designed with Appreciation
of New England's Elms

Courtesy *Landscape Architecture*



A Massachusetts Highway with Well-screened Pole-lines
Courtesy *Landscape Architecture*

EDUCATIONAL PROGRAM

A Committee on Education is working on a program which aims to increase understanding and appreciation of redwood parks. A botanical survey of the Bull Creek-Dyerville region is being made. There is an educational exhibit at Richardson Grove, using a fallen redwood 12 feet in diameter to illustrate important facts about the redwoods, as interpreted by its rings and root-systems.

The types of educational activity include:

1. Directional: (a) Headquarters; (b) maps and published guides; (c) signs; (d) ranger guides.
2. Protective: Education as to fire-prevention and protection of native flora.
3. Interpretive: (a) Writings; (b) museum material—photographs, specimens, diagrams.

A Committee on Taxation has been making a study of the effect upon tax-revenues of the redwood counties of the withdrawal of park lands from the tax-rolls, and has coöperated with local interests in endeavoring to secure relief for one school district which was particularly affected by the establishment of the Humboldt State Redwood Park.

A committee having to do with highways has assisted in the solution of problems arising from construction of new highways through redwood parks.

SUMMARY OF LANDS PRESERVED

Several years ago, the League, after extensive study, formulated a definite plan of preservation involving four major projects. As opportunity arose, the League has assisted in other projects, like the Calaveras Big Trees and Point Lobos, but, in the main, effort has been concentrated upon the four primary objectives.

Much of the redwood acquisition was made possible by the hearty coöperation of the California State Park Commission and the application of funds from the State Park Bond Issue to match contributions secured by the League. Generous contributions by John D. Rockefeller, Jr., Edward S. Harkness, and many individuals and organizations were of primary importance in this achievement.

Redwood Park Lands Preserved Project	Acres	Cost or appraised value
I. Bull Creek-Dyerville (Humboldt State Redwood Park)	19,298	\$4,305,000
II. Prairie Creek and Humboldt Lagoons	7,737	1,078,000
III. Del Norte Coast Park	2,766	442,000
IV. Mill Creek-Smith River	141	36,000
	<hr/>	<hr/>
	29,942	\$5,861,000
Mendocino County	52	1,300
Calaveras North Grove	1,891	275,000
Point Lobos	336	600,000
	<hr/>	<hr/>
	32,221	\$6,737,300

FUTURE PROGRAM OF THE LEAGUE

While the first three main projects of the League have in large measure been accomplished, lands are still being acquired to round out their boundaries. North of Dyerville, the "Avenue of the Giants," one of the most spectacular stretches of the Redwood Highway, still remains in private ownership.

By far the most important acquisition yet before the League, however, is that of the Mill Creek-Smith River redwoods, located northeast of Crescent City. This is the League's Project IV. Comprising approximately 20,000 acres, this forest is typical of the redwoods at their finest. It contains one of the heaviest average stands of timber in the world. Through the generosity of Mrs. Frank D. Stout and family of Chicago, one superb grove of 44 acres at the junction of Mill Creek and the Smith River has been added to the State Park System of California. But before the larger area there remains the menace of exploitation or destruction. To prevent this, and to add to the system of redwood parks one of the most inspiring forests, the League will continue its efforts. Looked at now, the task seems formidable, but no more so than did some of the League's projects of ten years ago, the realization of which, through persistent effort, has been brought about.

TWO STATE CAPITALS

A Plan for Jefferson City, Missouri

By HARLAND BARTHOLOMEW, St. Louis, Mo.

A COMPREHENSIVE city plan, concerned with practically all phases of physical growth and improvement, has recently been completed for Jefferson City, Mo. Approximately 110 years have elapsed since the first plan was prepared for the capital city, yet the early planners showed remarkable vision considering the conditions under which they worked. Some criticism might be directed at the fact that the early street system was not properly related to the topography, but the street-width was quite generous and in keeping with the needs and character of a State capital. The area embraced in the first plan was absorbed many years ago, but if the general provisions of this first plan had been extended in advance of urban growth, a more desirable physical structure would undoubtedly be found today.

The complete planning report included studies upon all of the more important elements of the city's physical structure. An adequate system of major streets was especially needed and this problem was complicated by the irregular topography. The proposed system will not only facilitate traffic movement, but will also encourage a balanced growth within the urban area. Coördinated with the system of major streets is a system of pleasure drives. The irregular terrain provides excellent opportunities for developing parkways, and the proposed routes provide pleasing approaches to the Capitol Building as well as making possible pleasant drives about the city.

The city is not well served by parks and recreational facilities. Due to the large amount of vacant urban areas and the open, unspoiled character of the surrounding territory, the need for such improvements has not been appreciated. Much of the undeveloped land is well adapted to park purposes, and a few large areas, particularly along the river, should be acquired at an early date. The proposed neighborhood parks and playgrounds have primarily been combined with school areas, to enable maximum efficiency and economy.

The future improvement of the area around the Capitol Building is one of the most important concerns of the present plan. Although this beautiful structure is erected upon the high bluff overlooking the river, the site is limited in size and the surrounding development does not permit the building to be properly seen or appreciated. Fortunately, this surrounding development is of such character that much of it could be acquired at reasonable cost.

The plan proposes that the present Capitol Grounds be enlarged. The additions to the east will enable a park-like treatment between the present Governor's mansion and the Capitol, and will also provide an excellent overlook area on the river. The acquisition to the west would remove a number of small industries that are now objectionable, because of their proximity to the Capitol. Here would be an informal park area. A mall treatment is proposed south of the Capitol. The main entrance to the building is on this side and a suitable approach is most desirable. Interesting views could be obtained of the Capitol from practically all sections of the city by this proposed treatment.

The several State and municipal buildings that may be needed eventually are proposed to be grouped around the enlarged Capitol Grounds. Thus all of the public buildings will be conveniently related to each other and will front upon, as well as frame, a large open area. A new Post Office Building is now being erected and will form an integral part of the future development.

A preconceived plan is essential for successful and desirable municipal growth. In addition, however, the active interest and support of both officials and citizens is necessary. Much interest and coöperation is evidenced by the citizens of Jefferson City, so that a capital city should result that will not only compare favorably with any other State capital, but will also be a source of pride to the citizens of Missouri.

Santa Fe, New Mexico

By S. R. DEBOER, Denver, Colo.

SANTA FE has a rather unique reputation to maintain. It is the oldest capital city in America, and perhaps the most unusual one. Its crooked and narrow streets are European in character. Some of its buildings date back to the early history of the Nation. In the process of modernization through which all of our cities have gone during the last half century, Santa Fe has had to trade some of its quaint character for wider streets, modern sanitation, lighting, and so on. That it was able to go through this change and still retain its unusual character shows the ability of its people. In this process Santa Fe has, perhaps by necessity, developed what is destined to become a typical Southwest-American type of architecture.

The Santa Fe River cuts through the middle of the city. For a quarter of a century efforts have been made to improve the banks of this river. These efforts always were wasted because of the difficulty of acquiring the land from many private owners.

Three years ago the State Legislature declared the Santa Fe River a State Park, but no work was done on the acquisition of land or improvement. Last fall the State was allowed one of the State park camps of the National Park Service. The enthusiasm of the citizens for the work of the Government grew so remarkably that, one after another, the owners of small tracts donated their river frontage to the State of New Mexico. At present nearly one hundred tracts of this kind have been donated or promised, and work has steadily gone forward.

The improvement of the Santa Fe River banks had to be in harmony with the unusual character of the city, and this is, perhaps, the first conscious effort toward a southwestern landscape treatment of a modern city boulevard.

On account of the topography of the ground, this river improvement can be accomplished without any damage to the existing unusual character of the city. In fact, it will rather redeem and protect this character because it will eliminate from the narrow streets some of the crowded auto traffic. Small dams have been put in the river to retard the flow of the stream and create small reflecting pools. Planting is all done in native material.

If the National Park Service had accomplished only this much for the city of Santa Fe and the State of New Mexico, it would have reason to be proud. The plans, however, go much beyond this. A master plan was prepared for the whole Santa Fe territory in which a mountain park development of unusual size will be directly connected with the Alameda along the Santa Fe River.

This river boulevard will run upstream until it reaches the mountains 4 miles east. From there the boulevard climbs along tree-covered slopes to the very highest tops. Lofty views through high trees, shaded dells, and picnic-grounds will enhance this mountain boulevard.

From the bottom of the Santa Fe River it will connect with a road built along the little Tesuque River, thence it will run to the tops of Lake Peak and Santa Fe Baldy over 12,000 feet high. A return road will go down the big Tesuque River to the Indian pueblo of Tesuque. Another loop road will follow the divide and run around the headwaters of the Santa Fe River to the mountain peaks on the south side of the river, and from there back to the city.

Sixty miles of mountain roads, and about that much in horse-trails, will form the skeleton of this State-park development. Lodges and shelter-houses are to be placed at strategic points; lakes and waterfalls will be created.

This mountain-park plan compares favorably with the Denver mountain-park development which has done so much toward realizing the goal of the Mountain States, which is to be the playground of the Nation.

The announcement of the proposed plan for a mountain-park development showed again the same confidence in the work of the CCC organization. As in the case of the boulevard along the Santa Fe River, offers of land were made. One tract of several hundred acres was donated outright; another tract of about 1,000 acres is still waiting for further completion of the plans.

With the snow-covered peaks clothed in heavy timber as one part of the park, and with the unusual city of Santa Fe with century-old buildings and pueblos at the other end of this State park, it would seem that New Mexico may acquire something unusual in State-park development.

IN THE CITIES AND TOWNS

New Interest in City Planning

By HARLAND BARTHOLOMEW, St. Louis, Mo.

Adapted from address given before Civic Development Department Round Table, Chamber of Commerce of the United States, Washington, D. C., May 2, 1934

THE objective of all planning is to achieve a satisfactory standard of living for all groups of the population. Much of our new interest in planning centers around the possibilities of improvement in rural living standards through State and national planning. Since our population is divided about equally between rural and urban dwellers, we must not lose sight of the need for improvement of urban living conditions.

Economic necessity compels a new consideration of the structural form of the American City. The measures now most needed to bring about social and economic stability and strength throughout the whole urban structure are:

1. *Comprehensive plans (city, county, or regional) should be officially adopted.* Our city-planning work has been ineffective because of inadequate enforcement. It is futile to expend large sums of money for comprehensive city plans and then fail to give them official sanction.

The Standard City Planning Act should be adopted substantially in its present form in every State. Each city should prepare, adopt, and follow a comprehensive city plan, revising it from time to time as changing conditions necessitate. Where the city boundary-line does not include all growth, there should be an official plan adopted by the county or regional government.

2. *Zoning ordinances should be revised.* Most zoning ordinances were prepared primarily with a view to preserving the more desirable residential districts. There was no knowledge of the laws of supply and demand in urban real estate. The growth of cities was expected to continue indefinitely. The net result of all this has been that our zoning ordinances are badly out of scale with social and economic needs. The older residence districts have been inadequately protected. Unnecessarily large areas have been zoned for industry and for commerce. Speculative practices have resulted in still further destroying the effectiveness of zoning plans.

3. *Slum areas should be reconstructed.* Apart from the desir-

ability of providing work in the present emergency, slums should be removed and new housing built as a matter of sound economic as well as social policy. A city cannot long endure which is half sound and half slum. People have escaped the slums whenever possible, because the buildings are obsolete and insanitary, and there is insufficient light, air, and open space.

4. *Blighted areas should be rehabilitated.* An attack should be made on the problem of blighted districts. Through properly conceived re-zoning of our cities, there will automatically come about a revitalization of blighted residential areas. Where there is now only a remote prospect of resale for commercial use, a proper re-zoning will indicate either the validity of a prospective commercial or industrial use, or the necessity for higher standards of maintenance based upon permanent residential use.

HOUSING

Our Federal Government has wisely created a Federal Emergency Housing Corporation with full powers to acquire land and build low-cost housing on a large scale. Only through the instrumentality of the Federal Government can we bridge the gap between past inadequate piece-meal methods of building and the large-scale undertakings which are now needed to demonstrate the desirability and the feasibility of neighborhood unit construction in the low-cost housing field. It is to be hoped that the Federal Emergency Housing Corporation can soon construct ten or twenty genuine large-scale neighborhood unit projects in as many cities. It will be a lesson worth whatever its cost may be.

While definite policies appear undetermined as yet, the following suggestions are submitted for consideration as a means of bringing about the most desirable standards:

1. Projects should be very definitely an integral part of the comprehensive plan of the city in which they are located. A division of city and community planning could well be established in the Federal Emergency Housing Corporation.

2. Local housing authorities should be created to construct, manage, and operate properties. Such local authorities are necessary to avoid the difficulties of remote control by the Federal Government. These local authorities should be thor-

oughly representative of the finest leadership in each community—civic, charitable, industrial, and commercial.

3. Buildings should be designed and equipped to provide a decent standard of living for the lower-income group of our population as distinguished from becoming merely competitive with other types of housing and which is more distinctly within the field of private building. This is a matter of careful study in each city. Projects should return in taxes to the local municipality a sum equivalent to taxes heretofore normally collected in such areas. There is no justification for taxation of new construction as such. The cost of normal public service, such as water, lights, and the like, should also be paid by the project.

4. Rentals should be determined upon as nearly a self-liquidating basis as possible. The rent schedule should be determined only after careful study in each particular case and should be subject to revision from time to time, based upon economic conditions. Since we already subsidize the slums, it is only reasonable that a subsidy should be provided for new housing to replace the slums, but this subsidy should be no more than sufficient to meet the differential in cost warranted by the economic conditions of the tenants.

PUBLIC INTEREST NEEDED TO SUPPORT PLANNING

Can we really build good cities? Good plans will be carried out only to the extent demanded by an enlightened public interest. Are the present financial problems of American cities sufficient to arouse citizens to a realization of basic causes? Can sufficient public interest be sustained and organized to acquaint the full citizenship with these problems and the measures which must be undertaken to build sound cities?

Unless we deliberately wish to invite economic collapse and social disintegration, we must learn to organize as effectively for civic achievement as we have heretofore organized for commercial and industrial achievement. Our cities lack unity and balanced design because there is no organized public opinion demanding something else. With increasing growth and complexity of arrangement there is an ever-growing need for united effort and constructive action to preserve unity and balanced design of the city.

The Status of Planning in Illinois

By KARL B. LOHMANN, Professor of Landscape Architecture,
University of Illinois

THE best spokesmen of what the communities are trying to do in a planning direction presumably are the planning commissions. The replies which came from 30 different cities in response to inquiries sent to the 42 city planning commissions and 93 zoning commissions in Illinois, served as a reasonable basis for an appraisal of activity.

In regard to the numbers of Illinois commissions that were active or were pursuing the even tenor of their way, those which admitted inactivity greatly surpassed those which professed activity. In a sense, the lethargy so represented was understandable when viewed against the retrenchments and other happenings of the previous two or three years. There were far too many communities that forgot the opportunities of planning and neglected to foresee the significant developments immediately ahead. Fortunately, there were commissions keenly aware of the challenge to action. Those commissions were meeting regularly and were earnestly concerned with the problems that faced them.

The majority of the replies indicated that the planning commissions had prepared some kind of preliminary general plans, but only half of these were regarded as officially accepted plans. Only five out of the entire thirty had availed themselves of air-maps. Only one-tenth of the cities had adopted programs of projects to be followed according to a definite sequence.

From the Chicago City Planning Commission we were impressively reminded of the swift and steady advancement made on the Chicago City Plan. Examination of a brief record of progress entitled "The Chicago Plan in 1933," or better yet, a tour of the city, shows that work has been pushed to completion in every department of the Plan. Arterial streets have been opened and widened. The river-front has been improved with a beautiful drive, and the river itself straightened and bridged (five times in the central district alone). The railway terminal has been completed and the Illinois Central Suburban System has been electrified. Practically the whole of the forest preserve system has been acquired. Finally, the lake-front

parks have gone ahead. To the south, the very site of the Century of Progress Exposition itself was a Chicago Plan Improvement. To the north, the filled-in land which is extending Lincoln Park now reaches to Foster Avenue. A new connection (the outer drive bridge) between the north and south-side systems is about half completed and is to be finished with the help of a Federal loan. Attention is being trained upon the rehabilitation of run-down sections of the older parts of the city.

A second large loan of some \$34,000,000 to the Sanitary District of Chicago brings the total amount for the Sanitary District to nearly \$42,000,000 and promises important new intercepting sewers, treatment works, pumping station, and necessary connecting conduits for the Chicago territory.

The distributed questionnaires also contained an inquiry concerning zoning activities in Illinois. The replies revealed that some of the zoning commissions were not active, had not been active in several years, or were active only in a minor way. The inactivity was said to be due in large part to the absence of new problems during that space of time. Some of the boards, however, are active, and although active, in some cases they are seemingly free from particular difficulties. This seems to be true of Chicago and of Aurora. We learn from the zoning commission of the latter city that for several years they have been very quiet, simply endeavoring to consolidate and interpret the laws in a very conservative manner. They believe that their practices have conformed very closely with the rulings of the higher courts. The bases of their actions have been caution and common sense and as a result they have had but little difficulty. They have tried to see reasonableness in all their decisions. On the whole, they have felt that their citizens have appreciated their zoning regulations and they have had no cases going to higher courts after the first one of Burns which was decided against Burns. Many requests have been received to change residence property to local business for the sale of beer and other similar beverages or to carry on other business within residences.

There were other replies that indicated difficulty in the protecting of ordinances or in combating of new troubles. In the city of Elgin they have been busy trying to keep down small ice-houses and hamburger stands. An official of Des Plaines, in somewhat the same strain, believes that depression

times are the most dangerous for zoning laws, because there is such demand for re-zoning, especially because some people want to use their residences for business uses and because many want to remodel residences for two-family uses.

Difficulties are met with even in connection with good ordinances. Although the commission of Hinsdale has prepared a good zoning map, its Board of Appeals is constantly called on to protect that map. There have been many attempts to obtain reclassification, but the Board has stood firm and no one has yet upset the ordinance.

Difficulties in Kenilworth revolve around the last application to re-zone a group of 25-foot lots in a cheap residence district for English terrace residence buildings which met with decided public objection.

As might be expected, the replies on zoning voiced the misunderstandings and difficulties that arose from the Supreme Court decision affecting Boards of Appeal. (*Welton vs. Hamilton*, April 23, 1931.) Consequently, for two years or more the Boards have tried to exercise great care in their rulings until such time as the Illinois zoning statute might be amended. This statute has been amended to take care of the objections raised in 1931. An amendment to Section 3 of the zoning law was passed by the Illinois State Legislature and became effective on July 1, 1933. This amendment deals only with variations which may be permitted by official action. The power of the municipality to amend zoning ordinances to re-zone, which is granted by Section 4 of the statute, is not affected by the new law.

As a consequence of the amendment, all of the zoning ordinances in Illinois are subject to revision to make them conform to the revised statute. While the ordinances are in the process of revision, the Boards might also be on the watch for any zoning regulations that might be interfering with the working out of new concepts in city planning.

Williamsburg, a New Old City

By KENNETH CHORLEY, Vice-President Colonial Williamsburg,
Incorporated

WILLIAMSBURG, eighteenth-century capital of the Virginia colony, is emerging from a transformation that gives this historic city special significance to those who are interested in city planning.

Six years ago Williamsburg resembled the average American city with a population of upwards of 3,000. It was a college community, for the College of William and Mary—second oldest in the United States—has been located here since the last decade of the seventeenth century. Many of the city's ancient buildings were still standing, although others identified with Williamsburg's colonial history had vanished. Duke of Gloucester Street presented an extraordinary appearance with the variety of the ancient colonial structures and miscellaneous modern buildings which had been erected along this historic thoroughfare as the city had grown and changed during the preceding fifty years.

Today, Duke of Gloucester Street and the older portion of the city present an entirely different appearance. Williamsburg is recapturing its colonial charm and appearance, as the work of restoring the city's eighteenth-century public buildings, homes, and gardens approaches completion. Gone are many of the modern edifices which struck a strangely discordant note in an otherwise genuine colonial setting. In their place will be found old homes and public buildings that have been restored or reconstructed, and gardens so typical of colonial Virginia. All of these changes blend with the fine traditions of the city which are such an important part of its colonial "atmosphere."

Most of the external changes which have come to the city during the past six years have been due to the unique restoration project undertaken by John D. Rockefeller, Jr. This work was not undertaken as an effort in city planning but rather to restore and reestablish, with the utmost accuracy, one of the most historic and typical colonial cities in America. Step by step as the old city has been re-created many interesting features have been brought to light. It has, for example, been revealed that Williamsburg was a planned city. It was one of

the first cities—possibly the first—in this country to have an orderly arrangement and design of its principal streets and the settings for its principal public buildings. The chief characteristics of this plan have survived to such an extent that notwithstanding the changes wrought by intervening years and the disappearance of many buildings, it has been possible to restore the city, with its impressive buildings, greens, and streets, to their appearance during the eighteenth century.

Briefly, it may be explained that those parts of the city which are included in the restoration area are not restored to any specific date. From the standpoint of historic interest and value it would be impractical to do so. It was considered more desirable to let the undertaking represent the architectural development of the city in the seventeenth and eighteenth centuries, and every effort has been made, and will continue to be made, to have the restored city colonial in its feeling and appearance. Those in charge of the restoration have three specific objectives: First, to provide and preserve a visual record of the life and history of the Virginia colony which played a leading rôle in shaping the early history of America; secondly, to make this record available to the public and students of colonial architecture, gardens, furniture, and decoration; and, finally, to make the restored city a shrine of patriotic interest where great events of early American history and the lives of many of the men who made it may be visualized in their proper setting.

The restoration has been especially fortunate in having from the outset the fullest coöperation and support of the residents of the community and the city government. Their coöperation has been an important factor in enabling the work to be carried out on such a large scale. Furthermore, it is responsible for many of the features which ultimately will make restored Williamsburg of special interest to those who are concerned with city planning.

In establishing a new business district, two blocks along Duke of Gloucester Street and outside the restoration area have been reserved for this purpose. Here new buildings that harmonize with the colonial architecture of the restoration have been erected. Already these buildings have attracted the attention of many persons who are interested in city planning. With

respect to location and the convenience of merchants, shopkeepers, and patrons using the buildings, these units are designed to meet present and prospective requirements of the community. Twenty-five shops are contained in these two business units.

One of the concluding phases of the present restoration program is concerned with the utilities program. This embraces extensive changes in the public utility services of the city, such as the removal of a modern power plant and its relocation outside the area under restoration, the relocation of a modern water-storage tank to a new and less conspicuous position outside the colonial area, the discontinuance of certain streets that came into use after the colonial period, the construction of new streets made necessary by changes within the restoration area, and the undergrounding of all telephone and electric power wires within the area under restoration.

This latter change, together with the resurfacing and landscaping of Duke of Gloucester Street, will alter the appearance of the city probably more than any other single undertaking. Meanwhile, the city authorities have undertaken extensive civic improvements that will greatly enhance the appearance and conveniences of the community. Grants of Federal Emergency Funds have enabled the construction of curbs, gutters, and sidewalk improvements in certain sections of the city. At the present time the city is building a new sewage system, a new and up-to-date incinerator, and making additions to its water-supply system through a grant of \$224,000 authorized by the Public Works Administration.

Thus, historic Williamsburg is emerging from a period of great change. Its fine colonial traditions are retained and reemphasized by the restoration of 63 colonial buildings and the reconstruction of 72 colonial structures. As symbols of its eighteenth-century importance—to Virginia and America—it now has the reconstructed Governor's Palace, Capitol, and Raleigh Tavern, which have been duplicated as faithfully and accurately as possible. All of this and much more has been done in a living community. Williamsburg will continue to be such in its own distinctive setting—a new old city authentically restored "That the Future May Learn from the Past."

The T V A Town of Norris, Tennessee

By EARLE S. DRAPER, Director of Land Planning and Housing,
Tennessee Valley Authority

IN BUILDING the new town of Norris, the Tennessee Valley Authority has given emphasis to the principle that adequate physical planning of the land must be based on an environment that is constantly changing. This rapidly expanding manner of life is arousing new needs and desires, not only among the people of the Tennessee Valley, but throughout America—if not the entire world.

Norris, then, is a planned effort to provide for a rapidly changing standard of life. It is not so much a paternalistic attempt to foster a different way of living among the people of the Valley as it is an effort to meet the larger requirements and demands which they themselves will make in the near future.

Norris covers an area of some 3,000 acres, lying about 4 miles by road from Norris Dam. A large part of this acreage, together with natural barriers, forms an unbroken protective zone preventing hit-or-miss development along the outskirts of the town. This protective zone is not entirely idle land, as it includes the TVA demonstration farms and the subsistence farm plots which are expected to play a large part in integrating local industrial work and a small-scale, but intensive farm economy in the community.

At Norris, streets and roadways give consideration to the natural contours of the ground. Thus, grading and maintenance costs are reduced, and the winding roadways seem to fit the irregular topography and rural setting. The freeway passing around the town, but with direct access to the town center, will ensure freedom from through traffic for the narrow roadways of the local streets.

The irregular location of the houses on the most favorable site on the deep lots makes it possible to develop a path system through the open blocks to serve houses and group garages effectively without the necessity of considering the relation of walks to the roadways and giving in most cases a desirable and complete separation between vehicular and pedestrian traffic. Foot-paths in a number of instances pass under the roadways when grades favorable to such treatment exist.

The first unit of 151 houses was completed in June, 1934, and a second group of 80 is under construction. By December, 1934, housing for a total of 350 families will be completed.

About a dozen basic floor-plans, ranging from 3 to 6 rooms, with 4-room types predominating, were employed in the first unit of houses at Norris. These are of frame-and-brick construction, varied in exterior treatment to avoid monotony. Heavy, hand-split shingles and native stonework, introduced here and there, add local character to the houses. Porches and fireplaces are important features of these houses, not only because they are traditional throughout the Valley, but largely on account of their practical usefulness in this comparatively mild climate. Complete electrification of 151 houses is an innovation made practicable by the cheap power rates established by the TVA. Electric house-heating also made it feasible to eliminate basements, service drives, and other expenses incident to a type of heating giving comparable results.

Though the houses of the first unit at Norris are of an extremely economical type, the second unit offers a distinct innovation in low-cost housing. Their walls, including interior partitions, are of cinder concrete blocks with pre-cast concrete slab and joist floor construction. The wall surfaces, both outside and in, are finished with cement paint, and the floors have an integral cement finish similar to tile. Roofs are of metal, painted, and the ceilings are insulated. Though inexpensive, these houses are durable, sightly, and comfortable.

The construction camp which was necessary for housing the 1,500, or more, single workers engaged in the construction of Norris Dam, and the town, has been designed for long-time usefulness. After the completion of the dam, these buildings may be easily converted to use as a training school or convention center.

The features necessary for the functioning of a self-contained community are provided in a town center where are grouped the buildings required for commercial and administrative purposes, with the public school and recreation grounds made a part of the unit. This group will be completed in the fall of 1934.

Complete systems for electric distribution, water-supply, and sewage disposal are provided, all based upon probable future requirements as well as upon present needs.

The Plan of Boulder City, Nevada

By S. R. DEBOER, Denver, Colo.

THE location of a new town in a desert, dependent on artificial features which all have to be created, presents many difficulties. Those in charge of the reclamation work, Dr. Elwood Mead, Commissioner, and Raymond Walter, Chief Engineer, were anxious that the men working on this project should have the coolest and most attractive town to live in.

Recording thermometers placed in five spots near the proposed Hoover Dam showed the selected location as the coolest by several degrees. They proved that it is altitude which determines temperature to a large degree. Soil and beauty of location were also taken into consideration. Estimating the size of the proposed city had its difficulties. There was to be a small permanent town of some 1,500 people and a larger temporary town of 5,500 people. Water-supply and sewage were the next problems,—the first difficult, due to the lift of the water from the Colorado River to the town 1,800 feet higher.

The site is a saddle between two hills. The higher west hill was selected for water-supply, the east one for residential use. In the saddle, overlooking an abrupt slope to the proposed lake, was placed the Government office building, the central feature of the city.

The plan of Boulder City is based on the character of the topography. From the saddle the land stretches in a V-shape to the south, and the plan of the city shows this same V-shape, or perhaps a double V-shape. Three main arteries of traffic, all focusing on the central Government building, make the skeleton of the plan. The west artery is the main traffic line from Las Vegas, and through it traffic by-passes the business district. The middle artery is the main business street, and the east artery connects with the residential artery.

The business district, however, is not a street, but a plaza, placed on the axis of the central artery. Nearly all cities suffer from automobile congestion caused by the use of the streets for parking. The business district, however, is the terminal of all automobile traffic of a city. Without terminal facilities there can be no business district. In a wide business street the cohe-

sion between the two sides of the street is lost. This does not exist if a plaza is used where shoppers can circulate around an open space along continuous sidewalks. By using this treatment it was possible to treble the amount of parking facilities and still prohibit curb parking and thus prevent obstruction of view.

Three of these squares were planned, one for retail stores, one for light industry, and one adjoining the main west traffic artery for automobile service.

The architectural design of the plaza walls was Spanish, with all sidewalks covered by Spanish *portales*. The central part of the plaza is a small park, the axis of which coincides with the axis of the central artery. Delivery alleys are built with unloading courts behind the store buildings. The store buildings were to have been placed according to the principle of natural zoning, which keeps retail clothing stores in one group and groceries and food stores in another group.

Around the business plaza is a circle of residential blocks of greatest density. The blocks are 900 feet long, with play spaces in the interior of the blocks and houses set with their rear front to the street and close to the streetlines. The façades are turned to the interior and here also are the sidewalks. Around this first circle of blocks is a wide strip of tree-planted area. After the construction period is past, the section inside of the tree girdle will become the permanent town.

Outside the tree circle is a new system of open residential blocks. This system provides for easy traffic connection for every home, but without any home being on a traffic street. Each home fronts on a small park and has a rear connection with a playground. Government buildings are placed around an open park of a civic-center character. Schools, churches, hospital—all were carefully located.

The plan was not executed with that degree of painstaking accuracy which is needed in a conception of this type. The contractor built a store group away from the business center which has monopolized business so far and made the building of the designed district impossible until construction work is finished. Changes made in the residential district placed the best section in the hottest location. In spite of these details, however, the little town has become a show-place in the Nevada desert and today is one of the features of the Hoover Dam work.

Presidio Hill Park

By GEORGE W. MARSTON, San Diego, Cal.

PRESIDIO HILL is a high tract of land on the northern edge of San Diego, Cal., overlooking Mission Valley to the north and the bays and shores of the Pacific to the west. This picturesque place has been called the Plymouth Rock of the Pacific because it marks the first settlement of the white race on the western coast of our country. It was here that Fra Junipero Serra founded the first mission in California on July 16, 1769.

For sixty years after this, Spain maintained a small garrison of soldiers on this hill. Mexico obtained control in 1830, and in 1846 it was captured by United States forces. At one time nearly 500 Spanish and Indian people were living within the walls of the Presidio, a puny community in the wilderness, differing greatly from the Puritans and Pilgrims of New England but sharing with them in religious zeal and pioneering spirit.

Soon after the Mexican occupation, this historic place was abandoned, and for eighty years it was scarcely touched by the hand of man. In 1907 a small group of citizens purchased the old mission and Presidio site, a limited area in the present park grounds. This was the beginning of a movement to secure and preserve the site as an Historical Monument. By 1929, 31 acres had been acquired and dedicated as a public park.

In the seven years from 1927 to 1934 the brown hillsides of this barren and forsaken spot have been transformed as if by a miracle. Broad roadways have been built, a complete water system installed, pathways, parking-places and picnic-grounds provided with trees, shrubs, and grassy openings.

There are also these structural features: the Serra Museum, an imposing building, the park lodge, a wall surrounding the old Presidio ground, a cross of Indian-made tiles, a Spanish bastion, a handsome pergola, and the earthworks and flag-staff on Fort Stockton. In the foreground of the museum building there are two beautiful statues of heroic cast, the Priest and the Indian, the work of California's greatest sculptor, Arthur Putnam. The city is indebted to the Estate of E. W. Scripps for these appropriate historical treasures.

The crowning feature of Presidio Hill is the Junipero Serra Museum, a noble building and a landmark of remarkable significance. In the opinion of the writer this building is an architectural masterpiece. Its beauty and simplicity are its supreme expression of the spirit that animated the lives of Father Serra and his devoted companions. William Templeton Johnson, of San Diego, designed it and has written its best description as follows:

"The Junipero Serra Museum is designed in close sympathy with the spirit of the architecture of the missions, but built of enduring concrete. The architect has endeavored to preserve the feeling of the missions without making the building too ecclesiastical in appearance.

"The walls are white stucco, the roofs covered with tile of mossy shades, the floors and steps tile of a texture very similar to the old ones dug from the ruins and laid in the south entry of the building. The woodwork is as simple as it must have been when made by the monks with their scanty supply of tools.

"The building proper consists of a great room with an open timber roof with balconies at either end. There are offices at one end of the structure and at the other end a vaulted library. In these rooms the valuable collections of the Pioneer and Historical Societies of San Diego are housed and open to the public.

"A tower seventy feet in height, surmounted with a bronze weather-vane, the 'Bear' of California, is the crowning feature of the composition and from the balcony at the base of the dome there is a wonderful panorama of mountain, valley land, and seacoast."

This building and the Presidio area just below have an admirable setting in groves of stately eucalypts, native pines and cypresses, gray-leaf olives and bright green pepper trees. On sunny banks springtime brings a gleam of golden hypericums and sky-blue lilacs. Along the trails and on the borders of grassy places are red-berried hawthorns, pink and white escallonias, red and white abelias, cassias, genistas, honeysuckles, and cacti, giving a vivid coloring. At the very foot of the hill on the edge of "Old Town" stands a date palm, the oldest palm in California, planted by the padres in the eighteenth century, "the lone surviving guard, linking the present with the storied past."

"Facing the sunset streamers,
Opening vistas vast,
This is a shrine for dreamers
Who venerate the past."

How Planning Commissions Have Met the Emergency

By HAROLD MERRILL, Assistant to the Executive Officer,
National Planning Board, Public Works Administration

Digest of the Eleventh Circular Letter of the National Planning Board,
"Status of City and Regional Planning in the United States,"
a report prepared under the direction of the writer

DURING the past year a new impetus has been given to State and local planning which has revitalized many planning boards and stimulated the creation of new boards. This has been largely the result of the recognition and assistance given to city, county, regional, and State planning activities by various agencies of the Federal Government, such as PWA, CWA, EWA, Department of Commerce, Department of Agriculture, etc.

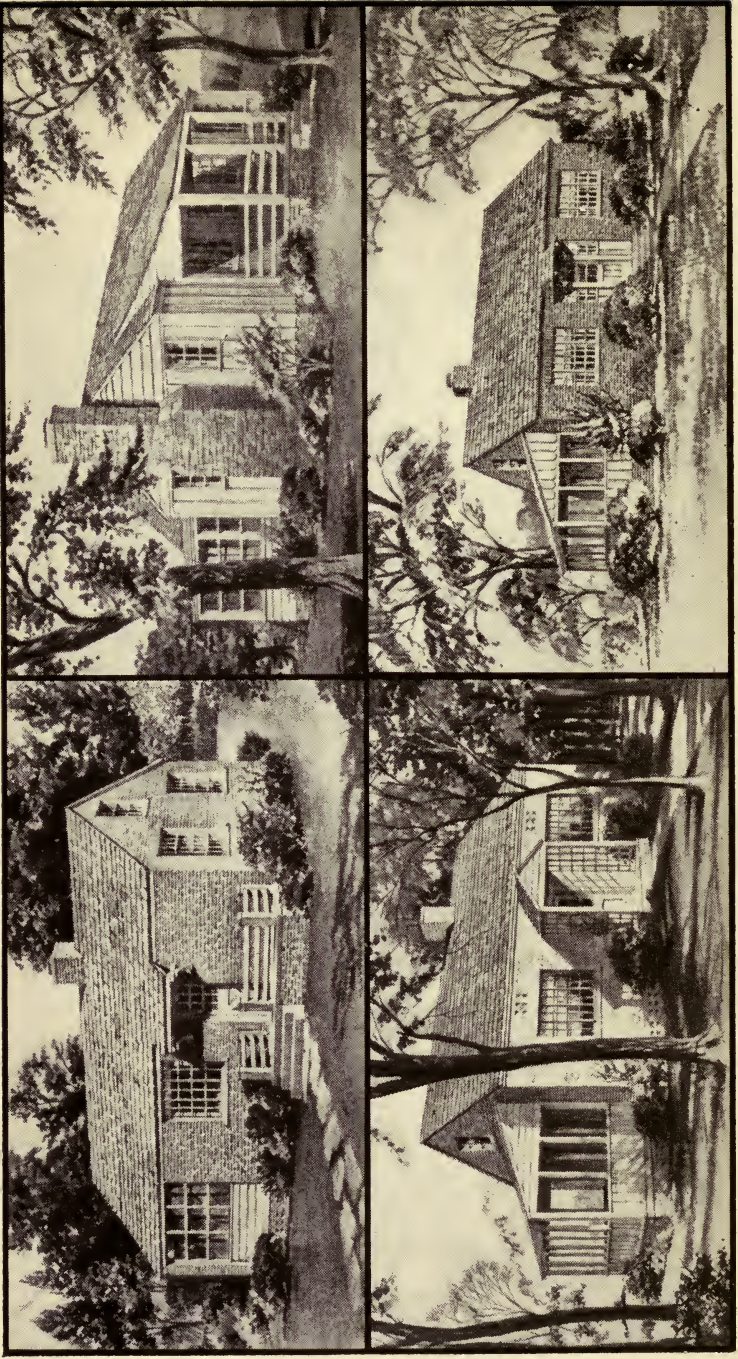
The Public Works Administration emphasized the importance of sound planning from the beginning of its work. In its Circular No. 1, issued July 31, 1933, the first of five tests to determine the eligibility of public works projects was stated as the "relation of the particular project to coördinated planning, and its social desirability." In the same circular first preference is given to those projects "integrated with and consistent with a State plan." The instructions to State engineers, issued as Bulletin No. 1, also recognized the importance of planning and laid down a series of planning considerations for every project including conformity with city or regional plans.

Direct assistance to State and interstate planning boards has been made possible through funds allotted by the Special Public Works Board to the National Planning Board for the purpose of stimulating planning. Upon application to the National Planning Board and agreement to meet six reasonable conditions, there may be assigned to a State or interstate planning board, a qualified consultant appointed by the Administrator of Public Works.

The Civil Works Administration soon after its organization coöperated with the National Planning Board by giving its sanction to planning studies, surveys, and mapping as favored State and local CWA projects. The National Planning Board informed all city and regional planning boards of this action,



Virginia's Colonial Capitol
Reconstructed on Old Foundations as Part of the Restoration of
Colonial Williamsburg by John D. Rockefeller, Jr.
Courtesy Colonial Williamsburg, Inc.



Four of the Twelve Types of Small Houses Being Erected by the TVA at Norris, Tenn.
Courtesy Review of Reviews

stressing the value of such services, and urged the organization of local projects.

STATUS OF PLANNING

To obtain information as to the status of planning work by city, county, and regional planning organizations and possible effects of the depression, the National Planning Board undertook a questionnaire survey by mail in the fall of 1933. To supplement and check the results of this survey, to assist in the stimulation and organization of State and local planning activities, the National Planning Board secured from the Federal Civil Works Administrator the approval of a Federal CWA project (designated F-92) under which field investigators, all with experience in city planning, were employed for several weeks, together with necessary engineering, drafting, and stenographic assistance. By mail or field visit, every city in the United States having a population of 10,000 or more was canvassed, also all other cities and towns reported in 1933 by the Division of Building and Housing of the U. S. Department of Commerce to have a planning board. Field visits were restricted to the larger cities.

From this survey* a definite record was obtained of 739 existing city planning boards, 30 municipal zoning boards, 61 county planning boards, 1 county zoning board, and 23 regional planning organizations. These include 63 new city planning boards, 12 new county, and 6 new regional planning boards appointed within the past year. It should also be noted that in addition, 40 State planning boards have been created since January 1, 1934. During the year 44 city, 1 county, and 2 regional planning boards were definitely reported abolished while at least 125 city, 2 county, and 4 regional boards were inactive.

Of the 739 city planning boards, 417, or 57 per cent, have no funds for the current year; 19 per cent have a budget of \$500 or less; 4 per cent have from \$500 to \$1,000; 6 per cent from \$1,000 to \$5,000, and 5 per cent have a budget of more than \$5,000, seven having a budget of more than \$20,000. Sixty-eight boards did not report on this question.

*Results of this survey are available in mimeographed form (Eleventh Circular) from the National Planning Board, Public Works Administration, Interior Building, Washington, D. C.

The county and regional planning agencies fared a little better with 20, or 24 per cent having no funds for the current year; 14 per cent having a budget of \$1,000 or less; 7 per cent from \$1,000 to \$5,000; and 19 per cent having in excess of \$5,000, seven having more than \$20,000 each. Thirty-one organizations did not report on this question.

In 218 cities a comprehensive city plan has been prepared, 163 of which have been adopted or approved by the City Council or Planning Board and 36 have plans in preparation. Approximately 125 are known to be based on careful surveys and may be called "master plans," as defined by the Standard Planning Act prepared by the U. S. Department of Commerce and by the planning laws of several States. There are 212 that report the existence of a thoroughfare plan and 90 have plans in a preliminary stage; 176 have a park and parkway plan while 102 others have plans in preparation; 130 have a general playground plan with 98 additional plans in preparation. These plans in most cities are quite generally adhered to. There are 269 planning boards that exercise mandatory control, and 156 have advisory powers over land-subdivision. In 33 cities, financial programs, based on the plan, have been prepared, and in a number of others the plan or the planning board is consulted in making up the budget for capital improvements. Zoning ordinances have been adopted by 1,244 cities in the United States, but only 575 of these are cities now having a planning board. A relatively small number have general plans for transit, sewerage, water-supply, public buildings, or school-buildings. Thirty-four per cent of the city planning boards have been actively coöperating in the formulation of local emergency public works programs and the planning of specific projects, while a number indicated their desire to be of assistance if called upon.

Comprehensive plans have been prepared by 15 county and regional planning organizations, 33 have prepared thoroughfare plans, and 31 have prepared park and parkway plans. Mandatory control over land-subdivision is exercised by 13, while 17 perform an advisory function in connection with subdivisions. Active assistance on local emergency public works programs has been rendered by 45 per cent of the organizations.

SOME GENERAL OBSERVATIONS AND CONCLUSIONS

Local authorities concur in the belief that existence of a definite comprehensive plan, which is intelligently followed, greatly facilitated the choice of economically and socially necessary or desirable PWA and CWA construction projects and resulted in the most advantageous and efficient use of Federal, State, and local funds. There was found a large variety of PWA and CWA construction projects which confirmed this belief. A majority of the projects were development of recreation areas, street-openings and -widening, grade-crossing eliminations, water-supply, sewage-disposal and flood-prevention work which fitted into a general or master plan, and sites or rights-of-way for which had been selected or acquired prior to the inauguration of PWA and CWA. Conversely, in many localities where there was no comprehensive plan or where the plan was not being followed, construction projects under way evidenced the need for planning.

The value of far-sighted planning in a program of public works has been proved without question by the experience of the last four years. Cities and counties with well-thought-out plans were ready, or within a very short time could be prepared, for actual construction of public works either as locally financed projects, as projects to be financed by the Federal Public Works Administration through loans and grants, or as emergency work projects.

It is, therefore, of prime importance that there be adequate plans formulated deliberately and approved in advance, based on far-sighted and intelligent study and determination of future as well as immediate needs. Hastily conceived and adopted plans often result in wasteful and ill-adjusted improvements which are liabilities to the communities thereafter.

Except in small cities, there should be an adequately paid secretary-planning engineer who is, in fact, the interpreter and the administrator of the plan. His place in the smaller city may be taken by the periodic services of a city planner or by a competent city engineer who is thoroughly sympathetic with planning, or several small cities may jointly employ the services of a city planner.

There must be understanding of the nature of the plan on

the part of the other members of the local administration, particularly the mayor, the county commissioner, the city or county engineer, or the director of public works. This will help to assure continuity and freedom from political pressure and will give weight to the advice of the planning commission.

Planning must appeal to the public as the sensible and economical method of determining the long-time public works program. This can be accomplished, however, only by continuous educational efforts aimed at thoroughly acquainting each and every citizen with the purposes or objectives and advantages of planning well in advance of development.

All this means that there is much work ahead. Planning must be started in many cities and counties, especially in those cities with a population of 25,000 or more. Many planning commissions must take up their jobs more efficiently and with broader vision applied to solution of their problems. Appropriations for planning must be increased to provide for an effective, permanent, service-rendering office. Active citizen support, participation, and leadership must be developed. There must be wider exchange of experience gained in overcoming difficulties and obstacles encountered in planning in various parts of the country. There is a need for codification of experience in the administration of planning, in technical procedure for preparing plans, and in the application of principles and desirable standards.

The National Planning Board fully appreciates the importance of city and regional planning to the whole national planning process, in familiarizing people with planning ideas and procedure to fill in the special details in larger State, regional, or national planning outlines. The healthy growth of city, county, and regional planning must ultimately rest on local interest, initiative, and responsibility. While a new impetus may be provided by direct financial and personnel assistance from the Federal Government, the long-range undertaking of stimulating, advising, and guiding local planning effort is the proper function and responsibility of the State and local planning boards and civic organizations. The National Planning Board as a clearing-house can, and should be, in a position to help through circulars and bulletins on standards, procedure and experience which may be generally applicable throughout the Nation.

Who's Who in Civic Achievement

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- ATWATER, HELEN W., F. A. A. S., Washington, D. C. Home Economist. Editor *Journal of Home Economics*. Mem. scientific staff, office of Home Economists, Dept. of Agr., 1909-23. Served as Exec. Chmn., Dept. of Food Production of Woman's Com., Council of Nat. Defense. Mem. Am. Home Econs. Assn.; Nat. Publ. Housing Conf.; White House Conf. on Child Health & Protection; President's Conf. on Home Bldg. & Home Ownership.
- AUB, DARRELL P., Washington, D. C. Mem. C. of C.; Bd. of T.; Press Club.
- AVERY, MYRON H., Washington, D. C. Admiralty Attorney, U. S. Shipping Bd. Maine Guide. Chmn. Bd. of Mgrs., Appalach. Trail Conf.; Pres. (one of Founders) Potomac Appalach. Trail Conf. Jt. Author *Katahdin Bibliography*.
- †BACKES, H. J., Humphrey, Nebr. Nurseryman.
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- *BARBER, OSCAR, Berkeley, Cal.
- BARD, ALBERT S., New York City. Lawyer. Mem. Exec., Legisl., & City Coms. of Citizens Union; Legisl. Com., City Club; V.-Chmn., Counsel & Mem. Exec. Com., National Roadside Council; Mem. Nat. Mun. League; Prop. Rep. League; Treas. Fine Arts Fed. of N. Y.
- *BARD, HOWARD B., San Diego, Cal. V.P. San Diego Mus. Mem. Civic Assn.; Bd. State-County Parks Assn.; Civic Com., C. of C.; Exec. Dir. Open Forum.
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- BOARDMAN, ROSINA C.**, Huntington, N. Y. Artist. Mem. Cold Spring Harbor Chapt., A. R. C.; Roadside Com., L. I. C. of C.
- BOASBERG, EMANUEL**, Buffalo, N. Y. Pres. Buffalo Better Bus. Bur.
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- Curtis Inst. of Music, supplying & furnishing buildings, placing many fine *objets d'art* therein. Built Casimir Hall (H. W. Sellers, Archt.) for concerts at the Inst. (wrought-iron door by S. Yellin). Erected building of Settlement Mus. Sch. Interested in Publ. Libr., Camden, Me.; contributed landscape garden surrounding it (work of Fletcher Steele, Boston); gave bronze statue (by B. T. Kurts, Baltimore) for library lot beautification & contributed to purchase of Camden Village Green, landscaped by F. L. Olmsted. Originated & presented, under the auspices of Curtis Inst. of Music, a yearly series of free Sunday Evening Chamber Music Concerts in the Pa. Mus.
- *BONDY, ROBERT E., Bethesda, Md. Pres. Montgomery Co. Civic Fed.
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- CASE, J. HERBERT, Plainfield, N. J.
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- *NOERENBERG, C. E., Los Angeles, Cal. Architect, Engineer. Mem. Bd. of Bldg. & Safety Comms.; past Mem. City Planning Comm.; Mem. (past Pres.) City Planning Assn.
- NOKES, TOM, Johnstown, Pa. Dir. Advertising Club; V.P. (Chmn. Camping Com.) Boy Scouts; Dir. Rotary Club; past Sec. Amateur Recr. Commn.; Mem. C. of C.; Y. M. C. A.; Greater Pa. Council (Chmn. Functional Com. on Publ. Information).
- †‡NOLEN, JOHN, F. A. S. L. A., Cambridge, Mass. Local & Regional Planner. Landscape Architect. Pres. Internat. Fed. of Housing & Town Planning; Fed. Soc. on Planning & Parks; past Pres. (Mem. Bd. of Dirs.) Nat. Conf. on City Planning; past Pres. (Mem. Bd. of Govs.) Am. City Planning Inst.; V.P. Nat. Publ. Housing Conf.; Sp. Consultant, Div. of Subsistence Homesteads, U. S. Dept. of Interior; Mem. Bd. of Dirs., Planning Fdn. of Am.; Adv. Housing Com., Emerg. Fleet Corp. & Chief Bur. of Housing & Town Planning, Army Ednl. Commn. (World War); A. S. C. E.; Am. Inst. of Cons. Engrs.; Am. Fed. of Arts. Received award from Oberlander Trust for promotion of closer relation in field of city planning between Germany & United States (1931).
- §NORRIS, GEORGE W., Philadelphia, Pa. Lawyer, Banker. Gov., Fed. Res. Bank; Pres. Criminal Justice Assn.; Trustee Welfare Fed.; Mem. Am. Acad. Polit. & Social Sci.; Am. Econ. League; Am. Fdn.
- NORRIS, LESTER JAMES, St. Charles, Ill. Publisher. Pres. Fox Valley Fed.; Founder Mem. Chicago World's Fair Centennial Celebration; Mem. C. of C. (past Pres.); Ill. St. Planning Comm.; Reg. Planning Assn., Chicago, Ill.
- NOYES, BERTHA, Washington, D. C.
- NOYES, FRANK B., Washington, D. C. Publicist. Pres. Assoc. Press & *Evening Star* Newspaper Co.; Mem. Bd. of T.; Mid-City Citizens' Assn.
- NOYES, MRS. FRANK B., Washington, D. C. Mem. Garden Club of Am. (past Chmn. Com. of the Nat. Capital). Rendered distinguished service in development of park system of Washington, D. C.; in the promotion of garden planting; & in roadside improvement.
- §NOYES, THEODORE W., Washington, D. C. Journalist. Editor *Evening Star* Newspaper Co.; Bd. of T.; Pres. Bd. of Trustees, Publ. Libr.; Geo. Washington U.; Assn. of Oldest Inhabitants; Mem. C. of C.; Columbia Hst. Soc.; West End Citizens' Assn.; Nat. Press Club; City Club; Cosmos Club; Soc. of D. C. Natives. Secured establishment of Publ. Libr. Advocate of 50-50 system for financing D. of C.; Codification of D. C. Laws & National Representation of Citizens of the District.
- *OATMAN, HOMER C., San Diego, Cal.
- OBERTHOLTZER, ERNEST C., Minneapolis, Minn. Pres. Quetico-Superior Council.
- *O'BRIEN, ARTHUR, Washington, D. C. Lawyer. Dir. Nat. Met. Bank; Children's Hosp.; Mem. Am. Bar Assn.
- §OCHS, ADOLPH S., New York City. Newspaper Publisher. Publisher & controlling owner *New York Times*; *Chattanooga Times*. Dir. Exec. Com., Assoc. Press. Originator & Supporter Lookout Mtn. & Chattanooga Park; Supporter Saratoga Battlefield; Mem. N. Y. & Chattanooga C. of C.; Am. Philos. Soc., & numerous others.
- OCHS, MILTON B., Chattanooga, Tenn. Newspaper Publisher. V.P. (& Chmn. Exec. Com.) Chattanooga Lookout Mtn. Park.
- §ODUM, HOWARD W., Chapel Hill, N. C. College Professor. Kenan Prof. of Sociology; Dir. Southern Reg. Study; Inst. for Res. in Social Sci., U. of N. C. Editor *Social Forces*. Gen. Editor Henry Holt Am. Social Sci. Series, U. of N. C.; Social Study Series. Pres. Am. Sociol. Soc.; Mem. President's Res. Com. on Social Trends.
- §OGILBY, C. F. R., Washington, D. C. Attorney at Law. Dir. Nat. Met. Bank; Mem. Am. Bar Assn.; D. C. Bar Assn.; Bd. of T.; Soc. Sons of the Revolution; C. of C.
- OGLEBAY, CRISPIN, Cleveland, O. Hon. Trustee, Oglebay Inst.
- O'GRADY, JOHN, Ph.D., Washington, D. C. Professor Catholic University.

- Chmn. Com. on Housing, Am. Assn. of Social Workers; Mem. Am. Econ. Assn.; Am. Assn. for Labor Legisl.; Am. Sociol. Soc.; Social Security; Com. on Federal Action, Am. Assn. of Social Workers; Wash. C. of C.; Bd. of T.
- †OHAGE, JUSTUS, St. Paul, Minn. Physician, Surgeon. Commr. of Health, 1899-1907. Donor of Harriett Island for park & recreational purposes.
- O'HARA, EDWARD H., Syracuse, N. Y. Publisher & Managing Dir. *Syracuse Herald*. Past Pres. Mun. Serv. Bd.; Trustee St. Coll. of Forestry; Mem. Nat. Deeper Waterways Bd.; C. of C.
- OKE, MRS. ELINOR R., Washington, D. C. Exec. Sec. Women's City Club.
- †§OLMSTED, FREDERICK LAW, Brookline, Mass. Landscape Architect. Mem. Park Commn., 1901, which prepared plans in extension & elaboration of L'Enfant Plan, including parks & public buildings, D. C.; past Mem. Nat. Commn. of Fine Arts, 1910-18 & Nat. Cap. Park & Planning Commn.; past Chmn. Brookline (Mass.) Planning Bd.; Exec. Com., Nat. Conf. on City Planning; Bd. Govs. & past Pres., A. S. L. A.; during World War Mem. Emerg. Constrn. Com., War Industries Bd.; Dir.-in-Charge Town Planning Div., U. S. Housing Corp.; Mem. Adv. Com. on City Planning & Zoning, U. S. Dept. Commerce; Bd., Prof. Advisers on City Planning for Reg. Plan of N. Y. & Environs; Dir. Survey of Cal. St. Parks, to determine desirable lands for ultimate comprehensive St. Park system; Mem. Mass. Civic League; Am. Fed. Arts; Am. Soc. Mun. Impr.; Nat. Mun. League; Nat. Housing Assn.; Nat. Conf. on Street & Highway Safety; Am. Forestry Assn.; Mass. Forestry Assn.; Nat. Conf. on St. Parks. Responsible for city & park plans for numerous cities.
- OLMSTED, GEORGE W., Ludlow, Pa. Manufacturer. Mem. Ludlow Community Assn.; Pa. Parks Assn.
- †OLMSTED, MRS. JOHN C., Brookline, Mass.
- O'NEIL, GROVER, Oyster Bay, L. I., N. Y. Investment Banker. Dir. Reg. Plan Assn., Inc.; Trustee Village of Oyster Bay Cove; Chmn. (temp.) Nassau Co. Planning Fed.; Planning Commn., Oyster Bay C. of C.; past Chmn. Zoning Commn., Town of Oyster Bay.
- OPPENHEIMER, WILLIAM H., St. Paul, Minn. Lawyer. Past Pres. Rotary Club; past V.P. Assn. of Commerce in charge of Civic Affairs; Mem. Exec. Com. (past Chmn.), United Impr. Council; New City Hall & Court House Bldg. Commn.; New Auditorium Bldg. Commn.; past Mem. Charter Commn. of St. Paul. Received Cosmopolitan Club Medal for Civic Service to City of St. Paul, 1930.
- ♀ORTON, LAWRENCE M., New York City. Sec. Reg. Plan Assn., Inc.
- *ORUM, W. J., Montgomery, Ala.
- OSBORN, WILLIAM CHURCH, New York City. Lawyer.
- OSEROFF, ABRAHAM, Pittsburgh, Pa. Dir. Fed. of Jewish Philanthropies; Jewish Family Welfare Soc.; Bur. of Jewish Children; Bur. for Preventive & Corrective Work; V.P. Montefiore Hosp.; (& an organizer) Housing Assn.; Mem. Finance Com., Fed. of Social Agencies; Council Assoc. Charities; Civic Club; Endorsement Com., Welfare Fd.; Bd. Mental Health Clinic; Com. on Sci. & Tech., Hebrew U., Palestine; Com. on Study of Social Needs of Hill Dist. Author of numerous papers on community advance.
- OSGOOD, MRS. CHARLES G., Princeton, N. J.
- *OWEN, CLAUDE W., Washington, D. C. Lawyer. Pres. Bd. of T.; Mem. Com. of 100 on Fed. City.
- OWEN, MRS. RUTH BRYAN, Copenhagen, Denmark. U. S. Minister to Denmark. Past Member of Congress. Mem. Nat. Council of Women; League of Am. Pen Women; Bus. & Professl. Women's Club; D. A. R.; Women's Overseas League; Nat. Council for Child Welfare.
- †PABST, GUSTAVE, Milwaukee, Wis.
- PACK, ARTHUR N., Princeton, N. J. Pres. Am. Nature Assn., publishing *Nature Magazine & Roadside Bulletin*; Chas. Lathrop Pack Forestry Fdn.; Assoc. Editor, *Nature Magazine*; Sec. Am. Tree Assn.; Dir. Nat. Roadside Council; Chmn. N. J. Com. for Protection of Roadside Beauty; Mem. Am. Forestry Assn.; Canadian Forestry Assn.
- PADELFORD, MRS. CHESTER O., Glen Ridge, N. J. Old Age Relief Investigator, Essex Co., N. J. Chmn. Civic Dept., N. J. St. Fed. of Women's Clubs; Legislative Rep., N. J. Com. for the Protection of Roadside Beauty; Mem. N. J. Land-Use Conf.; Com. on Flood-Control & Mosquito Extermination.
- *PADELFORD, F. M., Seattle, Wash. University Professor, Author. Prof. of Engl., U. of Wash.; Trustee St. Nicholas Sch., Seattle; Lakeside Sch., Seattle; Art Mus.; Mem. C. of C.
- *PAGE, WILLIAM TYLER, Washington, D. C.
- PAIGE, J. M., Pomona, Cal. Sec. St. C. of C. (Mem. Planning Com.). Commr., (past Chmn.) Co. of Los Angeles Reg. Planning Commn.; Mem. (past Pres.) Los Angeles Co. City Planners Assn.; Mem. Community Welfare Council; St. Planners Assn.; Adv. Com., Fed. Garden Clubs of Cal.; Bd. of Mgrs., Pomona City Garden Club; City Planning Commn.
- §PALMER, THEODORE S., Washington, D. C. Naturalist. Past Biologist, U. S. Biological Survey. Mem. Com. of 100 on Fed. City (Chmn. sub-Com. on Street Trees & Parking); Mem. numerous scientific, conserva-

- tion, & ornithological organizations. Contributor to ornithological journals.
- §PARRISH, MR. AND MRS. HENRY, New York City.
- *PARKER, MRS. F. W., Santa Fe, N. M.
- †PARKER, MRS. GORDON, Colorado Springs, Colo.
- PARKER, ROBERT CHAPIN, Westfield, Mass. Justice, Dist. Court of Western Hampden. Past Chmn. Planning Commn.; Mem. Mass. Forestry Assn.; Y. M. C. A.
- PARKER, WILLIAM STANLEY, Boston, Mass. Architect. V.-Chmn. Boston City Planning Bd.; past Pres. Bldg. Congress; past Mem. A. I. A.
- PARRISH, M. L., Philadelphia, Pa. Mem. City Parks Assn.; Reg. Planning Assn.
- PATTANGALL, MRS. GERTRUDE MANNING (MRS. WILLIAM R.), Augusta, Me. 1st V.P. West Side Welfare Assn.; Dir. St. Publicity Bur.; Chmn. Kennebec Co. Roadside Beautification Com.; Com. on Billbd. Restriction, St. Fed. Garden Clubs; Mem. Exec. Bd., Augusta Chapt., A. R. C.; Com. on Billbd. Restriction, St. Fed. of Women's Clubs; Legis. Com., Current Events Club; Roadside Com., Kennebec Valley Garden Club.
- PAUL, FLORENCE A., York Village, Me. V.P. York Co. Impr. Assn.; Dir. Me. Publicity Bur., Portland, Me.; Chmn. Com. on Billbd. Restriction, Women's League of York, Me.; Roadside Beautification Com. of two clubs in Me. belonging to Garden Club of Am.; Me. St. Com. on Roadside Beautification; Women's Com. co-operating with N. E. Council; Mem. Com. on Roadside Beautification, Fed. Garden Clubs of Me.; Conservn. Com., Piscataqua Garden Club of York; Old York Hist. & Impr. Soc.
- †PAUL, J. RODMAN, Philadelphia, Pa. Lawyer. Dir. Pa. Forestry Assn.; V.P. Fairmount Park Art Assn.; Mem., founder & past Pres. City Parks Assn.; Mem. Friends of the Wissahickon Assn.; Playgrounds Assn. of Phila.
- ♀PAULL, MRS. A. S., Wheeling, W. Va. Sec. Oglebay Inst.
- ♀PAYNE, EVELYNN, Denver, Colo. Sec. Planning Commn.
- †PAYNE, JOHN BARTON, Chicago, Ill., & Washington, D. C. Lawyer. Chmn. A. R. C.; Gen. Counsel Shipping Bd., 1917-18; U. S. R. R. Admn., 1917-19; Chmn. U. S. Shipping Bd., 1919-20; Sec. of Interior (Dir. emeritus of Railroads), 1920-21; past Pres. Bd. South Park Commrs., Chicago; Chicago Law Inst.; past Chmn. Nat. Conf. on St. Parks; V.P. A. C. A.; Mem. Am., Ill., & Chicago Bar Assns.
- *PAYSON, GEORGE, Chicago, Ill. Lawyer. Mem. Art Inst.; Field Mus. of Nat. Hist.
- †§PEABODY, GEORGE FOSTER, New York City. Retd. Banker. Trustee Am. Church Inst. for Negroes, Hampton Normal & Agrl. Inst.; Penn Normal & Indust. Schl.; Colorado Coll., Colorado Springs, Colo.; Skidmore Coll.; Lake Placid Ednl. Fdn.; Mem. Nat. Inst. Arts & Scis.; Olympic Winter Games Commn., Lake Placid, N. Y.
- PEALE, ELIZABETH H., Lock Haven, Pa. Pres. Civic Club.
- PEALE, REMBRANDT, New York City. Coal Operator. Pres. Peale, Peacock & Kerr. Mem. Nat. Civic Fed.
- PEARSE, LANGDON, Winnetka, Ill. San. Engr., San. Dist., Chicago, since 1909. Mem. A. S. C. E.; Western Soc. of Engrs.; Am. Publ. Health Assn.; Inst. of Mun. & Co. Engrs.; Inst. of C. E.; City Club of Chicago.
- PEARSON, JOHN, Concord, N. H. Mem. N. H. St. Planning Bd.
- §PEASLEE, HORACE W., Washington, D. C. Architect. Park Consultant. Asst. to Dir. of Housing, PWA; Chmn. A. I. A. Com. on Nat. Cap.; Com. on Architecture, Washington Com. of 100; V.-Chmn. A. I. A. Com. on City & Reg. Planning; Organized Archts. Adv. Council, Washington, D. C. Bicentenn. Conf. on Nat. Cap.; 2d V.P. A. I. A.
- PEDRICK, WILLIAM J., New York City. Pres. & Gen. Mgr. Fifth Ave. Assn.; Hon. Pres. Madison Ave. Assn.; Dir. First Ave. Assn.; Mem. Exec. Com., Save N. Y. Com.; Exec. Com., Com. of 20 on Street & Outdoor Cleanliness; Exec. Com., Unempl. Relief Com.; Zoning Com. of N. Y. C.; Mayor's Com. on Sites for Airports in N. Y. C.; Mayor's Com. on Taxation.
- PEEPLES, MRS. ELIZABETH K., Washington, D. C. Dir. Community Center, D. of C.
- ♀PEET, FRED N., Chicago, Ill. Dir. & Sec. Izaak Walton League of Am. Mem. Rotary Club; C. of C.
- †PENNOYER, N. A., Kenosha, Wis. Physician. Founder & head Pennoyer Sanitarium.
- PEPLER, GEORGE L., F. S. I., P. P. T. P. I., London, Eng. Hon. Mem. Inst. M. & Cy. E., F. R. San. Inst., London, Eng.; Mem. Council of Garden Cities & Town Planning Assn.; Exec. Com., Internat. Fed. Housing & Town Planning; Council for Preservn. of Rural Eng.; Council Nat. Playing Fields Assn.
- §PERKINS, DWIGHT H., F. A. I. A., Evanston, Ill. Architect. Hon. Pres. Reg. Planning Assn.; Mem. Chicago Chapt., A. I. A.
- PERKINS, ELLEN G., Athens, Pa.
- PERKINS, H. O., Storrs, Conn.
- FERRY, WILLIAM G., Boston, Mass. Architect.
- *PETER, C. ROBERT, Louisville, Ky.
- *PETER, WALTER G., Washington, D. C. Architect. Mem. A. I. A.; Soc. of the Cincinnati.
- PETERSON, ELMER T., Des Moines, Ia. Editor *Better Homes & Gardens*. Mem. Des Moines City Plan Commn.
- PETERSON, FREDERICK, New York City. Physician.
- †PETERSON, WILLIAM A., Chicago, Ill. Retd. Nurseryman. Mem. Plan Commn.

- PETTIBONE, W. B., Hannibal, Mo.
- *PEW, JOHN B., Kansas City, Mo. Lawyer. Past City Counselor. Formerly employed by city to annotate new Charter & revise Ordinance Law; now specializing in zoning cases.
- †PFAFF, WILLIAM, New Orleans, La. Printer. Dir. (past Pres.) New Orleans Assn. of Commerce; Chmn. St. Bd. of Charities & Corrections; Pres. Motor League of La.; past Dir. U. S. C. of C.
- *PHILIP, JOHN W., Dallas, Tex. Chmn. local Fed. City Com., A. C. A.
- PHILIPP, RICHARD, Milwaukee, Wis. Architect.
- PHILLIPS, DUNCAN, Washington, D. C. Founder & Dir. Phillips Memor. Gallery.
- PHILLIPS, MRS. HOWARD C., Winnetka, Ill. Ill. St. Chmn., Conservn. & Roadside Com., Garden Club of Am.
- PHILLIPS, MRS. ROBERT B., Paducah, Ky. Mem. Garden Club of Am.
- §PHILLIPS, T. GLENN, F. A. S. L. A., Detroit, Mich. Landscape Architect. City Planner. Pres. Ohio-Mich. Chapt., A. S. L. A.; Chmn. local Fed. City Com., A. C. A.; Mem. Nat. Conf. on City Planning; Am. Inst. City Planning; A. S. L. A.; Mich. Housing Assn. Consultant to many towns & colleges in Michigan.
- PHILLIPS, WILLIAM L., Lake Wales, Fla.
- †PHIPPS, LAWRENCE C., Denver, Colo. Past U. S. Senator. Past V.P. & Treas. Carnegie Steel Co. Founded Agnes Memor. Sanatorium for treatment of tuberculosis.
- PICKMAN, DUDLEY L., Boston, Mass.
- *PIERCE, MRS. WALTER M., La Grande, Ore.
- PIKE, CHARLES B., Chicago, Ill.
- PINCHOT, GIFFORD, Milford & Harrisburg, Pa. Governor of Pa. Past Forester & Chief, U. S. Forest Serv.; past Commr. of Forestry of Pa.; past Prof. Forestry Yale U.; F. A. A. A. S.; past Pres. Nat. Conservn. Assn.; Mem. Soc. Am. Foresters; Am. Forestry Assn.; Royal Engl. Arboricult. Soc.; Am. Mus. Nat. Hist.; Washington Acad. Sci.; Am. Acad. Polit. & Social Sci.
- *PLACHEK, JAMES W., Berkeley, Cal. Architect. Chmn. St. Archts. Commn. (apptd. by Gov.).
- †PLANKINTON, WILLIAM WOODS, Milwaukee, Wis.
- §PLUM, WILLIAM R., Washington, D. C. Landscape Architect. Plant & Tree Expert. Mem. Com. of 100 on Fed. City (Subcom. Street Trees & Parking); past Mem. Ill. Mun. League.
- §POLK, FRANK L., New York City. Lawyer. Corporation Counsel. Trustee Publ. Libr.; Mus. of Art; Cathedral of St. John the Divine; past Pres. Civ. Serv. Commn.; former Counselor U. S. State Dept.; former Under-Sec. of State; V.P. Nat. Mun. League; Dir. Park Assn.; Reg. Plan Assn., Inc.; Mem. N. Y. C. Bar Assn.; County Lawyers Assn.
- POLK, WILLIAM T., Warrenton, N. C. Lawyer. Mem. N. C. Social Serv. Conf.
- POLLARD, W. L., Los Angeles, Cal. Attorney. Dir.-at-Large Cal. R. E. Assn.; Chmn. St. City Planning Com.; Sp. Zoning Com., C. of C.; All Parties Reapportionment Com. of Cal.; Pres. Rainbow Park Impr. Assn.; Mem. Am. Acad. Polit. & Social Sci.; City Planning Assn.; Assn. of City Planners, L. A. Co.; Am., Cal., & L. A. Bar Assns.; Boulder Dam Conservn. Com. of Cal. Editor issue of "The Annals of the American Academy of Political & Social Science" on Zoning (May, 1931).
- *POLLOCK, ADELAIDE, Seattle, Wash.
- *POMEROY, HUGH R., Palo Alto, Cal. Pres. & Organizer Assn. of City Planners, L. A. Co.; City Planning Assn.; Exec. Sec. Citizens Com. on Parks, Playgrounds, & Beaches, L. A. Co.; Pres. Hollydale C. of C.; Dir. Cal. Conf. on City Planning; Mem. (past Pres.) City Club; First Pres. City & Reg. Planning Section, League of Cal. Municipalities; Mem. (& Organizer) City & Co. Engrs. Assn.; C. of C.; Southgate C. of C.; Southgate City Planning Commn. Participated in Met. Park Program for L. A. Co., in Cal. St. Park Program, developed Reg. Highway & Civic Center Plan for city & county.
- POND, BREMER W., Cambridge, Mass. Sec. Am. Soc. of Landscape Archts.
- †§POND, IRVING K., Arch. D., F. A. I. A., Chicago, Ill. Architect. Founder & Hon. Mem. Archtl. Sketch Club; Hon. Mem. San Francisco, Los Angeles, & South Bend Archtl. Clubs & Archts. Club of Chicago; Inst. of German Archts.; Cor. Mem. Centr. Soc. of Austrian Archts.; Hon. Cor. Mem. R. I. B. A. (England); Mem. (past Pres.) A. I. A.; Nat. Inst. Arts & Letters; Soc. Midland Authors; Chicago Literary Club; Cliff Dwellers; University Club.
- PONTEFRACT, MRS. ELIZABETH W. (MRS. JAMES G.), Shields, Pa. Mem. Civic Club of Allegheny Co.; Garden Club of Allegheny Co.; Am. Forestry Assn.
- POOLE, MRS. GRACE MORRISON, Brockton, Mass. Lecturer. Pres. Gen. Fed. Women's Clubs (Chmn. Com. for Protection of Roadside Beauty); Hon. V.P., Am. Pure Food League; Mem. Consumers' Adv. Bd., NRA; Nat. Inst. of Social Scis.
- POOLE, JOHN, Washington, D. C. Public Consultant. V.P. Fed. Am. Co.; Treas. Y. M. C. A.; D. of C. Memor. Commn.; D. of C. Bicentenn. Commn.; past Treas. Roosevelt Memor. Assn.; past Pres. Community Chest; Mem. Bd. of T.; C. of C., & many others.
- POPE, GUSTAVUS D., Detroit, Mich. Manufacturing Chemist.
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- *PORTER, F. F., Oakland, Cal.
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- POST, GEORGE B., New York City. Architect.
- †POWERS, THOMAS H., Colorado Springs, Colo.
- PRATT, FREDERICK B., Brooklyn, N. Y. Pres. & Trustee, Pratt Institute.
- †PRATT, GEORGE D., New York City. Pres. Am. Forestry Assn.; V.P. Am. Fed. Arts; Art Commn., N. Y. C.; Treas. Am. Assn. Mus.; Met. Mus. of Art; Trustee Am. Mus. Nat. Hist.; Mem. Nat. Conf. on St. Parks.
- §PRATT, MRS. JOHN T., New York City. Mem. Nat. Repub. Com.
- PRENTICE, MRS. WILLIAM K., Princeton, N. J. Mem. Billbd. Com., Garden Club of Am.; Adv. Council, N. Y. Bot. Gardens; past Chmn. Conservn. Com., Princeton Garden Club.
- †PRESCOTT, MARY R., Saranac Lake, N. Y.
- PRICE, FRED SOMERS, Wilmington, Del. Mem. C. of C. Participated in movements for city planning of Wilmington & the Metropolitan District.
- †PRICKETT, W. S., Sidnaw, Mich.
- PRINCE, MRS. BENJAMIN, New York City.
- PROSKAUER, MRS. JOSEPH M., New York City.
- PROSSER, MRS. WILLIAM A., Tiverton, R. I.
- PRUYN, MRS. ROBERT C., Albany, N. Y.
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- *PYLE, CLARENCE T., Wilmington, Del.
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- *RADCLIFFE, WILLIAM L., Washington, D. C. Pres. Radcliffe Chautauqua System; Mem. Bd. of T.; Internat. Lyceum & Chautauqua Assn.; U. S. C. of C.
- RAFFERTY, MRS. D. G., Pass Christian, Miss. Mem. (past Pres.) Garden Club of Miss.
- *RAMSAY, ERSKINE, Birmingham, Ala. Pres. Bd. of Edn.; Dir. C. of C.; Children's Hosp.; A. R. C.; Community Chest.
- RAMSPERGER, H. G., Leonia, N. J.
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- §RATCLIFF, W. H., JR., Berkeley, Cal. Architect. Past City Archt.; Mem. Bd. of Dir., A. R. C.; Bd. of Dir., Y. M. C. A.; A. I. A.; past Mem. Planning Commn.
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- REES, J. ARLINGTON, Kingston, Pa.
- REGAN, MRS. JOHN W., Providence, R. I. Mem. Civic Impr. & Park Assn.
- REINECKE, E. W., Southern Pines, N. C. Chmn. Emerg. Relief; Supervisor, CWA construction.
- §REMON, JOHN A., Washington, D. C. Trustee, Nat. Capital Civic Fd.; Mem. U. S. C. of C.; Washington C. of C.; Bd. of T. (River & Harbor Impr. Com.); Budget Com., Community Chest; Street, Highway & Transit Problems, & Industrial Development & Limitations Subcom., Fed. City Com. of 100.
- REYNOLDS, GEORGE M., Chicago, Ill. Banker. Chmn. Exec. Com., Cont. Ill. Bank & Trust Co.; Dir. Fed. Res. Bank of Chicago; past Pres. Am. Bankers' Assn.
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- RICHARDSON, MRS. ANNA STEESE, New York City. Writer.
- *RICHARDSON, HUGH, Atlanta, Ga. Capitalist. Past Trustee Princeton U.; Mem. Bd. of Dir., Oglethorpe U.
- ♀RICHARDSON, MRS. JAMES A., Philadelphia, Pa. Cor. Sec. Civic Club of Phila.
- *RICHARDSON, LEON J., Berkeley, Cal. Dir. Extension Div., U. of Cal.; Sec. The Berkeley Club.
- RIDGE, MRS. FRANK I., Kansas City, Mo.
- ♀RIDSDALE, PERCIVAL S., Washington, D. C. Editor. Dir. & Treas.-Sec. Am. Nature Assn.; Dir. & Treas. Am. Tree Assn. Mng. Ed. *The Nature Magazine*.
- RIIS, PAUL B., Rockford, Ill.
- RIKE, FREDERICK H., Dayton, O. Merchant. Dir. Community Chest; Pres. Assn. for Dayton; past Pres. "Greater Dayton" Assn. (C. of C.). Mem. Charter Commn.
- RINGGOLD, MRS. ROWLAND C., Shepherdstown, W. Va. Dir. for W. Va., Nat. Cap. Div., Woman's Nat. Farm & Garden Assn.
- *ROACH, CHARLES L., Los Angeles, Cal.
- ROBERTS, COLEMAN W., Charlotte, N. C. Pres. Carolina Motor Club.
- ROBERTS, MRS. THURSTON, Jacksonville, Fla. Mem. (past V.P.) Fla. Fed. of Garden Clubs.

- ♀ ROBERTSON, ANNE M., New Orleans, La. Sec. City Planning & Zoning Commn.
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- † ROGERS, JULIA, Baltimore, Md. Sec. Women's Civic League.
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- ROSE, G. B., Little Rock, Ark. Lawyer. Mem. Am. Bar Assn.; Internat. Law Assn.; Am. Inst. of Law; Commn. on Uniform St. Laws; Judicature Soc.; past Pres. Ark. & Little Rock Bar Assn.
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- ROSS, FREDERICK R., Denver, Colo. Realtor. Mem. Denver Planning Commn.; past Dir. C. of C.; Art Mus.
- ROSS, HELEN, Kingston, Pa.
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- SANGER, MRS. CHARLES R., Cambridge, Mass.
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- SAUNDERS, BERTRAM H., Paterson, N. J. Industrial Executive. Passaic Co. Dir. N. J. St. Emerg. Relief Plan (of N. Y.) Assn., Inc.; V.P. Reg. Plan Assn., Inc., N. Y. C.; Mem. Passaic Co. Planning Assn.
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- *SAYLOR, JOHN C., Wilmington, Del.
- *SCARRITT, W. C., Kansas City, Mo.
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- SCHRADER, OTTO U. VON, Washington, D. C.
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- SEXTON, ROY LYMAN, Washington, D. C. Physician. Mem. Appalach. Mtn. Club; Potomac Appalach. Trail Club; Bd. of T.
- SEYMOUR, MRS. ROBERT MORRIS, Miami, Fla. St. Chmn. Fla. Fed. of Garden Clubs; Pres. S. Fla. Garden Club; V.P. Miami Garden Club; Mem. Sociol. Soc., London, Eng. Drew up & presented outline for State Plan for Fla. (Nat. Conf. on City Planning). Organizer & Dir. of numerous movements for civic improvement.
- SHANKLIN, R. V., Gary, W. Va.
- SHANNON & LUCHS, Washington, D. C. Realtors.
- §SHARP, JAMES, Washington, D. C.
- §SHARPE, C. MELVIN, Washington, D. C. Dir. Potomac Electric Appliance Co. Mem. Bd. of T.; C. of C.; Fed. of Citizens' Assns.; Traffic Adv. Council; Nat. Symphony Orchestr. Assn.
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- Assn.; Am. Hist. Assn.; Am. Assn. Polit. Sci. Rendered distinguished service in civic education through columns of *Minn. Tribune & American Review of Reviews*.
- SHEAFFER, ARTHUR W.**, Pottsville, Pa. Mining Engineer. Pres. City Planning Commn.
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- †**SHEPARD, C. SIDNEY**, New Haven, N. Y. Capitalist. Dir. Mobile & Ohio R. R. Co.; Mem. Met. Mus. Art; Am. Mus. Nat. Hist.; Am. Pathol. Soc.; Am. Social Sci. Assn.; Buffalo Fine Arts Acad.
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- ¶**SHOEMAKER, MRS. WARREN W.**, Hubbard Woods, Ill. Chmn. of Legisl., Garden Club of Ill.; Nat. Council, St. Garden Club Feds.
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- SIMONSON, WILBUR H.**, Washington, D. C. Landscape Architect. St. Landscape Archt., U. S. Bur. of Publ. Roads. Mem. A. S. L. A.; Conservationist, Empire St.
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- ***SKINNER, D. E.**, Seattle, Wash.

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- SNYDER, JOHN W., San Diego, Cal. Helped secure new city charter & rendered important service as member Board of Freeholders which drafted council-manager charter for the city.
- SPAHR, BOYD LEE, Philadelphia, Pa.
- *SPAID, W. W., Washington, D. C. Banker, Broker.
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- †STEPHENSON, J. F., Lakewood, N. J. Bank President. Pres. Shade Tree Commn.; Dir. N. J. Fed. of Shade Tree Commns.; V.P. N. J. Taxpayers' Assn.; Mem. Lakewood Food Garden Commn.
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- *STEVENS, THEODOSIUS, New York City.

- ♀STEVENS, VINCENT S., Akron, O. Sec. C. of C. Mem. Izaak Walton League; Ohio St. Conf. on City Planning; Ohio Commercial Org. Secs.; Nat. Assn. Commercial Org. Secs.
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- STRAWBRIDGE, MRS. GEORGE H., Bala, Pa.
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- WILBER, RENA E., Seattle, Wash. Rose Hybridist. Hon. Pres. (Organizer & past Pres.) North End Flower Club; Organizer Central Flower Com. (representing 15 garden clubs); Mem. Bd., St. Council for Protection of Roadside Beauty (Chmn. Planting Com.); Mem. Woman's City Club (Organizer Garden Class).
- WILBUR, RAY LYMAN, Stanford U., Cal. Pres. Stanford U. Past Sec. of Interior. Chmn. Better Homes in Am.; Social Relations Council, Commonwealth Club of Cal.; Mem. "Save-the-Redwoods" League.
- WILCOX, EDWIN A., San Jose, Cal.
- †WILCOX, WALTER D., F. R. G. S. Chevy Chase, Md. Art Photographer.
- *WILD, MRS. H. D., New Brunswick, N. J.
- WILDER, MRS. GEORGE W., East Rindge, N. H. Chmn. Sch. Bd.; Unempl. Relief Com.; Trustee Ingalls Memor. Libr.
- †WILDER, HELEN A., Germantown, Pa.
- *WILEY, LOUIS, New York City. Business Manager, *The New York Times*. V. P. Broadway Assn.; 42d St. Property Owners & Mchts. Assn.; Dir. Mun. Art Soc.; West Side C. of C.; Mchts.' Assn. of N. Y.
- *WILGUS, HORACE, Ann Arbor, Mich. University Professor. Prof. of Law, U. of Mich.; Mem. Internat. Law Assn.; Am. Assn. Polit. Sci.; Commercial Law League of Am.
- *WILGUS, MRS. HORACE, Ann Arbor, Mich.
- *WILKINSON, H. B., Phoenix, Ariz.
- WILLARD, DANIEL, Baltimore, Md. Pres. B. & O. R. R. Co.; Pres. Bd. of Trustees, Johns Hopkins U.; Trustee Johns Hopkins Hosp.
- *WILLARD, ERNEST C., Portland, Ore. Consulting Engineer. Mem. (past Pres.) City Club (Chmn. City Planning Sect.); Mem. C. of C.; A. S. C. E.; Professl. Engrs. of Ore.
- WILLET, GEORGE S., Norwood, Mass.
- WILLETS, ELMORE A., Belmont, N. Y. Mem. Nat. Inst. of Social Sci.
- ♀WILLIAMS, BRADFORD, Boston, Mass. Exec. Sec. Am. Soc. of Landscape Architects.
- WILLIAMS, MRS. CARROLL R., Philadelphia, Pa. Mem. Bd. & Founding Life Mem., Art Alliance; Mem. Phila. Mus. of Art; Fairmount Park Com. of 1926 (Upkeep of Strawberry Mansion); Soc. for Preservn. of Landmarks; U. of Pa. Mus. & Sch. of Industrial Art; City Parks Assn.; Am. Fed. of Arts; Pa. Acad. of Fine Arts; Soc. of Little Gardens.
- WILLIAMS, F. A., Denver, Colo. Lawyer. Past City Solicitor.
- WILLIAMS, FRANK BACKUS, New York City. City Planning Lawyer. Mem. Bd. of Dirs., Nat. Conf. on City Planning; Bd. of Trustees, City Club; past Assoc. Dir. Leg. Dept., Reg. Plan of N. Y. & Its Environs; Treas. Planning Fdn. of Am.; Mem. Am. City Planning Inst. Editor "Zoning Notes," *American City Magazine*, "Legal Notes," *City Planning*; Author "The Law of City Planning & Zoning," & (with Hubbard & McClintock "Airports" (Harvard City Planning Studies, Vol. 1); also of numerous articles on city planning.
- *WILLIAMS, G. CRIFF, Columbia, S. C.
- *WILLIAMS, LLOYD, Toledo, O. Lawyer. Chmn. City Plan Commn.; Mem. Lucas Co. Plan Commn.
- *WILLIAMSON, THOMAS, Topeka, Kans.
- WILMER, MRS. WILLIAM H., Baltimore, Md. Founder & Pres. Amateur Gardeners of Balto.
- *WILSON, CHARLES C., Columbia, S. C. Architect.
- *WILSON, E. P., Kansas City, Kans.
- *WILSON, MRS. FRANCIS C., Santa Fe, N. M. Sec. (past Pres.) St. Bd. of Publ. Welfare; Mem. Exec. Bd., Santa Fe Co. Welfare Assn.; Mem. Woman's Club; N. M. Assn. on Indian Affairs.

- WILSON, LLOYD B., Washington, D. C. Pres. Chesapeake & Potomac Telephone Co. Dir. Wash. Bd. of T. Mem. Greater Nat. Cap. Comm.; U. S. C. of C.; Wash. C. of C.
- WILSON, RAY W., Kansas City, Mo. Sec. Civic Dept., C. of C.; Govt. Res. Assn.; Mem. Nat. Assn. of Civic Secs.; Nat. Mun. League; Mo. Commercial Secs. Assn.; Internat. City Managers' Assn.
- *WILSON, WILLARD, Wilmington, Del.
- ♀ WINANS, CHARLES A., Paterson, N. J. Sec. Passaic Co. Park Commn.
- § WING, CHARLES B., Palo Alto, Cal. Civil Engineer. Prof. Emeritus Structural Engng., Stanford U. Mem. Council "Save-the-Redwoods" League; Sem-pervirens Club; Commonwealth Club of San Francisco; Nat. Econ. League; City Council; Exec. Officer Cal. St. Park Commn.
- WING, MRS. DAVID L., Greenway, Va.
- WINGO, MRS. JULIAN E., Savannah, Ga.
- † WINSOR, FREDERICK, Concord, Mass. Educator. Headmaster, Middlesex School. Organizer Country Sch. for Boys, Baltimore; Mem. Nat. Econ. League; Am. Forestry Assn. & others.
- § WINSTON, G. OWEN, New York City.
- WIRTH, CONRAD L., Washington, D. C. Asst. Dir. (in charge of planning) Nat. Park Serv.
- § WIRTH, THEODORE, Minneapolis, Minn. General Superintendent of Parks & Administrator of City Park System. Officer Bd. of Park Commrs.; Mem. Civic & Commerce Assn.; Twin City Florists Club; Nat. Conf. on St. Parks; Engrs. Club; Am. Forestry Assn.; St. Hist. Soc.; Am. Inst. of Park Execs. & Am. Park Soc.; Soc. of Am. Florists & Ornamental Horticulturists.
- * WISCHMEYER, HERMANN, Louisville, Ky. Architect. Mem. A. I. A.; Chmn. local Fed. City Com., A. C. A.
- * WISEMAN, D. E., Pasadena, Cal.
- † WISTER, JOHN C., Germantown, Pa. Landscape Architect. Sec. Pa. Hort. Soc.; Pres. Am. Iris Soc.; V.P. The John Bartram Assn.; Mem. Am. Forestry Assn.; Pa. Forestry Assn.; Mass. Forestry Assn.; Soc. for Protection of New Hampshire Forests; Appalachian Mtn. Club; & others.
- † WITTER, ISAAC P., Wisconsin Rapids, Wis.
- * WOLF, MRS. C. A., Topeka, Kans. Pres. Y. W. C. A.; Community Concert Assn.; Sorosis Club; V.P. Victory Highway Assn.; Mem. Art Guild; (past Pres.) Woman's Club (Chmn. Music Dept.); City Charity Commn.
- § WOOD, CHARLES, Washington, D. C. Minister, Author.
- § WOOD, EDWARD A., Dallas, Tex. Consulting Engineer, City Planner, Brownsville & Amarillo, Tex. Mem. A. S. C. E.; Am. City Planning Inst.; Nat. Conf. on City Planning; Nat. Recr. Assn.
- WOOD, MRS. FREDERICK W., Baltimore, Md. Past Treas. Women's Civic League; Mem. League of Women Voters.
- WOOD, MRS. GEORGE ELLERY, Bethesda, Md. Mem. Nat. Assn. of Constitutional Govt.; Nat. Roadside Council.
- WOOD, HOWARD, JR., Conshohocken, Pa.
- ♀ WOOD, MRS. RICHARD D., Philadelphia, Pa. Cor. Sec. Pa. Council for the Preservn. of Natural Beauty.
- WOOD, SPENCER S., Washington, D. C. U. S. N. Retd. V.P. Georgetown Citizens' Assn. (Chmn. Publ. Utilities Com.); Archts. Com.; Mem. Bd. of T., Jamestown, R. I.
- * WOOD, WADY B., F. A. I. A., Washington, D. C. Architect. Pres. Albemarle Investment Assn.; Mem. (past Pres.) Wash. Chapt., A. I. A.; Bd. of T.; C. of C.
- § WOODBURY, MRS. JOHN L., Louisville, Ky. Chmn. Jefferson Davis Nat. Highway, sponsored by United Daughters of the Confederacy.
- § WOODHOUSE, HENRY, New York City. Author. Founder & Publisher of aeronautical magazines; Founder Am. Soc. Aeronautic Engrs., combined with Soc. Automotive Engrs.; V.P. Aerial League of Am.; Gov. & Trustee Nat. Inst. Efficiency; Mem. Soc. Automotive Engrs.; Franklin Inst.; A. A. A. S.
- †† WOODRUFF, CLINTON ROGERS, Philadelphia, Pa. Lawyer. Dir. of Publ. Welfare; Chmn. Jt. Com. on Electoral Reform in Pa.; Chmn. Bldg. Com., Free Libr.; Com. for Active Citizenship; Hon. Sec. Nat. Mun. League (Sec., 1894-1920); past Chmn. Registration Commn.; Civ. Serv. Commn.; Sp. Asst. City Solicitor; past V.P., Sec. & Treas. A. C. A. (Pres. Am. Park & Outdoor Art Assn. which, consolidated with Am. League for Civic Impr., became the Am. Civic Assn.).
- WOODRUFF, JOSEPH T., Stratford, Conn. Consultant, N. E. Reg. Planning Commn.; Fairfield Co. Planning Commn.; also to the following Conn. towns: Stratford, Norwalk, Darien & Trumbull.
- WOODWARD, GEORGE, Philadelphia, Pa. Physician; State Senator. Pres. Children's Aid Soc.; Trustee Chestnut Hill Acad.; past Mem. Bd. of Health; Pa. Relief Commn.
- WOODWARD, MRS. GEORGE, Chestnut Hill, Pa. Chmn. Chestnut Hill Community Center; Adv. V.P. Civic Club of Phila.
- * WORTH, HOWARD F., San Diego, Cal.
- WORTHINGTON, MRS. CHARLES CAMPBELL, Washington, D. C. Pres. Wakefield Nat. Memor. Assn.; Mem. Nat. Parks Assn.; Worcester Hist. Soc., Worcester, Mass.; N. Y. Chapt., Soc. Mayflower Descendants; D. A. R.; Woman's Nat. Repub. Club, N. Y. C.
- † WOZENCRAFT, FRANK W., New York City. Past Mayor of Dallas, Tex.
- § WRIGHT, HENRY C., New York City. Consultant on Institutions. Pres.

- Queensboro T. B. & Health Assn.; past Investigator, Russell Sage Fdn.; Trustee United Hosp. Fd.; City Club; Mem. Nat. Mun. League; Fed. Council Assos.; Reg. Plan of N. Y.; Co-ordinating Com. on Unempl.
- WRIGHT, JOHN D., Santa Barbara, Cal. Pres. Cal. County Planning Comms. Assn.; past Pres. Community Arts Assn., Santa Barbara; V.-Chmn. (past Chmn.) Santa Barbara Co. Planning Commn.; Chmn. Co. Planning Com., Cal. St. C. of C.; St. Chmn. Roadside Beautification Com., Cal. Garden Club Fed.; Roadside Beautification Com., Garden Club of Am.; Mem. Nat. Roadside Council; Cal. Council for Protection of Roadside Beauty.
- §WRIGHT, RICHARDSON L., New York City. Author. Editor *House & Garden*. Past special correspondent *New York World*; *Chicago Daily News*; & *London Daily Express* in Siberia & Manchuria. Past literary critic *New York Times*.
- WRIGHT, MRS. ROBERT C., Haverford, Pa. Nat. Chmn. Conservn. & Roadside Com., Garden Club of Am.; V.P. Emerg. Aid of Pa.; Com. of 1926, Phila., Pa.; Mem. Exec. Com., Nat. Roadside Council; Am. Game Assn.
- WRZESIEN, WACLAW, Warsaw, Poland. Civil Engineer. Chief City Planning Div., Technorol Co., Warsaw. Engr. in Charge, Warsaw Airport. Past Asst. Engr. Roland Park Co., Baltimore, Md.; Mem. Soc. of Polish Urbanists.
- WYLIE, MRS. WALTER L., St. Petersburg, Fla. Pres. Garden Club; Dir. Fifth Dist., Fla. Fed. of Garden Clubs; Chmn., Protection of Roadside Beauty, St. Fed. of Garden Clubs; V.P. Lake Maggiore Assn.; Mem. Fla. Forestry Assn.; Am. Forestry Assn.; St. Beautification Com., C. of C.; Conservn. Com., St. C. of C.
- WYMAN, PHELPS, F. A. S. L. A., Milwaukee, Wis. Landscape Architect. Fellow Inst. of Park Execs. Mem. City Planning Com., City Club; Nat. Conf. on City Planning; City Planning Inst. Editor Dept. L. A. Design & Art, *Parks & Recreation*.
- *YARD, ROBERT STERLING, Washington, D. C. Exec. Sec. Nat. Parks Assn. Author of books & articles on Federal land subjects, specializing in National Parks.
- †YARDLEY, MRS. FARNHAM, West Orange, N. J. Chmn. Billbd. Com., Orange Garden Club; Mem. Woman's Dept., Nat. Civic Fed.
- YEATMAN, GEORGINA POPE, Philadelphia, Pa.
- YEATMAN, MRS. POPE, Philadelphia, Pa. Pres. Sch. of Occupational Therapy; V.P. Pa. Birth Control League; Mem. Civic Club; Women's City Club; Art Alliance.
- ♀YORK, SAMUEL A., Cummington, Mass. Commr., Dept. of Conservn., Commonwealth of Mass. Mem. Mass. Forest & Park Assn.; Am. Forestry Assn.; Northeastern Forest Res. Adv. Council, 1934-38.
- *YOUNG, CLYDE L., Bismarck, N. D. Attorney. Chmn. local Fed. City Com., A. C. A.; Pres. Zoning Commn.; Mem. St. Hort. Soc.; Bismarck Garden Club.
- *YOUNG, ROBERT H., Washington, D. C. Patent Attorney. Sp. Asst. to U. S. Atty.-Gen. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.
- ZANTZINGER, C. C., Philadelphia, Pa. Mem. Tech. Adv. Com., Reg. Planning Fed. of Phila. Tri-St. Dist.; Bd. of Mgrs., City Park Assn.; Founders' Com.; Bd. of Archtl. Consultants to Sec. of the Treas.; Phila. Commn.; Fairmount Park Art Assn.; Awbury Arboretum.
- ZANTZINGER, MRS. C. C., Philadelphia, Pa. V.P. Eastern Div., Fed. Garden Clubs of Pa.; Chmn. George Washington Bicentenn. Tree Planting Com., Council for Preservn. of Natural Beauty in Pa.; Vis. Nat. Gardens Com., Nat. Council of St. Garden Club Feds.; Mem. Bd., Ambler Sch. of Hort.; Mem. Weeders' Garden Club (Chmn. Billbd. Com.); Pa. Hort. Soc.; Strawberry Mansion.
- †ZOBEL, FREDERICK C., New York City. Architect. Past Sec. Soc. of Archts.; Conf. to Promote Commerce of Port of N. Y.; Mem. Bd. of Dirs., Bldg. Industries; Mem. Nat. Conf. on City Planning; Met. Mus. Art; Park Assn.; Com. on Bldg. Conditions.
- ♀ZOOK, GEORGE F., Washington, D. C. Sec. Am. Fed. of Arts.
- †ZUG, GEORGE B., New York City. Past Professor of Modern Art, Dartmouth Coll. Mem. Boston Soc. of L. A.; Nat. Conf. on City Planning; Planning Div., A. S. C. E.

Subscribing Organizations

California

CALIFORNIA GARDEN CLUB FEDERATION,
LOS ANGELES

Pres. Mrs. Leonard B. Slosson.
Cor. Sec. Mrs. Richard Kirkley.

CITY PLANNING DEPT., LOS ANGELES

REGIONAL PLANNING COMMISSION, LOS
ANGELES

Dir. Charles H. Diggs.

CIVIC DEPT., CHAMBER OF COMMERCE,
SAN DIEGO

SAN DIEGO PLANNING COMMISSION, SAN
DIEGO

Pres. Raymond R. Bradley.
Sec. William R. Wheeler.

Year's Achievements: Actual development of portions of the City Plan was accomplished; cooperative project by City, County, & State Highway Commission resulted in beautiful wide new highway entrance into city via famous Torrey Pines Park & Mission Bay State Park, past United States Marine Base, the Municipal Airport, & the proposed Civic Center, with very few intersecting streets; improvement of this highway was followed by passage of a setback ordinance of 60 feet from the center line of highway; architectural review by Planning Commission of all buildings erected along the highway. Other improvements: construction of streets & parks shown on the Major Street Plan through CWA assistance. A traffic count was made on 80 important intersections.

GARDEN CLUB, SAN FRANCISCO

Exec. Sec. Jean Boyd.

SIERRA CLUB, SAN FRANCISCO

Pres. Francis P. Farquhar.
Sec. William E. Colby.

Publication: "Sierra Club Bulletin."

OUTDOOR ART LEAGUE, SAN JOSÉ

CITY PLANNING COMMISSION, SAN MATEO

Pres. A. W. Deuel.
Sec. James Mulryan.

Year's Achievements: New zoning of city.

COUNTY PLANNING COMMISSION, SANTA
BARBARA

Chmn. John A. Jameson.
Sec. L. Deming Tilton.

Year's Achievements: Completed plans for three county & one State Park with CWS aid as basis of CWA work; completed report & plan of airport, made complete study of existing subdivisions, cooperated in numerous highway planting schemes, inaugurated work on comprehensive waterfront plan for city of Santa Barbara & completed interim zoning ordinance for city of Santa Maria.

Colorado

DENVER PLANNING COMMISSION, DENVER

Pres. C. M. Lightburn.
Sec. Evelyn Payne.

Year's Achievements: Sponsored & supervised CWA projects engaged in various

phases of city & regional planning which include: flood prevention, channel improvement of Cherry Creek; surveying & acquiring right-of-way for 100 miles monumental scenic driveway along foothills from Boulder to Colorado Springs; & three street-widening surveys within city related to the Major Street Plan; initiated regional plan movement & published an outline-plan for the Denver Region.

Connecticut

COMMISSION ON THE CITY PLAN, HARTFORD

Pres. Anthony J. Pagano.
Sec. Roscoe N. Clark.

CONNECTICUT FOREST & PARK COMMISSION,
HARTFORD

Field Sec. Albert M. Turner.

Delaware

BOARD OF PARK COMMISSIONERS, WIL-
MINGTON

Pres. Edgar L. Haynes.
Sec. Edward R. Mack.

Year's Achievements: Improvement of existing parks, largely under local work relief & CWA; extension of winter recreation program for boys & young men, & summer program for adults.

District of Columbia

NATIONAL GEOGRAPHIC SOCIETY, WASH-
INGTON

Pres. & Editor. Gilbert Grosvenor.
Sec. George W. Hutchison.

Hawaii

OUTDOOR CIRCLE, HONOLULU

Illinois

GARDEN CLUB OF ILLINOIS, CHICAGO

Pres. Mrs. Euclid Snow.
Legislative Chmn. Mrs. Warren W. Shoemaker.

Year's Achievements: Eighth Annual Flower & Garden Show attended by 140,000 visitors; intensive State work carried on through committees, whose activities include Conservation, Roadside Improvement, Weed Extermination, Education (Radio, Lectures, Library, Garden Tours, Speakers' Bureau, Monthly Meetings, Junior Work). There are 140 garden clubs in the Federation.

NATIONAL ASSOCIATION OF REAL ESTATE
BOARDS, CHICAGO

Pres. Hugh Potter.
Sec. Herbert U. Nelson.

Year's Achievements: Sales Conferences held throughout the country for the purpose of rendering practical assistance to members; courses in Real Estate & Land Economics sponsored in 70 colleges; Library, Information Bureau, & other services continued.

REGIONAL PLANNING ASSOCIATION,
CHICAGO*Pres.* Daniel H. Burnham.*Sec.* Robert Kingery.

Year's Achievements: Continued to cooperate in advisory capacity with city, county, & State officials & civic organizations, as principal source of authentic information on planning & zoning, & on preparation & carrying out of highway & park acquisition & improvement programs.

ILLINOIS MUNICIPAL LEAGUE, URBANA

Indiana

CITY PLAN COMMISSION, EVANSVILLE

Pres. & Acting Sec. Henry M. Dickman.*Exec. Sec.* R. W. Blanchard (on leave).

Year's Achievements: During April, 1933, a city-wide Housing Survey was launched by the Commissioner of Buildings as an Unemployment Relief Project; in November the following activities were undertaken with CWA labor: (1) Thoroughfare Plan Maps completed; (2) Field work on Major Street Building Line completed on 45 per cent of major streets; (3) Zoning Detail Sheets completely revised; (4) Location & extent of Blighted Districts determined. In addition, the Commission compiled data for a Proposed Slum Clearance & Low-cost Housing Project, comprising an area of 14 acres, & contemplating 220 housing units, a commercial building, & 2.7 acres of parks & playground.

DEPARTMENT OF CONSERVATION, INDIANAPOLIS

Commr. V. M. Simmons.

Iowa

CITY PLAN & ZONING COMMISSION, DES MOINES

Chmn. Harley H. Stipp.*Sec.* Mrs. Edyth Howard.

Year's Achievements: Many projects during past year were facilitated & accomplished through funds allocated by the Federal Works Program & by continuance of the CWA. Among these were the construction of permanent river walls & intercepting sewer through Des Moines Civic Center, & considerable improvement & development work on the city streets.

STATE BOARD OF CONSERVATION, DES MOINES

Chmn. William P. Woodcock.*Sec.* Ross Ewing.

Kentucky

CITY PLANNING & ZONING COMMISSION, LOUISVILLE

Chmn. J. C. Murphy.*Sec.* H. W. Alexander.

Year's Achievements: Slum-clearance project promoted, to be carried out by the Public Works Emergency Housing Corporation.

WOMAN'S CITY CLUB, LOUISVILLE

Louisiana

CITY PLANNING & ZONING COMMISSION, NEW ORLEANS

Chmn. John Mort Walker, Jr.*Sec.* Anne M. Robertson.

Year's Achievements: Prepared detailed plans for three Major Street projects, for relocation of Major Streets in City Park extension & in area proposed for housing project; conducted a city-wide traffic-flow study with ERA labor; prepared plan of development for 100-acre Algiers Park; prepared tentative plan for enlargement of school, playgrounds, & location of additional schools & playgrounds; also for pleasure drive along Bayou St. John to tie in with proposed development of City Park; prepared map showing distribution of population by squares for 1930.

Maine

SOCIETY OF ART, PORTLAND

Maryland

ROLAND PARK CIVIC LEAGUE, BALTIMORE

Sec. R. Brooke Maxwell.

WOMAN'S CIVIC LEAGUE, BALTIMORE

Pres. Mrs. Herbert E. Pickett.*Cor. Sec.* Julia R. Rogers.

Year's Achievements: Three playgrounds operated in congested sections of Baltimore; operated Community Thrift Gardens; held annual Garden Contest in which 3,555 contestants were enrolled; hundreds of local problems, such as Zoning, Smoke Abatement, Sewage, Street Lighting, Waste Disposal, cared for by Civic League Group Committee which operates in 28 city wards. Maintained classes in Citizenship. Conducted successful annual flower market.

CIVIC LEAGUE, HAGERSTOWN

Pres. Mrs. James Findlay.

Year's Achievements: In spite of financial losses, Milk Stations were continued throughout winter with the help of individual members; talks on forestry & good citizenship continued by the President in the schools.

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION, SILVER SPRING

Chmn. George N. Palmer.*Sec.* Thomas Hampton.*Planner.* Irving C. Root.

Year's Achievements: Purchase of 300 acres of park land; development of natural woodland for general park purposes in Rock Creek Park, Sligo Creek Parkway, & Cabin John Creek Parkway; received gift of Jesup Blair Park, 13-acre property, given as a memorial to the brother of Mrs. Violet Janin, the historical homestead now being rebuilt as a library & community building.

Massachusetts

AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS, BOSTON

Pres. Henry V. Hubbard.*Sec.* Bremer W. Pond.*Exec. Sec.* Bradford Williams.

Year's Achievements: Coöperation with other organizations: (1) In working for

Federal legislation favorable to development of plan of National Capital; (2) In furthering interests of National Parks; (3) In sponsoring a movement for the preservation of natural beauty either outstanding in a region or characteristic of it. Coöperation with the National Park Service in making the services of qualified landscape architects available for Emergency Conservation Work. Preparation of a code for professional practice of landscape architecture.

CITY PLANNING BOARD, BOSTON

Chmn. Frederic H. Fay.

Sec. Elisabeth M. Herlihy.

Year's Achievements: Developed outline for CWA project & directed 461 workers in housing, recreation, & engineering studies; recommended & assisted in securing enactment of legislation providing for State Board of Housing; coöperated in preparing draft of bill providing for municipal housing authorities; organized Local Joint Planning Committees in 14 different sections of city; sponsored creation of Noise Nuisance Bureau in Sanitary Division of Health Dept.; coöperated with public officials in development of PWA and CWA programs; studies of zoning, playgrounds, streets, intersections, & other related subjects continued.

MASSACHUSETTS CIVIC LEAGUE, BOSTON

Pres. Joseph Lee.

Sec. Katharine Van Etten Lyford.

Year's Achievements: Worked to secure passage of legislation for protection of neglected children, for creation of State Housing Board, & for abolition of county training schools; helped defeat legislation restricting activities of school committees, tearing down Civil Service standards, limiting manufacture & sale of prison-made goods; active educational campaign to secure better motion pictures through abolition of monopolistic trade practices of block booking & blind selling, thereby securing community freedom in choice of films; Committee on Streets & Alleys active in promoting better care of city & town dumps; in coöperation with Boston Housing Association, promoted State-wide conference on housing for consideration of zoning, housing, & town planning problems; Massachusetts Billboard Law Defense Committee continued its fight in defense of constitutionality of this law (case now being considered by Massachusetts Supreme Court); Town Room Research Committee compiled third yearly bulletin of Current Social Research in Massachusetts; Committee on Cause & Cure of Crime compiling data on problem of unification of police & also defended methods & theories being used in the Norfolk Prison Colony; sponsored three months' research study on the problems of unemployed 16- to 21-year-old boys & girls, & five months' research on juvenile crime prevention in Boston.

MASSACHUSETTS STATE FORESTER, BOSTON
(Under Dept. of Conservation)

Commr. & State Forester. Samuel A. York.

Sec. Helen G. Talboy.

Michigan

VILLAGE OF BIRMINGHAM, BIRMINGHAM

CITY PLAN COMMISSION, DETROIT

Sec. Walter H. Blucher.

CITIZEN'S LEAGUE, DETROIT

Sec. William P. Lovett.

Minnesota

CITY PLANNING BOARD, ST. PAUL

Chmn. William Mahoney.

Dir. & Engr. George H. Herrold.

Year's Achievements: Secured the adoption of plans for the removal of the 1,400-ft. Minnesota Transfer Viaduct on University Avenue at a cost of \$450,000 (approved as a PWA Highway Project). Made a comprehensive Traffic Survey, Housing Survey, & Leisure Time Activities Survey with CWA funds.

Missouri

WOMAN'S CITY CLUB, KANSAS CITY

Exec. Sec. Mrs. W. J. Doughty.

CITY PLAN COMMISSION, ST. LOUIS

Chmn. E. J. Russell.

Sec. Tom Gilmartin.

Year's Achievements: Acquisition of land for Memorial & Aloe (Union Station) Plazas completed; extensive study of housing conditions in region; widening of Gravois Avenue & Natural Bridge Road.

Nebraska

CHAMBER OF COMMERCE, LINCOLN

Pres. Frank D. Throop.

Sec. W. S. Whitten.

Year's Achievements: Continued coöperation in all civic activities; city planning committee proceeding with study of projective thoroughfares, intersections, & park areas, & coöperating with City Council's Greater Lincoln Planning Commission; working with State Capitol Commission in landscaping streets & grounds adjacent to Capitol; actively engaged in movement to provide connecting thoroughfare between State Capitol & University of Nebraska campus; emphasized value of public health & fire-prevention activities.

New Hampshire

STATE DEVELOPMENT COMMISSION, CONCORD

Chmn. Edgar H. Hunter.

Exec. Sec. Donald D. Tuttle.

A State Department financed by State appropriations to create, assemble, & distribute ideas that will help build New Hampshire.

CITY PLANNING BOARD, MANCHESTER

New Jersey

WOMAN'S CITY CLUB, ABSECON

Pres. Mrs. William Hurd.

Civic Pride Chmn. Mrs. Hugh Ross.

UNION COUNTY PARK COMMISSION, ELIZABETH

Pres. Arthur R. Wendell.

Sec. & Engr. W. Richmond Tracy.

Year's Achievements: Continued progress in the acquisition, development, & main-

tenance of the county system of parks & recreation representing approximately 4,200 acres, the number of visits by the public during 1933 exceeding 5,600,000; real-estate donations to the Park System exceed \$750,000 in value to date; extensive plantings of iris, magnolias, & Japanese cherries received as gifts; considerable new development through CCC and CWA.

WOMAN'S CLUB, MOORESTOWN

ESSEX COUNTY PARK COMMISSION, NEWARK
SHADE TREE DIVISION, NEWARK
Supt. Carl Bannwart.

Year's Achievements: Three hundred street trees were planted during 1933. Grading was supervised for six large school & neighborhood playgrounds with relief labor. Sixty thousand street trees trimmed by Shade Tree Division gangs, augmented by relief labor.

PASSAIC COUNTY PARK COMMISSION,
PATERSON

Pres. Garret A. Hobart.

Sec. Charles A. Winans.

Year's Achievements: Developments started on two new units with CWA help; work on two other units continued.

COUNTY OF MERCER, TRENTON

STATE FORESTER, TRENTON

New York

SOCIETY OF NATURAL SCIENCES, BUFFALO

Pres. Chauncey J. Hamlin.

Cor. Sec. Darwin D. Martin.

Year's Achievements: Exhibition program (ultimately to show story of Man & the Universe) progressing; education & radio programs continued & expanded. Average number of visitors 9,000 per week.

LONG ISLAND CHAMBER OF COMMERCE OF
KINGS, QUEENS, NASSAU, & SUFFOLK
COUNTIES, NEW YORK CITY

Pres. Henry R. Swartley, Jr.

Mng. Dir. Meade C. Dobson.

Year's Achievements: Advancement of arterial highways & parkways; improvement of roadside conditions; progress in port & waterway projects, & planning & zoning methods; development of conservation projects; progress in cooperative activities of civic organizations & development of community spirit in Kings, Queens, Nassau, & Suffolk counties, Long Island, N. Y.

NEW YORK CHAPTER, A. I. A., NEW YORK
CITY

Pres. Ralph Walker.

Sec. Eric Kebbon.

REGIONAL PLAN ASSOCIATION, INC., NEW
YORK CITY

Pres. George McAney.

Sec. Lawrence M. Orton.

Year's Achievements: General planning assistance given municipalities in Region; instrumental in creating new planning boards & zoning commissions throughout area; special cooperation with newly organized State planning boards & with New York City authorities in establishing planning on an official basis. Publication of two

bound volumes: (1) "From Plan to Reality," an account of four years' progress towards the realization of the Regional Plan of New York and Its Environs; (2) "The Rebuilding of Blighted Areas," an application of neighborhood principles to the rehabilitation of a blighted area in the borough of Queens. Continued series of Information Bulletins & other miscellaneous publications. Started special project for introducing planning in the curriculum of high schools in the Region.

MONROE COUNTY REGIONAL PLANNING
BOARD, ROCHESTER

Chmn. Frank C. Blackford.

Sec. J. Franklin Bonner.

Year's Achievements: During 1933 the Board continued the arrangement of its program to assist the county administration in meeting the problems of the present "emergency period" & also in providing employment for a large number of skilled "white-collar" workers; projects were continued & new ones inaugurated which have advanced the planning program many months; a complete analysis has been made of the physical, economic, & social conditions in the town of Gates, similar studies started in Riga & Webster; survey for potential sources of ground-water supply has been undertaken; studies & surveys which will serve as a basis in the laying out of the master plan being continued.

North Carolina

STATE DEPARTMENT OF CONSERVATION &
DEVELOPMENT, RALEIGH

Dir. R. Bruce Etheridge.

Asst. Dir. Paul Kelly.

Year's Achievements: Supervised planting of 711,000 bushels of oysters as a CWA project; increased capacity of forest nursery & expect to produce 2,500,000 seedlings next year; obtained Fort Raleigh, birthplace of Virginia Dare, & began reconstruction of fort as a State Park (CWA project); improved & enlarged all five State hatcheries; obtained road to Fort Macon & secured CCC Camp for rehabilitation of old fort; launched program for establishment of National Forest on "the banks" of eastern North Carolina; arranged with Federal Government to create three new National Forests in North Carolina, one in mountains, one in Piedmont, & one in East.

Ohio

CHAMBER OF COMMERCE, AKRON

Pres. George H. Meyers.

Sec. Vincent S. Stevens.

Year's Achievements: Action by Municipal Research Bureau & Chamber of Commerce taxation committees resulted in reduction of City, County, & Board of Education operating budgets, representing a saving of several hundred thousand dollars to taxpayers. Assisted in handling case for reduction of coal rates on railroads, making a saving of over \$400,000 for coal-users of Akron last year.

BETTER HOUSING LEAGUE, CINCINNATI

Exec. Sec. Bleecker Marquette.

CHAMBER OF COMMERCE, CLEVELAND

Pennsylvania

COMMUNITY HEALTH & CIVIC ASSOCIATION,
ARDMORE

VALLEY PLANNING ASSOCIATION, EAST
PITTSBURGH

CIVIC LEAGUE, HANOVER

BUREAU OF MUNICIPAL AFFAIRS, DEPT. OF
INTERNAL AFFAIRS, HARRISBURG
Dir. J. Herman Knisely.

CHAMBER OF COMMERCE, HARRISBURG
Pres. N. B. Bertolette.
Sec. Daniel N. Casey.

Year's Achievements: One of the first to organize NRA service to members; aided in location of a number of new payroll enterprises; secured record number of conventions for Harrisburg.

CIVIC CLUB, HARRISBURG

DEPARTMENT OF HIGHWAYS, HARRISBURG
Highway Forester. Walter D. Ludwig.

MUNICIPAL LEAGUE, HARRISBURG
Pres. Vance C. McCormick.
Sec. J. Horace McFarland.

Year's Achievements: League acts mostly as a watchdog; when need arises, it moves quickly & quietly, but with considerable efficiency.

STATE CHAMBER OF COMMERCE, HARRISBURG

CITY OF JOHNSTOWN, JOHNSTOWN

CITY PLANNING COMMISSION, JOHNSTOWN

AMERICAN FOUNDATION, INC., PHILADELPHIA

Pres. Philip S. Collins.
Sec. Clarence Gardner.

Year's Achievements: Maintaining organization for the American Peace Award, The Mountain Lake Sanctuary, Florida; The Philadelphia Award, & The Citizens' Award of Philadelphia. During 1933-34 actively continued its efforts to promote international relations through recognition of the World Court; through its Committee on Russian-American Relations made an extensive research & report on the controlling factors in the relation between the U. S. & the U. S. S. R.

THE ART CLUB, PHILADELPHIA

CITY PARKS ASSOCIATION, PHILADELPHIA
Pres. Samuel Price Wetherill, Jr.
Sec. H. Eugene Heine.

Year's Achievements: Charter Amendment to permit Association to act as trustees for public reservations in the Philadelphia Tri-State Regional area; maintenance of Awbury Arboretum & slum playground; dissemination of parks & open space & civic beauty propaganda through monthly bulletins; formulation of plans for more energetic action in immediate future.

CIVIC CLUB, PHILADELPHIA

Pres. Mrs. George Morley Marshall.
Vice-Pres. Katherine Brinley.
Gen. Sec. Claire B. MacAfee.

Past Achievements: The Civic Club celebrated its Fortieth Anniversary this year. Among other equally important activities it has been responsible for the first School

for Backward Children; the first Free Summer Concerts; the first movement for the Preservation of Creek Valleys; the first Committee on Smoke Nuisance; the first Joint Committee on Unnecessary Noises.

COUNCIL FOR THE PRESERVATION OF

NATURAL BEAUTY, PHILADELPHIA

Pres. Mrs. Clarence C. Zantzing.

Cor. Sec. Mrs. Richard D. Wood.

Year's Achievements: Bird Sanctuary Exhibit at Phila. Flower Show; campaign for Christmas Greens Conservation; Campaign against Tent Caterpillars; fall & spring broadcasts on all topics of conservation; establishment of State Wild-Flower Preserve in Washington's Crossing Park; promotion of legislation for the regulation of outdoor advertising.

FAIRMOUNT PARK ART ASSOCIATION,
PHILADELPHIA

REGIONAL PLANNING FEDERATION OF THE
PHILADELPHIA TRI-STATE DISTRICT,
PHILADELPHIA

Pres. Herbert L. Badger.

Exec. Dir. W. H. Connell.

CIVIC CLUB OF ALLEGHENY COUNTY,
PITTSBURGH

Pres. M. K. McKay.

Sec. H. Marie Dermitt.

Year's Achievements: Published two Voters' Directories containing information on candidates; secured the cooperation of city, county, press, & individuals in campaign against posting of political placards; active in city budget sessions, in State legislative matters, in zoning problems, in garbage- & rubbish-disposal hearings; sponsored outdoor Christmas lighting & two psychological tests for exceptionally able youths of secondary schools in county; contributed to public welfare through the cooperation of two open-air schools & the Soho Public Baths, Day Nursery & Laundry.

CHAMBER OF COMMERCE, WILLIAMSPORT

Rhode Island

CHAMBER OF COMMERCE, PROVIDENCE

Pres. Hugh F. MacColl.

Sec. Richard B. Watrous.

Year's Achievements: Chamber has cooperated closely with Providence City Plan Commission, through its representatives on the Advisory Committee of the Commission; cooperated with Frederick L. Ackerman, Adviser to the City Plan Commission, in survey to determine valuation of all land properties in Providence; through its Committee on Fire Prevention, has cooperated with the Providence Fire Department in the demolition of many unsightly structures that are fire hazards. Properties so cleared have been planted & made attractive to surrounding neighborhoods.

CIVIC IMPROVEMENT & PARK ASSOCIATION,
PROVIDENCE

Sec. Richard B. Watrous.

METROPOLITAN PARK COMMISSION, PROVIDENCE

Tennessee

TENNESSEE GARDEN CLUB, MEMPHIS
Pres. Mrs. Robin Mason.
Cor. Sec. Mrs. W. T. Michie.

Texas

CITY PLAN COMMISSION, DALLAS
Acting Chmn. Henry S. Miller.
Engr.-Dir. David L. Robinson, Jr.
Year's Achievements: Initiation of studies preliminary to the preparation of an Arterial Street Map & the formulation of a plan for a Boulevard System.

KESSLER PLAN ASSOCIATION, DALLAS
Sec. John E. Surratt.

Virginia

ACCOMACK WOMAN'S CLUB
Pres. Mrs. G. W. McMath.
Sec. Lucille Boggs.
Year's Achievements: Roadside planting; Xmas gifts for poor children of county; two flower shows & garden tour & contest given.

DIVISION OF PARKS, CONSERVATION & DEVELOPMENT DEPARTMENT, RICHMOND
Chmn. William E. Carson.
Exec. Sec. & Treas. Richard A. Gilliam.
Dir. of Parks. R. E. Burson.

Year's Achievements: The sum of \$50,000 has been appropriated by the State of Virginia for acquisition or purchase of property within that sum by the Division of Parks. A total of approximately 18,815 acres has now been acquired or purchased for development & use as State Parks throughout the State; in addition, completion of George Washington Mill has been accomplished & preparations for construction of scenic parkways into three State Parks under CWA & other funds begun; the Division now operates 15 camps & has used CWA labor to the extent of 1,000 persons.

WILLIAMSBURG RESTORATION, INC., WILIAMSBURG

West Virginia

OGLEBAY INSTITUTE, WHEELING
Pres. D. A. Burt.
Sec. Mrs. A. S. Paull.
Exec. Sec. Betty Eckhardt.
Activities: The Institute carries on a program of educational-recreational activities in Oglebay Park & in urban & rural communities within the Wheeling Metropolitan District; in rural communities staff members have coöperated with county extension workers & community leaders in encouraging & promoting music, dramatics, community picnic places & nature trails, sports, & other efforts by the people to provide their own entertainment.

Wisconsin

CONSERVATION DEPARTMENT, MADISON
Directing Commr. Ralph M. Immell.
Year's Achievements: Maintenance of adequate forest protection program & State forest planting program ensuring the planting of 10,000,000 trees annually; maintenance & improvement of 50 wild-life refuges; maintenance & improvement of 14 existing State Parks; production & planting of 432,000,000 game fish; production & distribution of 90,000 pheasant eggs & 10,000 pheasants; maintenance of efficient conservation-law enforcement agency; dissemination of publicity to all State publications; coöperation with educational agencies & conservation educational program.

CITY CLUB, MILWAUKEE
Pres. C. F. Pattison.
Civic Sec. Leo Tiefenthaler.
Year's Achievements: Assisted in organization & in work of "Joint Committee on Consolidation in Milwaukee County"; assisted in referendum campaign for simplification of charter; made studies of modernization of county government; took prominent part in organization of "Governor's Committee on Street and Highway Safety"; continued advocacy of creation of comprehensive master plan; prepared study of consolidation of freight & passenger terminals; active during legislative session on measures affecting city government.

Foreign Organizations

DEPARTMENT OF PUBLIC WORKS, EDMONTON, ALBERTA, CANADA

Dir. of Town Planning. C. A. Davidson.

ONTARIO HORTICULTURAL ASSOCIATION, TORONTO, ONTARIO, CANADA

TOWN PLANNING COMMISSION, VANCOUVER, B. C., CANADA

Chmn. Frank E. Buck.
Engr.-Sec. J. Alexander Walker.

Year's Achievements: Preliminary studies undertaken relative to the "West End" (land area of 0.86 square mile), contiguous to the central business district, & at one time the high-class residential district of the city (now zoned mainly for six-story apartments). City Council now being approached by the Commission with a view to making provision for comprehensive survey, in order to find solution to one of Vancouver's major problems. Vancouver has acquired the necessary legislation to put into effect architectural control in regard to all future buildings erected in the city. A course of lectures on town planning was prepared for students in the High Schools of the city.

MINISTRY OF HEALTH, LONDON, ENGLAND
 SIEDLUNGSVERBAND RUHRKOHLENBEZIRK, ESSEN, GERMANY

NEDERLANDSCH INSTITUUT VOOR VOLK-SHUISVESTING EN STEDEBOUW, AMSTERDAM, HOLLAND

Subscribing Libraries

ALABAMA

Alabama Polytechnic Institute Library, Auburn. Ln.: Mary E. Martin.
University of Alabama Library, University. Ln.: Alice S. Wyman.

ARIZONA

State Library of Arizona, Phoenix. Law and Legislative Reference Ln.: Mulford Winsor.
Public Library, Phoenix. Ln.: Jane Hudgins.

CALIFORNIA

Public Library, Berkeley. Ln.: Susan T. Smith.
University of California Library, Berkeley. Ln.: Harold L. Leupp.
State Teachers' College, Chico. Ln.: Alice Anderson.
County of Los Angeles Free Library, Los Angeles. Ln.: Helen E. Vogleson.
Public Library, Los Angeles. Ln.: Althea H. Warren.
University of California at Los Angeles Library, Los Angeles. Ln.: John Edward Goodwin.
University of Southern California Library, Los Angeles. Acting Ln.: Christian R. Dick.
Oakland Free Library, Oakland. Ln.: John Boynton Kaiser.
California State Library, Sacramento. Ln.: Mabel R. Gillis.
City Free Library, Sacramento. Ln.: Grace R. Taylor.

COLORADO

University of Colorado Library, Boulder. Ln.: C. Henry Smith.
Public Library, Denver. Ln.: Malcolm G. Wyer.

CONNECTICUT

Public Library, Hartford. Ln.: Truman R. Temple.
State Library, Hartford. Ln.: George S. Godard.
Yale University Library, New Haven. Ln.: Andrew Keogh.

DISTRICT OF COLUMBIA

Library of Congress. Ln.: Herbert Putnam.

FLORIDA

University of Florida Library, Gainesville. Ln.: Cora Miltimore.
Public Library, Jacksonville. Ln.: Joseph Marron.

HAWAII

Municipal Reference Library, Honolulu. Ln.: Mrs. Grace M. Bartlett.

ILLINOIS

John Crerar Library, Chicago. Ln.: J. Christian Bay.
Public Library, Chicago. Ln.: Carl B. Rodan.
University Libraries, University of Chicago. Dir.: M. Llewellyn Raney.
Northwestern University Library, Evanston. Ln.: Theodore W. Koch.
Municipal Reference Library, Galesburg. Dir.: Anna F. Hoover.

Illinois, continued

Legislative Reference Bureau, Springfield. Ln.: Mrs. Gladys H. Peterson.
State Library, Springfield. Supt.: Harriet M. Skogh.
University of Illinois Library, Urbana. Ln.: P. L. Windsor.

INDIANA

Public Library, Indianapolis. Ln.: Luther L. Dickinson.
State Library, Indianapolis. Dir.: Louis J. Bailey.
Purdue University Library, Lafayette. Ln.: William M. Hepburn.

IOWA

Iowa State College Library, Ames. Ln.: Charles H. Brown.
State Library, Des Moines. Ln.: Johnson Brigham.

KANSAS

Bureau of Governmental Research, University of Kansas, Lawrence. Ln.: Bessie Wilder.
University of Wichita Library, Wichita. Acting Ln.: M. Alice Isely.

LOUISIANA

Howard Memorial Library, New Orleans. Ln.: Robert J. Usher.

MAINE

University of Maine Library, Orono. Ln.: Louis T. Ibbotson.

MARYLAND

Department of Legislative Reference, Baltimore. Executive: Horace E. Flack.
Enoch Pratt Free Library, Baltimore. Ln.: Joseph L. Wheeler.
Maryland Public Library Advisory Commission, Baltimore. State Dir.: Adelene J. Pratt.

MASSACHUSETTS

Bureau of Government, Amherst College, Amherst. In Charge: Prof. Phillip Bradley.
Massachusetts State College Library, Amherst. Ln.: Basil B. Wood.
Public Library, Boston. Dir.: Milton E. Lord.
School of Architecture, Massachusetts Institute of Technology, Boston. Ln.: W. N. Server.
State Library, Boston. Ln.: Edward H. Redstone.
Harvard College Library, Cambridge. Ln.: Alfred C. Potter.
School of City Planning Library, Harvard University, Cambridge. Ln.: Katherine McNamara.
City Library Association, Springfield. Ln.: Hiller C. Wellman.
Public Library, Waltham. Ln.: Leslie T. Little.

MICHIGAN

Bureau of Government, University of Michigan, Ann Arbor. Ln. & Sec.: Ione M. Ely.
General Library, University of Michigan, Ann Arbor. Ln.: W. W. Bishop.

- Michigan, continued
 Public Library, Detroit. Ln.: Adam Strohm.
 Michigan State College Library, East Lansing. Ln.: Jackson Edmund Towne.
 Public Library, Grand Rapids. Ln.: Samuel H. Ranck.
 State Library, Lansing. Ln.: Mrs. Mary E. Frankhauser.
 Dorsch Memorial Library, Monroe. Ln.: Mary J. Crowther.
- MINNESOTA
 Public Library, Minneapolis. Ln.: Gratia A. Countryman.
 Public Library, St. Paul. Ln.: Mrs. Jennie T. Jennings.
 State Library, St. Paul. Ln.: Paul Danzingberg.
- MISSOURI
 Public Library, Kansas City. Ln.: Purd B. Wright.
 Public Library, St. Joseph. Ln.: Irving R. Bundy.
 Municipal Reference Library, St. Louis. Ln.: Lucius H. Cannon.
 Public Library, St. Louis. Ln.: Arthur E. Bostwick.
- NEBRASKA
 University of Nebraska Library, Lincoln. Ln.: Gilbert H. Doane.
 Public Library, Omaha. Ln.: Edith Tobitt.
- NEW HAMPSHIRE
 Dartmouth College Library, Hanover. Ln.: Nathaniel L. Goodrich.
- NEW JERSEY
 Drew University Library, Madison. Ln.: Octo Gerald Lawson.
 Free Public Library, Newark. Ln.: Beatrice Winsor.
 Rutgers University Library, New Brunswick. Ln.: George A. Osborn.
 Princeton University Library, Princeton. Ln.: James Thayer Gerould.
 Free Public Library, Trenton. Ln.: Howard L. Hughes.
- NEW YORK
 State Library, Albany. Dir.: James I. Wyer.
 Pratt Institute Free Library, Brooklyn. Ln.: Edward F. Stevens.
 Public Library, Buffalo. Ln.: Alexander Galt.
 Colgate University Library, Hamilton. Chief Ln.: Dr. Charles Worthen Spencer.
 Cornell University Library, Ithaca. Ln.: Otto Kinkeldey.
 Columbia University Library, New York City. Ln.: Roger Howson.
 Public Library, New York City. Dir.: Edwin H. Anderson.
 Teachers' College Library, Columbia University, New York City. Ln.: Eleanor M. Witmer.
 Public Library, Rochester. Ln.: John A. Lowe.
- NORTH CAROLINA
 Duke University Library, Durham. Ln.: Joseph Penn Breedlove.
 School of Law, Duke University, Durham. Ln.: Wm. R. Roalfe.
- North Carolina, continued
 N. C. State College of Agriculture & Engineering, Raleigh. Ln.: Frank Capps.
- OHIO
 Public Library, Akron. Ln.: Will H. Collins.
 Municipal Reference Bureau, City of Cincinnati, Cincinnati. Dir.: Emmett L. Bennett.
 Municipal Reference Bureau, University of Cincinnati, Cincinnati. Dir.: Edward A. Henry.
 Public Library, Cincinnati. Ln.: Chalmers Hadley.
 Adelbert College Library, Western Reserve University, Cleveland. Ln.: George F. Strong.
 Public Library, Cleveland. Ln.: Linda A. Eastman.
 State University Library, Columbus. Ln.: Earl N. Manchester.
- OREGON
 University of Oregon Library, Eugene. Ln.: Matthew H. Douglass.
 State Library, Salem. Ln.: Harriet C. Long.
- PENNSYLVANIA
 J. Herman Bosler Memorial Library, Carlisle. Ln.: William Homer Ames.
 Public Library, Harrisburg. Ln.: Alice Rhea Eaton.
 State Library, Harrisburg. Dir.: Gertrude MacKinney.
 Lippincott Library, Wharton School of Finance & Commerce, University of Pennsylvania, Philadelphia. Ln.: Dorothy Bemis.
 University of Pennsylvania Library, Philadelphia. Ln.: C. Seymour Thompson.
 Allegheny Carnegie Free Library, Pittsburgh. Ln.: David D. Cadogan.
 Carnegie Library of Pittsburgh, Pittsburgh. Dir.: Ralph Munn.
 Swarthmore College Library, Swarthmore. Ln.: Charles B. Shaw.
- RHODE ISLAND
 Public Library, Providence. Ln.: Clarence E. Sherman.
 State Library, Providence. Ln.: Herbert O. Brigham.
- TENNESSEE
 Public Library, Chattanooga. Dir.: Nora Crimmins.
- TEXAS
 State Library and Historical Commission, Austin. Acting Ln.: Fannie M. Wilcox.
 Public Library, Dallas. Ln.: Cleora Clanton.
 Public Library, El Paso. Ln.: Mrs. Maud D. Sullivan.
 Rosenberg Library, Galveston. Ln.: Frank C. Patten.
- UTAH
 Free Public Library, Salt Lake City. Ln.: Joanna H. Sprague.
- VERMONT
 State Library, Montpelier. Ln.: Harrison J. Conant.

VIRGINIA

Virginia Polytechnic Institute Library,
Blacksburg, Ln.: Ralph M. Brown.
College of William & Mary Library,
Williamsburg, Ln.: E. G. Swem.

WASHINGTON

State College of Washington, Pullman.
Ln.: William W. Foote.
Public Library, Seattle. Ln.: Judson
Toll Jennings.
Public Library, Spokane. Ln.: George
W. Fuller.

WEST VIRGINIA

West Virginia University Library, Mor-
gantown, Ln.: Lonna D. Arnett.

WISCONSIN

Kellogg Public Library, Green Bay. Ln.:
Sybil Schuette.
Municipal Reference Library, Milwaukee
Public Library, Milwaukee. Ln.:
Matthew S. Dudgeon.

WYOMING

University of Wyoming Library, Laramie.
Ln.: Mary E. Marks.

Exchange Members

AMERICAN ASSOCIATION OF MUSEUMS,
WASHINGTON, D. C.

Pres. Paul J. Sachs.
Dir. Laurence Vail Coleman.

Year's Achievements: Publication of
"Historic House Museums" by Laurence
Vail Coleman, a manual for those in charge
of historic house museums, containing a
directory of more than 400 such museums;
completion of field work for a general re-
port on museums in the United States & the
beginning of a study of college & university
museums; completion of program for the
building of museums in National Parks;
annual meeting in Chicago, regional meet-
ings in New England, Middle West, &
South.

Publications: "The Museum News";
"Publications of the American Association
of Museums, New Series."

AMERICAN FEDERATION OF ARTS, WASH-
INGTON, D. C.

Pres. Frederic Allen Whiting.
Sec. George F. Zook.

Year's Achievements: A weekly series of
radio talks under the title "Art in America"
was conducted from February to June;
scope & importance of the American Maga-
zine of Art have been greatly increased
through the acquisition of Creative Art,
formerly published by Albert & Charles
Boni, Inc., the new magazine combining
many of the best features of both; among
the important activities of the Department
of Educational Work have been special
projects conducted in cooperation with
Government extension workers in rural
districts, a special type of exhibit having
been successfully developed for this purpose;
routine services, such as exhibitions, lec-
tures, loans from library, & the development
of art-educational projects continued.

Publications: "American Magazine of
Art"; "American Art Annual."

AMERICAN FORESTRY ASSOCIATION, WASH-
INGTON, D. C.

Pres. George D. Pratt.
Sec. Ovid Butler.

Year's Achievements: Successfully pro-
moted establishment of an educational
program in the CCC; cooperated in series of
conferences which formulated a program of
conservation for the management of private

timberlands & an enlarged Federal & State
forestry program; promoted more effective
forest-fire protection for all forest lands of
the nation; conducted a national photo-
graphic contest to stimulate public interest
in trees; sponsored planting of nut trees
with historical traditions by over half a
million people under National Nut-Tree
Planting Project; stimulated forest knowl-
edge & activities among school children by
conferring tree medals in fifteen States,
Alaska, & the District of Columbia; ex-
tended cooperation to schools throughout
the country in teaching forest conservation;
promoted passage of bills to bring Public
Domain under conservation management,
to add the Everglades to the National Park
System, & to add an area of 3,000 acres of
virgin timber to the Allegheny National
Forest; conducted promotion of recrea-
tional use of the National Forests & revision
of mining laws to protect forest areas
against fraudulent locations; carried for-
ward its program of stimulating action to
control soil erosion.

Publication: "American Forests."

AMERICAN GAME ASSOCIATION, WASHING-
TON, D. C.

Pres. Seth Gordon.
Sec. A. S. Houghton.

Year's Achievements: Continued to pro-
mote wild-life research, game management,
need of trained man-power, & coordination
of effort of all agencies interested in wild-
life restoration. Assisted in securing funds
& Federal relief workers for important con-
servation work, such as water conservation,
stream improvement, & in having forest
workers give due consideration to needs of
wild-life. Urged passage of the Duck Stamp
Bill & other Federal legislation, & aided
many States in securing needed laws.
Assisted in developing the idea of warden
training schools in various States. Urged
the need of crow-control & the use of the
flushing bar. Continued operation of game
management demonstration units in co-
operation with U. S. Biological Survey.

Publication: "American Game."

AMERICAN GEOGRAPHICAL SOCIETY, NEW
YORK CITY

Pres. Roland L. Redmond.
Dir. & Ed. Isaiah Bowman.

Publication: "Geographical Review."

**AMERICAN INSTITUTE OF ARCHITECTS,
WASHINGTON, D. C.**

Pres. E. J. Russell.

Sec. Frank C. Baldwin.

Year's Achievements: 66th Convention held at Washington, D. C., when the Institute's committees reported on their activities for the past year.

Publication: "The Octagon."

AMERICAN NATURE ASSOCIATION, WASHINGTON, D. C.

Pres. Arthur Newton Pack.

Sec. Percival S. Ridsdale.

Year's Achievements: Furthering conservation in general, roadside beautification & billboard elimination in particular; conservation of wild-life actively continued.

Publications: "American Nature Magazine"; "Roadside Bulletin."

GARDEN CLUB OF AMERICA, NEW YORK CITY

Pres. Mrs. Jonathan Bull.ley.

Sec. Mrs. Samuel Seabury.

Year's Achievements: Dedication of the Garden Club of America Redwood Grove at Canoe Creek, May 19, 1934. Publication of the second & last volume of "Gardens of Colony & State," compiled & edited by Mrs. Luke Vincent Lockwood, first authentic history of gardens & gardeners of the American Colonies & of the Republic before 1840. Further Garden Centers, on Cleveland Garden Club plan, established by Garden Clubs of Pasadena, Detroit, Dayton, & Augusta, Georgia. These Centers give to the public in their localities information regarding planting the small home; each month exhibitions are placed in the Centers arranged so as to increase knowledge & interest in planting. Establishment of two Nature Camps through generosity of Santa Barbara Garden Club in California, & Chestnut Hill Garden Club of Massachusetts.

Publication: "Bulletin of the Garden Club of America."

IZAAK WALTON LEAGUE, CHICAGO, ILL.

Pres. Dr. Preston Bradley.

Sec. Fred N. Peet.

Year's Achievements: Continued campaign for acquisition of wild-life refuges & virgin areas to safeguard scenic, historic, scientific, & recreational values throughout the country; League is also encouraging the development of farmer-hunter partnerships in order to bring about a better understanding between rural residents & city hunters.

Publication: "National Waltonian."

**NATIONAL ALLIANCE OF ART & INDUSTRY,
NEW YORK CITY**

NATIONAL ASSOCIATION OF HOUSING OFFICIALS, CHICAGO, ILL.

Pres. Ernest J. Bohn.

Dir. Charles S. Ascher.

Year's Achievements: Publication of manuals: "State Laws for Public Housing," "Housing Surveys," "Demolition of Unsafe and Unsanitary Housing." Aided in drafting enabling legislation in seven States; furnished field consulting service on administrative problems in over 20 cities.

NATIONAL HOUSING ASSOCIATION, NEW YORK CITY

Sec. Lawrence Veiler.

Year's Achievements: The Association continued to serve as information center & clearing house on all aspects of housing for the United States; various publications were issued during the year, including the quarterly journal, "Housing."

NATIONAL MUNICIPAL LEAGUE, NEW YORK CITY

Pres. Murray Seasongood.

Sec. Howard P. Jones.

Year's Achievements: Campaigns for adoption of City Manager Plan carried on in 45 cities (plan adopted in 9 cities, making a total of 450 to date); work in support of County Manager Plan, home rule for cities, election-law reform, budget-law reform, short ballot, administrative reorganization of State government & centralized purchasing continued; inaugurated movement for formation of citizen's councils for constructive economy; launched national "Pay Your Taxes" campaign & cooperated in presenting series of nation-wide radio broadcasts; League activities also included distribution of news releases & editorials, public addresses, & publication of pamphlets & magazine articles.

Publication: "National Municipal Review."

NATIONAL ROADSIDE COUNCIL, NEW YORK CITY

Chmn. Mrs. W. L. Lawton.

Year's Achievements: Roadside Surveys in Florida and Connecticut; compilation of Council Letter as an interchange of ideas between the 15 State & Regional Councils now organized for Roadside Development; compilation & distribution of White List of the 190 firms agreeing not to advertise outside of commercial districts.

Publication: (with American Nature Assn.) "Roadside Bulletin."

DEPARTMENT OF CIVIC DESIGN, SCHOOL OF ARCHITECTURE, UNIVERSITY OF LIVERPOOL, LIVERPOOL, ENGLAND

Publication: "The Town Planning Review."

Federated Societies on Planning and Parks

(Published in 1929 "What About the Year
2000?"—An Economic Survey of Land Uses)

Honorary President, J. HORACE MCFARLAND

President, JOHN NOLEN

Executive Secretary, HARLEAN JAMES

AMERICAN CIVIC ASSOCIATION

Pres. Frederic A. Delano.

Exec. Sec. Harlean James.

Year's Achievements: Held Joint Annual Meeting with National Conference on City Planning in Baltimore & Washington, National Park & Housing Conference Dinners, & 12 field meetings; called National Park & Roadside Development Councils; prepared reports on reorganization of planning & park agencies; continued to maintain Watch Service & Civic Information Bureau.

Publications: "American Civic Annual"; "Civic Comment."

AMERICAN INSTITUTE OF PARK EXECUTIVES

Pres. Gustaf A. Lindberg.

Sec. William H. Walker.

Year's Achievements: Official magazine "Parks & Recreation" issued monthly, covering all phases of park activities as well as articles on all branches of park-management.

Publication: "Parks & Recreation," issued monthly.

AMERICAN PARK SOCIETY

Pres. Gustaf A. Lindberg.

Sec. William H. Walker.

Branch society of the American Institute of Park Executives with a membership composed of persons interested in park & recreation activities.

Publication: "Parks & Recreation," issued monthly.

APPALACHIAN TRAIL CONFERENCE

Pres. Major William A. Welch.

Chmn. Bd. of Mgrs. Myron H. Avery.

Sec. Harlean James.

Year's Achievements: Construction & marking of 175 miles of Trail from Katahdin to Mt. Bigelow in Maine, with result that only 80 miles remain to be completed out of the entire 2,054-mile Appalachian Trail; publication of pamphlet, detailing the history, route, Bibliography & Guidebook data for the entire Trail; publication of "Guide to Appalachian Trail in Maine" (four of the five Guidebooks to the entire Trail have been issued by Trail Conference or by groups affiliated with it); continued activity in organization of new trail groups & increasing utilization of recreational resources of the Southern Appalachian region.

NATIONAL CONFERENCE ON CITY PLANNING

Pres. Alfred Bettman.

Sec. Flavel Shurtleff.

Year's Achievements: Baltimore Conference held October, 1933; conducted publicity & fund-raising campaigns; cooperated in State, regional, & local conferences.

Official Organ: "City Planning," issued quarterly.

Publications: "Proceedings," issued annually; "Broadcasts," issued bi-monthly.

NATIONAL CONFERENCE ON STATE PARKS

Pres. Richard Lieber.

Year's Achievements: Held successful meeting at Bear Mountain, N. Y.; the Conference has been the principal outside agency assisting in State Park Emergency Conservation work under National Park Service.

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